

TCR

2016

Nr. 04

World and life



Logistics: International Series goes East



Report: The world in action



Interview: Daniele Cappellari



> EDITORIAL

Over the past weekend the TCR International Series and the SMP Russian Circuit Racing Series have shared the bill at Sochi Autodrom for the second successive year.

It was a great moment for all the participants to meet on the shores of the Black Sea, amidst the impressive facilities of the Olympic Park and enjoy a weekend of close competition.

As half of the season has passed, it is time to look back and sum up our common achievements.

The SMP RCRS was one of the first national championships to support the TCR concept in 2015, when three SEAT cars joined the Russian Touring class. Last year we also held the first joint event in Sochi, where two drivers from the SMP RCRS entered the TCR International Series and raced side by side with some of the best touring car drivers in the world.

In the current season we started with eight TCR cars, reserving the Touring class for them, and we are using the Super Production category to complete the field. The two classes together are delivering exciting races, but everyone knows that this is a provisional arrangement, as the ultimate goal is to have enough TCR cars to fill the whole grid.

In fact, the idea of competing at the wheel of attractive, powerful and easy to maintain cars is attracting drivers from the other SMP RCRS classes – and we are looking forward to welcoming more participants and new cars from next season.

And in the spirit with which we have joined the TCR global family, we were also very proud that our season opening event at the Smolensk Ring was also the first round of the TCR Trophy Europe.

I wish to congratulate Marcello Lotti for having conceived this new category that is actually broadening the horizons of motorsports, nationally and internationally!

Oleg Petrikov
Head of SMP Russian Circuit Racing Series

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Published by

Published by WSC

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The French manufacturers should consider TCR

When Marcello Lotti launched the TCR Series, it quickly became clear that the concept was answering the need for a change, in terms of philosophy and sporting and technical definitions, in Touring Car racing.

Lotti's previous creation, the WTCC, aimed at attracting works teams and manufacturers, had just opted for more highly-performing and technologically-advanced cars. The prestige of an élite-based field implied, on the other hand, a significant increase in costs that has barred participation for most private teams.

The proof that the TCR 'cocktail' is working? Simply, the fact that the FIA has adopted its technical standards for the European Touring Car Cup, which currently attracts entrants almost exclusively from Central and Eastern Europe.

This concept is enjoying a very encouraging start-up period, thanks to the involvement of the customer racing services of SEAT,

Honda and Volkswagen, as well as the efforts of other racing organizations to develop Opel, Subaru, Alfa Romeo, Ford or KIA cars for the TCR International Series and its regional and national sister series already in place,

In France, at a moment when national speed series are going through a serious crisis, a TCR Series would be a healthy and welcome initiative. Peugeot and Renault, that have an established culture of Touring Car racing via their mono-brand trophies, would be very advised to get committed to the new concept.

Jean-Luc Taillade

Jean-Luc Taillade, 61, started his professional career as a journalist and photographer in 1972, covering events in Western France for Autopop, Autocourse and later, Echappement. After 7 years as photographer on the editorial staff of Echappement, he became independent to cover international races and rallies. He has been a contributor to Auto Hebdo, France's top racing weekly, for over twenty years, and he also serves as TV commentator for Kiosque F1, Eurosport and Motors TV.



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**It's the
summer break
before a thrilling
finale in Asia**

COMINI REGAINS THE LEAD AFTER THE RACES IN GERMANY AND RUSSIA

It's the summer break for the TCR International Series: the rounds in Germany, at Oschersleben, and in Russia, at Sochi, concluded the European tour. There couldn't be a better place than Sochi to mark the start of the summer, as gorgeous warm weather welcomed the TCR community to the renowned resort on the Black Sea, full of holidaymakers ... and invaded by locusts! Still, the teams and drivers were absolutely not in vacation mode and the two races at the Sochi Autodrom turned around the situation in the overall standings once again. Two weeks before, at Oschersleben, with completely different weather conditions, the SEAT León cars had retaken the advantage, sweeping the two podiums. Mat'ó Homola took an emotional maiden win for him and B3 Racing Team Hungary that placed the Slovak among the title contenders. For the Hungarian squad, it was actually a 1-2 as Dušan Borković, who had set the pole position, was this time spared by bad luck and came in second. Race 2 in Germany saw Pepe Oriola celebrating again with victory, after his double success in the season opener at Bahrain, and retaking the lead in the standings, albeit on equal points with his Team Craft-Bamboo Lukoil teammate James Nash, the Brit having taken two third-place finishes in another consistent weekend. In Russia, the screenplay changed again: this time, the stars were the Volkswagen Golf cars of Leopard Racing, very competitive since the start of the weekend.





"It is the first time that we feel the car is able to express its full potential since free practice", explained Stefano Comini.

The reigning champion delivered his first pole and an authoritative win in Race 1, with Pepe Oriola second and Gianni Morbidelli third, meaning three different car brands (VW, SEAT and Honda) were represented on the podium.

In Race 2, despite suffering from flu, the other Leopard Racing driver, Jean-Karl Vernay took second, rounding the weekend off for the Golf cars, but victory was again a lights-to-flag story, this time for Mikhail Grachev, who posted his third win of the year at the wheel of the West Coast Racing Honda Civic. No better way for the Russian to delight the local fans.

There was unanimous praise too for Attila Tassi who crossed the line in third with the SEAT of B3 Racing (making it three different manufacturers on the podium once again). The 17-year-old Hungarian not only took his first TCR podium, but impressed everybody by keeping much more experienced rivals at bay with great coolness.

Sochi also demonstrated the great progress made by Mulsanne Racing's Alfa Romeo Giulietta, with Peter Fulín taking no less than P5 on the grid and bringing home a 6th and an 8th, the best weekend result so far for the red car.

In the championship, with both Oriola and Morbidelli forced to retire in Race 2 at Sochi, Stefano Comini is now back at the helm, although by a mere single point over Pepe Oriola and 7 over James Nash. Vernay, Homola and Morbidelli are also still in contention ahead of the four-event Asian tour that will conclude the season, with a first stop in Buriram, Thailand on 27-28 August.

An exciting finale awaits all the fans, but for now: happy holidays to everybody!



OSCHERSLEBEN - RACE 1, SUNDAY 19 JUNE 2016

	DRIVER	CAR	TEAM	
1	Mat'o Homola	SEAT León TCR	B3 Racing Team	19 laps in 34:31.336
2	Dušan Borković	SEAT León TCR	B3 Racing Team	1.438
3	James Nash	SEAT León TCR	Craft-Bamboo Lukoil	2.383
4	Sergey Afanasyev	SEAT León TCR	Craft-Bamboo Lukoil	3.080
5	Antti Buri	SEAT León Cup Racer	LMS Racing	3.741
6	Jean-Karl Vernay	Volkswagen Golf Gti TCR	Leopard Racing	5.031
7	Gianni Morbidelli	Honda Civic TCR	WestCoast Racing	5.533
8	Davit Kajaia	Volkswagen Golf Gti TCR	Liqui Moly Team Engstler	11.085
9	Niklas Makschin	Volkswagen Golf Gti TCR	Liqui Moly Team Engstler	11.562
10	Pepe Oriola	SEAT León TCR	Craft-Bamboo Lukoil	26.593

Fastest lap: Mat'o Homola, 1:36.468, average 137.92 kph, lap 8

OSCHERSLEBEN - RACE 2, SUNDAY 19 JUNE 2016

	DRIVER	CAR	TEAM	
1	Pepe Oriola	SEAT León TCR	Craft-Bamboo Lukoil	17 laps in 27:32.124
2	Dušan Borković	SEAT León TCR	B3 Racing Team	2.164
3	James Nash	SEAT León TCR	Craft-Bamboo Lukoil	5.928
4	Sergey Afanasyev	SEAT León TCR	Craft-Bamboo Lukoil	7.881
5	Mat'o Homola	SEAT León TCR	B3 Racing Team	12.375
6	Stefano Comini	Volkswagen Golf Gti TCR	Leopard Racing	15.413
7	Attila Tassi	SEAT León TCR	B3 Racing Team	17.703
8	Niklas Makschin	Volkswagen Golf Gti TCR	Liqui Moly Team Engstler	17.954
9	Michela Cerruti	Alfa Romeo Giulietta TCR	Mulsanne Racing	21.470
10	Gianni Morbidelli	Honda Civic TCR	WestCoast Racing	23.274

Fastest lap: Dušan Borković, 1:35.577, average 139.21 kph, lap 5



SOCHI - RACE 1, SUNDAY 3 JULY 2016

	DRIVER	CAR	TEAM	
1	Stefano Comini	Volkswagen Golf Gti TCR	Leopard Racing	11 laps in 26:08.805
2	Pepe Oriola	SEAT León TCR	Craft-Bamboo Lukoil	1.915
3	Gianni Morbidelli	Honda Civic TCR	WestCoast Racing	8.078
4	Mikhail Grachev	Honda Civic TCR	WestCoast Racing	16.704
5	Jean-Karl Vernay	Volkswagen Golf Gti TCR	Leopard Racing	17.718
6	Petr Fulín	Alfa Romeo Giulietta TCR	Mulsanne Racing	20.396
7	Davit Kajaia	Volkswagen Golf Gti TCR	Liqui Moly Team Engstler	21.173
8	James Nash	SEAT León TCR	Craft-Bamboo Lukoil	22.867
9	Mat'ò Homola	SEAT León TCR	B3 Racing Team	23.080
10	Attila Tassi	SEAT León TCR	B3 Racing Team	23.995

Fastest lap: Stefano Comini, 2:21.315, average 148.98 kph, lap 3

SOCHI - RACE 2, SUNDAY 3 JULY 2016

	DRIVER	CAR	TEAM	
1	Mikhail Grachev	Honda Civic TCR	WestCoast Racing	11 laps in 26:14.025
2	Jean-Karl Vernay	Volkswagen Golf Gti TCR	Leopard Racing	1.254
3	Attila Tassi	SEAT León TCR	B3 Racing Team	5.954
4	James Nash	SEAT León TCR	Craft-Bamboo Lukoil	6.589
5	Stefano Comini	Volkswagen Golf Gti TCR	Leopard Racing	7.962
6	Dušan Borković	SEAT León TCR	B3 Racing Team	8.253
7	Sergey Afanasyev	SEAT León TCR	Craft-Bamboo Lukoil	13.977
8	Petr Fulín	Alfa Romeo Giulietta TCR	Mulsanne Racing	16.128
9	Mat'ò Homola	SEAT León TCR	B3 Racing Team	20.603
10	Vladimir Sheshesin	Volkswagen Golf Gti TCR	Liqui Moly Team Engstler	24.691

Fastest lap: Stefano Comini, 2:21.213, average 149.08 kph, lap 2





A puzzle and a race to the race...

HOW SEL TAKES CARE OF SHIPPING TCR CARS AROUND THE GLOBE

With the Russian round held at Sochi, the TCR International Series started the second part of the season and the one that poses the greatest challenge in terms of logistics. It is never easy to move a significant number of racing cars, and the huge amount of goods (parts, tools, equipment, tyres, etc) that the racing teams and the series organization need at every event of the season. It is even more so when the last five events of the calendar bring the TCR community first to Sochi and then to an Asian tour comprising Thailand, Singapore, Malaysia and Macau. A logistical nightmare, in truth, but something that is the everyday

business for SEL Arcese, the official partner of the series for logistics. *"We are specialists in transport and logistics for sporting events"*, explains Pier Carlo Bottero, the CEO of the company based in Rivalta, near Turin, *"and we have over 20 years of experience. In a way, managing the logistics aspect is something not very different from racing itself and this aspect reflects the deepest soul of our work that always looks to offer a tailor-made service..."*

It took 11 days by road for the TCR circus to get to Sochi, on the Eastern side of the Black Sea, from the previous round at Oschersleben, near

Berlin. The convoy included two car transporters and eight articulated trucks, and the load included no fewer than 600 tyres. Fuel cans travelled separately, on a van, because of different custom procedures. In total, the journey was 3800 km long, crossing through Poland, Lithuania and Latvia before getting into Russia, as the most direct route, through the Ukraine, is not feasible at the moment.

From Sochi, the same convoy (less the fuel) will have to reach the Italian harbour of Genoa Voltri, from where it will go by sea to Asia on 16 July. Again, the route back to the European Union will have to avoid sensitive



areas and will be 5000 km long. At Genoa, everything will be loaded onto a large cargo ship, the APL Southampton, in 16 containers. This modern vessel, in service since 2012, can easily be defined as a 'monster of the sea', having a capacity of no less than 131,000 deadweight tons, equal to 10,798 TUE-type containers! The load will contain no tyres, which will be delivered to the Buriram's Chang International Circuit from one of the Michelin racing services in Asia. The APL Southampton will stop in Singapore, where the cargo will be transferred on board the APL Qingdao; this vessel is scheduled to arrive at the Thai harbour of Laem Chabang on 18 August. From there, the containers will be loaded on trucks to cover the short distance (420 km) on the crowded Thai motorways up to Buriram. After the Thai event, everything will be ready to be dispatched, again by ship, to Singapore. And the journey will go on...





Sheehan 'blown away' by TCR introduction

THE 2014 USTCC CHAMPION WAS INVITED TO TASTE THE INTERNATIONAL SERIES

Former United States Touring Car Championship winner Gary Sheehan declared himself "blown away" by his first experience of TCR when he competed in a Liqui Moly Team Engstler Volkswagen Golf at Oschersleben. Sheehan had travelled to Germany together with Ali Arsham, the promoter of the USTCC, to test a TCR SEAT León, as he was invited to race in the International Series event within the frame of the cooperation between the two championships.

The invitation to drive the VW meant he felt "like waking up as a ten-year-old boy on Christmas morning!" The San Francisco-based driver was then on course to score a TCR point in Race 1 before an excursion into a gravel trap on the final lap, while Race 2 saw Sheehan concentrate on learning how to get the best from the unfamiliar car and tyres.

The weekend clearly left a lasting impression on Sheehan, who described the experience as "phenomenal". It also left him looking forward to the

forthcoming TCR Las Americas series, which begins in October as support to the Formula One Grand Prix in Mexico City and then heads to the Homestead-Miami Speedway to give US racing fans their first glimpse of TCR cars in action.

"The level of preparation offered for

the price point of these cars is hard to beat," Sheehan commented. "They are fast, strong and fun as hell to drive! I think once our drivers and fans get to see these cars up close and in action, it won't be long before the TCR series takes hold in the US. I can't wait!"





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UPDATES ON THE TCR SERIES OF ASIA, ITALY,
GERMANY, RUSSIA, PORTUGAL AND SPAIN







Andy Yan's Volkswagen wins twice in Thailand

The second event of the TCR Asia series took place in Thailand at Buriram's Chang International Circuit and ended in a triumph for Andy Yan (Liqui Moly Team Engstler Volkswagen Golf Gti) who claimed pole position and won both races, while the Team Thailand Honda Civic of local hero Tin Sritrai – the leader of the championship after the first event – suffered from a series of technical issues. Jack Lemvard (Vattana Motorsport SEAT León) – one of the four TCR Thailand racers who joined the field – was Yan's most serious rival for victory in the first race. The double win helped Yan to jump to the top of the standings with nearly double the points compared to his closest competitors, Henry Ho (Champ Motorsport Honda Civic) and Kevin Tse (TeamWork Volkswagen Golf).

Results

Buriram, Race 1, Sunday 12 June

1. Andy Yan (Volkswagen Golf Gti TCR); 2. Jack Lemvard (SEAT León Cup Racer); 3. Narasak Ittiritpong (Honda Civic TCR)

Buriram, Race 2, Sunday 12 June

1. Andy Yan (Volkswagen Golf Gti TCR); 2. Kevin Tse (Volkswagen Golf Gti TCR); 3. Henry Ho (Honda Civic TCR)





Colciago stretches his leading margin

Roberto Colciago and his AGS Motorsport Honda Civic are in a league of their own in the TCR class of the Italian Touring Car Championship.

A former top driver in the European and World Touring Car championships, Colciago has claimed five wins and one second place in the six races held so far. He only missed to win the second

race in Misano due to a penalty that demoted him behind Alberto Viberti's SEAT León.

For the time being, his competitors can't aim for more than the other podium positions, though Viberti, Massimiliano Gagliano, Enrico Bettera and the pairing of Samuele Piccin and Romy Dall'Antonia have shown good performance.



Results

Misano, Race 1, Saturday 11 June

1. Roberto Colciago (Honda Civic TCR); 2. Imerio Brigliadori (SEAT León Cup Racer); 3. Samuele Piccin (SEAT León Cup Racer)

Misano, Race 2, Sunday 12 June

1. Alberto Viberti (SEAT León TCR); 2. Roberto Colciago (Honda Civic TCR); 3. Romy Dall'Antonia (SEAT León Cup Racer)

Magione, Race 1, Sunday 3 July

1. Roberto Colciago (Honda Civic TCR); 2. Massimiliano Gagliano (SEAT León Cup Racer); 3. Romy Dall'Antonia (SEAT León Cup Racer)

Magione, Race 2, Sunday 3 July

1. Roberto Colciago (Honda Civic TCR); 2. Alberto Viberti (SEAT León TCR); 3. Enrico Bettera (SEAT León TCR)



Josh Files regains the championship lead

After racing a SEAT León in the first two events, Josh Files and Target Competition switched to a Honda Civic. The move paid off as Files won the second race at Oschersleben and regained the lead in the standings, five points ahead of Harald Proczyk (HP Racing SEAT León).

Files had also crossed the line first at the end of Race 1, but he was demoted

by a penalty for a grid infringement, which handed victory to Dominik Fugel (Team Honda ADAC Sachsen Honda Civic). The second race provided an exciting six-car fight that saw Files beating Bas Schouten (Bas Koeten Racing SEAT León) and Tim Zimmermann (Liqui Moly Team Engstler Volkswagen Golf Gti) by mere inches.

Results

Oschersleben, Race 1,
Saturday 18 June

1. Dominik Fugel (Honda Civic TCR); 2. Mike Halder (SEAT León Cup Racer); 3. Steve Kirsch (Honda Civic TCR)

Oschersleben, Race 2,
Sunday 18 June

1. Josh Files (Honda Civic TCR); 2. Bas Schouten (SEAT León Cup Racer); 3. Tim Zimmermann (Volkswagen Golf Gti TCR)





Dmitry Bragin takes the advantage

The third and fourth events of the SMP Russian Circuit Racing Series that took place in Grozny and Sochi offered to Dmitry Bragin the possibility to take the lead in the Drivers' Championship ahead of the 2015 champion Aleksey Dudukalo. The TAIF Motorsport driver dominated both races in Grozny and then won the first one in Sochi, his fifth victory during the current

season. The second race went to Lukoil Racing's Nikolay Karamyshev, his maiden victory since he joined the series. These results propelled Bragin on top of the standings with a margin of 38 points ahead of Dudukalo; Roman Golikov, teammate of Dudukalo and Karamyshev at Lukoil Racing, is lying in third place with a gap of 84 points from the leader.

Results

Grozny, Race 1, Saturday 18 June

1. Dmitry Bragin (SEAT León TCR); 2. Aleksey Dudukalo (SEAT León TCR); 3. Roman Golikov (SEAT León TCR)

Grozny, Race 2, Sunday 19 June

1. Dmitry Bragin (SEAT León TCR); 2. Nikolay Karamyshev (SEAT León TCR); 3. Aleksey Dudukalo (SEAT León TCR)

Sochi, Race 1, Saturday 2 July

1. Dmitry Bragin (SEAT León TCR); 2. Nikolay Karamyshev (SEAT León TCR); 3. Aleksey Dudukalo (SEAT León TCR)

Sochi, Race 2, Sunday 3 July

1. Nikolay Karamyshev (SEAT León TCR); 2. Roman Golikov (SEAT León TCR); 3. Dmitry Bragin (SEAT León TCR)





Lobato and Rodrigues share wins in Vila Real

Results

Vila Real, Race 1, Saturday 25 June

1. Rafael Lobato (SEAT León Cup Racer); 2. Francisco Mora (SEAT León TCR); 3. Manuel Gião (Volkswagen Golf Gti TCR)

Vila Real, Race 2, Saturday 26 June

1. José Rodrigues (Honda Civic TCR); 2. Francisco Abreu (Volkswagen Golf Gti TCR); 3. Cesar Machado (SEAT León Cup Racer)

Vila Real's street circuit – where overtaking is quite impossible – hosted the second event of TCR Portugal. Rafael Lobato (SEAT León) took advantage of his pole position and beat Francisco Mora (Velo Motorsport SEAT León) by only six hundredths of a second in the first race.

Race 2 was disrupted by the red flag following an incident between Velo Motorsport teammates Mora and

Francisco Carvalho who were fighting for second. José Rodrigues (Gen Motorsport Honda Civic) led for the whole distance and claimed his first win from Francisco Abreu (Team Novadriver Volkswagen Golf Gti). The pairing of Francisco Carvalho-Nuno Batista – who dominated the season opener at Braga – retained the championship lead, but with a reduced gap of only five points.





Baporo Motorsport cars dominate at Alcañiz

The TCR field is steadily growing in Spain and has now become one of the largest classes (11 SEAT León cars) of the Campeonato de España Resistencia (CER).

The latest race meeting at Motorland Aragón in Alcañiz consisted of two 48-minute races on Saturday night and Sunday afternoon.

The Baporo Motorsport León of Marc Carol and Andorra's Joan Vinyes won the first race from the sister car of Jaime Font and Faust Salom and the PCR Sport trio of Harriet Arruabarrena/Antonio Aristi/Jordi

Masdeu. In the second race Baporo Motorsport scored an impressive 1-2-3 finish with the car driven by Evgeniy Makushin, Yuri Makushin and José Manuel Perez Aicart victorious ahead of Font/Salom and Carol/Vinyes.

After three events, the pairing of Font and Salom has built a solid lead of 56 points ahead of Vinyes.

Results

Alcañiz, Race 1, Saturday 25 June
1. M. Carol / J. Vinyes (SEAT León Cup Racer); 2. J. Font / F. Salom (SEAT León Cup Racer); 3. A. Aristi / H. Arruabarrena / J. Masdeu (SEAT León Cup Racer)

Alcañiz, Race 2, Sunday 26 June
1. E. Makushin / Y. Makushin / J.M. Perez Aycart (SEAT León Cup Racer); 2. J. Font / F. Salom (SEAT León Cup Racer); 3. M. Carol / J. Vinyes (SEAT León Cup Racer)



A family-run team? With TCR you can!

DANIELE CAPPELLARI EXPLAINS HOW A RACING PROGRAMME MAY BE RUN ON A LIMITED BUDGET

In a time when big articulated trucks line up behind the garages at each racetrack and hospitality suites fill the paddocks, a driver who brings his racing car on a trailer and sleeps in a camper van is news and reminds of the... good old times.

And yet, this is the way Daniele Cappellari takes part in the TCR class of the Italian Touring Car Championship,

proving that the category is really affordable for independent teams and drivers.

"During the two weeks before the events I look after my car each day after 7:00pm. The day before leaving for the track, together with Fabiola, my partner, we load the van we have re-arranged to serve as both workshop and caravan," Cappellari explains.

With his SEAT León on a flat-bed trailer, Daniele and Fabiola drive to the circuit, where they must put up the small tent that will shelter the car, plus a couch and a table that serve as office and living room.

"Sometimes we have only a couple of hours of sleep before going through the technical checks, the administrative formalities and the free practice. Fa-





biola is in charge of everything: she tells me when it's time to get ready for driving, clocks the lap times and checks the tyre pressure. It's like in the Seventies, when the drivers' wives were in the stands with mechanics and engineers. Except that we don't have a crew..."

Everything else is managed by Cappelari himself. *"It's a tiring weekend, but I fully enjoy it. I'm the driver, the mechanic, the engineer and even the griller for the dinner barbecue..."*

The costs for running the team are pared to the bone, but what about the car itself?

"Obviously buying the car has been the main expense, but I found a very good second-hand León. And I must say that the running costs of the SEAT are really affordable."

Well-done Daniele! Mr Lotti is proud of you!





TCR names Motorsport.com as 'Official Media Partner'

WSC Ltd, owner of the TCR brand and promoter of the TCR International Series has named Motorsport.com as its 'Official Media Partner'.

Formed in 1994, Motorsport.com is a technologically advanced international digital media group specializing in motor racing contents offering 21 editions in 14 languages, 24 hours a day, seven days a week. It is part of the Motorsport Network.

As part of the agreement, Motorsport.com will provide full coverage on all its 21 editions and 14 native languages, as well as sister brands Motorsport.tv and Motor1.com. Live streaming of races will also be provided on the network and coverage will be granted to the TCR International, Regional and National series.

"TCR was born with the aim to become a global concept for Touring Car racing. In less than two years expectations have been largely exceeded, as the TCR cars have been made eligible (or they will be in the near future) by no less than fourteen international, regional and national series worldwide." said TCR promoter Marcello Lotti. *"The media partnership with Motorsport.com fits perfectly in the strategy of consolidating and promoting the image of TCR on a truly global level. In fact, there is no other motorsports digital media company in the world that has this comprehensive coverage of racing, including its automotive enthusiasts brand Motor1.com. It is a platform that may be profitably exploited by promoters, manufacturers, suppliers and partners alike."*

"We are privileged that the TCR has chosen Motorsport.com as its 'Official Media Partner'," said Filippo Salza, president, Motorsport.com - Europe. *"As the most-viewed motorsport digital media company in the world, adding first-class content like the TCR continues grow our brand and global audience. We firmly believe in the direction that Marcello Lotti is taking the category and look forward in providing world-class content to our readership."*



TCR cars dominate 24H Slovakia Ring

Despite a field of only fourteen cars, the first Hankook 24H Slovakia Ring delivered a close fight for the victory until the finish. The race – second round of the Touring Car Endurance Series – was dominated by the TCR-spec SEAT León cars that filled the first four positions in the final classification.

Victory went to the Ferry Monster Autosport team of local drivers Andřej Studenič/Matej Konôpka/Miroslav Horňák/Miroslav Konôpka/Zdeno Mikuláško that beat the Red-Camel Jordans car of Rik Breukers/Ivo Breukers/Klaus Kresnik/Kris Cools by only 20.9 seconds. In thrilling final Mikuláško overtook Kresnik for the lead with twenty-two minutes left on the clock.

The NKPP Racing car run by Bas Koeten Racing and driven by Gjis Bessem/Harry Hilders/Simon Gras was classified third, only one lap down.

Ivo and Rik Breukers are now leading the TCES that will come to its end on 23 and 24 September with the 12H Meppen in Germany.

TCR International Series

(after rounds 14 of 22)



Drivers

1	Stefano Comini	Volkswagen Golf Gti	168 pts
2	Pepe Oriola	SEAT León	167
3	James Nash	SEAT León	161
4	Jean-Karl Vernay	Volkswagen Golf Gti	146
5	Mat'o Homola	SEAT León	145
6	Gianni Morbidelli	Honda Civic	131
7	Sergey Afanasyev	SEAT León	117
8	Dušan Borković	SEAT León	96
9	Mikhail Grachev	VW Golf Gti / Honda Civic	95
10	Davit Kajaia	Volkswagen Golf Gti	64
11	Aku Pellinen	Honda Civic	63
12	Attila Tassi	SEAT León	46
13	Antti Buri	Volkswagen Golf Gti	28
14	Jordi Oriola	Opel Astra / Honda Civic	17
15	Jordi Gené	Volkswagen Golf Gti	16
16	Petr Fulín	Alfa Romeo Giulietta	13
17	Kevin Gleason	Honda Civic	12
18	Niklas Mackuschin	Volkswagen Golf Gti	6
19	Harald Proczyk	Honda Civic	5
20	Luigi Ferrara	Subaru WRX STi	4
21	Francisco Mora	SEAT León	3
21	Florian Janits	Volkswagen Golf Gti	3
21	Michela Cerruti	Alfa Romeo Giulietta	3
24	Salman Al Khalifa	SEAT León	2
24	Loris Hezemans	SEAT León	2
24	Carlotta Fedeli	SEAT León	2
27	Pierre-Yves Corthals	SEAT León	1
27	Alessandra Neri	SEAT León	1
27	Alain Menu	Honda Civic	1
27	Vladimir Sheshenin	Volkswagen Golf Gti	1

Teams

1	Craft-Bamboo Lukoil	405 pts
2	Leopard Racing	322
3	WestCoast Racing	312
4	B3 Racing Team Hungary	289
5	Liqui Moly Team Engstler	108
6	Mulsanne Racing	21
7	Target Competition	20
8	Baporo Motorsport	8
9	Top Run Motorsport	6
9	Ferry Monster Autosport	6
11	Bas Koeten Racing	5
12	B.D. Racing Motorsport	3
13	Sébastien Loeb Racing	2

Model of the year

1	SEAT León	503 pts
2	Volkswagen Golf Gti	424
3	Honda Civic	371
4	Alfa Romeo Giulietta	65
5	Peugeot 308	24
6	Opel Astra	20
7	Subaru WRX STi	12

TCR Asia

(after rounds 4 of 10)



Drivers

1	Andy Yan Cheuk Wai	Volkswagen Golf Gti	94
2	Kevin Tse Wing Kin	Volkswagen Golf Gti	52
3	Henry Ho Wai Kun	Honda Civic	52
4	Tin Sritrai	Honda Civic	42
5	Roelof Bruins	SEAT León	41
6	Filipe de Souza	Volkswagen Golf Gti	39
7	Jack Lemvard	SEAT León	31
8	Narasak Itthirong	Honda Civic	17
9	Michael Ho Hon Keong	Honda Civic	16
10	Nattachak Hanjitsakem	Honda Civic	16

Amateur Drivers

1	Kevin Tse Wing Kin	Volkswagen Golf Gti	96 pts
2	Terence Tse Kin Leung	SEAT León	56
3	Douglas Khoo Kok Hui	SEAT León	49

Teams

1	Liqui Moly Team Engstler	133 pts
2	Champ Motorsport	68
3	TeamWork Motorsport	54

TCR Benelux

(after rounds 5 of 30)



Drivers

1	Tiago Monteiro/Stéphane Lémeret	Honda Civic	120 pts
2	Edouard Mondron/Guillaume Mondron	SEAT León	70
3	Alexis van de Poele/Romain de Leval	Volkswagen Golf Gti	66
4	Pierre-Yves Corthals/Frédéric Caprasse	Opel Astra	58.5
5	Renaud Kuppens/Benjamin Lessenes	Honda Civic	57.5
6	Sam Dejonghe/Denis Duport	SEAT León	51
7	Kévin Balthazar/Frédéric Bouvy	Volkswagen Golf Gti	28
8	Amaury Richard/Didier van Dalen	Volkswagen Golf Gti	25
9	Loris Cencetti/Cédric Cherain	SEAT León	23
10	Tom Coronel/Jamie Vandenbalck	SEAT León	20

Junior Cup

1	Romain de Leval	Volkswagen Golf Gti	66 pts
2	Benjamin Lessenes	Honda Civic	57.5
3	Amaury Richard	Volkswagen Golf Gti	25

Teams

1	Boutsen Ginion Racing	50 pts
2	DG Sport Compétition	36
3	Delahaye Racing Team	30

ADAC TCR Germany

(after rounds 6 of 14)



Drivers

1	Josh Files	Honda Civic	95 pts
2	Harald Proczyk	SEAT León	90
3	Steve Kirsch	Honda Civic	64
4	Benjamin Leuchter	Volkswagen Golf Gti	62
5	Bas Schouten	SEAT León	62
6	Mike Halder	SEAT León	58
7	Tim Zimmermann	Volkswagen Golf Gti	53
8	Antti Buri	SEAT León	44
9	Pascal Eberle	SEAT León	31
10	Dominik Fugel	Honda Civic	25

Junior Cup

1	Dominik Fugel	Honda Civic	113 pts
2	Tom Lautenschlager	Volkswagen Golf Gti	104
3	Mike Beckhusen	SEAT León	101

Teams

1	Target Competition	97 pts
2	HP Racing	92
3	Honda Team ADAC Sachsen	78

TCR Portugal

(after rounds 6 of 16)



1	Francisco Carvalho/Nuno Batista	SEAT León	112 pts
2	Francisco Abreu/Manuel Gão	Volkswagen Golf Gti	107
3	Rafael Lobato/César Machado	SEAT León	100
4	José Rodrigues	Honda Civic	95
5	José Cabral/Antonio Cabral	SEAT León	80
6	Francisco Mora	SEAT León	70
7	João Miguel Baptista/Gustavo Moura	Opel Astra	56

CIT

(after rounds 6 of 14)



Drivers			
1	Roberto Colciago	Honda Civic	125 pts
2	Alberto Viberi	SEAT León	73
3	Romy Dall'Antonia	SEAT León	54
3	Samuel Piccin	SEAT León	54
5	Vincenzo Montalbano	SEAT León	36
6	Daniele Cappellari	SEAT León	29
7	Marco Costamagna	SEAT León	27
8	Imerio Brigliadori	SEAT León	23
9	Fabio Fabiani	SEAT León	20
10	Massimiliano Gagliano	SEAT León	19

SMP RCRS Touring

(after rounds 8 of 14)



Drivers			
1	Dmitry Bragin	SEAT León	778 pts
2	Aleksey Dudukalo	SEAT León	740
3	Roman Golikov	SEAT León	694
4	Pavel Yashin	SEAT León	662
5	Nikolay Karamyshev	SEAT León	658
6	Lev Tolkachev	SEAT León	590
7	Marat Sharapov	SEAT León	534
8	Irek Minnakhmetov	SEAT León	390

Teams		
1	Lukoil Racing Team	1396 pts
2	STK TAF Motorsport	1314
3	Innocenti-AMG Motorsport	1018

CER

(after rounds 4 of 7)



Drivers			
1	Jaime Font/Faust Salom	SEAT León	188 pts
2	Joan Vinyes	SEAT León	132
3	Evgeniy Makushin	SEAT León	128
4	Harriet Arruabarrena / Antonio Aristi	SEAT León	128
5	Michael Lepoutre / Álvaro Fontes	SEAT León	104
6	Unai Arruabarrena / Oscar Fernández	SEAT León	100
7	Vicente Dasi	SEAT León	100
8	Marc Carol	SEAT León	84
9	Zakhar Makushin	SEAT León	76
10	Íñigo Vigjola	SEAT León	76

TCR Thailand

(after rounds 2 of 8)



Pro Drivers			
1	Carlo Van Dam	SEAT León	50 pts
2	Jack Lemvard	SEAT León	36
3	Grant Supaphong	SEAT León	30
4	Paritrat Bulbon	SEAT León	12

Am Drivers			
1	Chen Jian Hong	SEAT León	50 pts
2	Nattachak Hanjittakasen	Honda Civic	33
2	Wijak Lertprasertpakorn	Honda Civic	33

Teams	
1	Kratingdaeng Racing Team 55 pts
2	Singha Motorsport Team Thailand 50
3	TBN MK ihere Racing Team 36

TCES

(after rounds 2 of 3)



Drivers			
1	Ivo Breukers/Rik Breukers	SEAT León	51 pts
2	Gijs Bessem/Harry Hilders	SEAT León	34
3	Bert de Heus	SEAT León	29
4	Andrej Studenčič/Matej Konópka/Miroslav Horňák/Miroslav Konópka/Zdeno Mikuláško	SEAT León	28
5	Nabil Moutran/Ramzi Moutran/Sami Moutran/Phil Quaife	SEAT León	26
6	Adam Jones/Gavin Jones/Jacob Hodson/Lea Hodson	SEAT León	24
7	Kris Cools/Klaus Kresnik	SEAT León	22
8	Dennis de Boorst/Melvin de Groot/Pim van Riet/Sebastian Bleekemolen	SEAT León	21
9	Martin van den Berge	SEAT León	18
10	Simon Gras	SEAT León	16

24H Series

(after rounds 4 of 7)



Drivers			
1	Nabil Moutran/Ramzi Moutran/Sami Moutran/Phil Quaife	SEAT León	54 pts
2	Harry Hilders	SEAT León	52
3	Ivo Breukers/Rik Breukers	SEAT León	40
4	Melvin de Groot/Sebastian Bleekemolen	SEAT León	36
5	Gijs Bessem	SEAT León	36
6	Bert de Heus	SEAT León	29
7	Adam Jones/Gavin Jones/Jacob Hodson/Lea Hodson	SEAT León	24
8	Pim van Riet/Dennis de Boorst	SEAT León	21
9	Andrew Hack/Daniel Wheeler/Kane Astin/Lucas Orrock	SEAT León	22
10	Harriet Arruabarrena/Antonio Aristi/Jordi Masdeu/Íñigo Vigjola	SEAT León	18
10	Martin van den Berge	SEAT León	18



**What's
next
in the
world
of TCR**

10 July	TCR Thailand	Buriram
10 July	TCR Portugal	Portimão
16/17 July	24H Series	Paul Ricard, France
17 July	TCR Italy	Mugello
17 July	TCR Benelux / TCR Europe	Zandvoort
24 July	TCR Germany	Red Bull Ring
24 July	TCR Russia	Moscow
7 August	TCR Germany / TCR Europe	Nürburgring
21 August	TCR Asia	Shanghai, China
21 August	TCR Benelux / TCR Europe	Zolder
21 August	TCR Germany	Zandvoort, Netherlands
28 August	TCR International	Buriram, Thailand
28 August	TCR Russia	Myachkovo