

# 2016 TCR

Nr. 07

## World and life



Feature: the ageless game



Reports: the world in action



New: the cars we will see





## > EDITORIAL

The second season of TCR is coming to an end. And what a fantastic season it has been! 2016 marked the expansion of the TCR concept worldwide, with new series joining the International Series, and the creation of a TCR class within some important endurance events.

The number of races in which TCR cars have competed has comfortably exceeded three figures. Complete statistics will be unveiled before the end of the year, and I'm pretty sure they will surprise many people.

It is quite obvious that teams, drivers, promoters and car manufacturers have realized the strong points of TCR: attractive looking racing cars that can race nearly everywhere with affordable running costs.

The ultimate evidence can be seen by the announcements of new cars that have been or will be developed by premier brands in compliance with the TCR specs: the Audi RS 3 LMS, the Kia c'eed and the Peugeot 308. And there is more still to come...

We would also like to point out a couple of other features: the global circulation of teams and drivers and the fact that TCR is a 'game for all ages'.

During the current season some drivers and teams have competed in more than one series, with excellent results. Take the case of Roberto Colciago; he made his comeback after a five-year retirement, clinched the Italian title and then won the first race in Sepang on his first appearance in the International Series. Other examples were provided by Target Competition, who were victorious in Germany one year after their success in the International Series, and by drivers like Antti Buri, Pierre-Yves Corthals and Tin Sritrai who proved to be competitive in different series.

Finally, the TCR platform is proving to be good for all drivers, irrespective of their ages, as is well explained in Andrew Abbott's article that follows. Teen-agers on their first experience grow up quickly, measuring themselves on equal footing (or even sharing the same car) with experienced veterans. All this clearly demonstrates that TCR is not only successful in equalizing performance, but is also a democratic category. And that TCR cars are proper, world-class racing cars in their own right, good enough to develop young drivers.

**Marcello Lotti**  
CEO WSC Ltd.

**2016 TCR**  
*World and life*

### Editor in chief

Fabio Ravaioli

(fabio.ravaioli@tcr-series.com)

### Editors

Alfredo Filippone

(alfredo.filippone@tcr-series.com)

Mark James

(mark.james@tcr-series.com)

### Photography

Photo 4 (photo4@photo4.it)

### Contributors

Boost! Racing Images, Pedro Couto,  
Edd Ellison, Daphne Gengler,  
Sean Henshelwood,  
Pedro Gil de Vasconcelos,  
Grigory Golyshev, Lee Mun Yee,  
Jacques Letihon, Vadim Nikishev,  
Salvatore Tarantino, Koen Wijckmans

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World Sporting Consulting Ltd  
22 Eastcheap, 2nd Floor,  
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Inpagina s.r.l., via Giambologna 2,  
40138 Bologna, Italy  
info@inpagina-bo.it

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# A great launching pad for young drivers

I fell in love with TCR in 2016.

I have been able to visit the TCR Benelux paddock throughout the season. And I never got bored, as there were great battles in each of the races. Stéphane Lémeret has

fully deserved the title by resisting the comeback of

Pierre-Yves Corthals and Fred Caprasse in their Opel Astra until the very end.

For a car still under development, the Astra proved immediately to be very competitive;

Corthals could have even claimed the title if not for a few points lost by his young co-driver and himself.

We have also seen the involvement of car importers such as

Honda, SEAT, Opel and Alfa Romeo, something that has not happened for years. And we have to thank Honda Belgium for inviting star drivers like Tiago Monteiro or Norbert Michelisz for racing against young drivers who, in some cases, are only teenagers! Thanks to TCR Benelux we have discovered Romain De Leval (who was crowned champion in the Junior class), Maxime Potty, Mathieu Detry and Amaury Richard.

Not everything has been positive, tough. There has been a maximum of 15 cars on the grid and there was a lack of interest from our Dutch neighbours, which was a bit disappointing. And also, the Facebook vote to decide the starting grid for the Qualifying Race did not meet with the expected success. And I have to say that I have never been a great fan of the 'Make the Grid'.

However, I am confident that we will see more Dutch drivers and teams in 2017 and that a return to 'pure racing' should convince those who are still sceptical.

With the arrival of Audi and Kia, next season promises to be even more exciting. I can't wait for it to start and this winter break seems too long to me!

**Martin Businaro**

*Despite his young age of 23, Martin Businaro has been able to carve out a place for himself among Belgian motorsport journalists. He works for La Dernière Heure – Les Sports, the most important sporting newspaper in the Francophone Belgium. He is also a contributor to F1 Magazine. A real enthusiast of all motor sports since he was a boy, he doesn't hesitate to take part in the occasional amateur race.*



# THIRD PAGE





The 25-year old  
Josh Files won the  
ADAC TCR Germany



# A game for all ages

TCR IS WORKING FOR BOTH YOUNGER AND OLDER DRIVERS, SAYS ANDREW ABBOTT

One striking fact that has arisen from the recent growth of TCR is how the concept is allowing both younger and older drivers to thrive. In almost all of the TCR championships there has been a mixture of up-and-coming stars pitted against the experienced 'old guard', something which is not always evident in national one-make championships. Take the case of Josh Files, for example. Having won the UK Renault Clio Cup in 2013, the 25-year-old dabbled in the Clio European and Italian cups for a couple of seasons, as he sought the ideal platform to showcase his skills. The announcement of TCR proved to be perfect timing for the Brit who, for a very similar budget to the one-make cup, was able to move up to the faster and more powerful TCR machinery.



established dedicated classifications such as the Junior Cups won by the 18-year olds Tom Lautenschlager in Germany and Romain de Leval in Benelux.

One of the cornerstones of TCR is that the concept is built around the principle of allowing different cars, teams and drivers to run almost anywhere in the world to the same set of technical regulations. Whilst that may be of more of a benefit to the teams, who can run one driver in the car on one weekend, and then a different driver in the car on another weekend, there are still benefits for the drivers too.

An ideal example is that of Pierre-Yves Corthals, who recently wrapped up the TCR Trophy Europe by contesting races in Germany, Belgium and Spain. Mostly racing an Opel Astra TCR, Corthals was one of the most prolific of the championship-hopping drivers in 2016, even racing in the International Series at Spa in a SEAT in early May. The 41-year-old Belgian was also able to fight TCR Benelux title until the season finale at Mettet.

As well as providing a place for new talent like Files to shine, and established tin-top drivers like Corthals to continue, TCR has also brought back some Touring Car legends.

Roberto Colciago proved in September that the former greats of the Super Touring era could win even in TCR, with the Italian taking a sensational victory in the Formula One-supporting International Series race in Malaysia.



**Three generations on the podium in TCR Italy: Fulin (39), Viberti (22) and Colciago (48)**



**At the age of 17, Attila Tassi is the youngest driver in the International Series**



**TCR Benelux: the Volkswagen of Romain de Leval (18) chases the SEAT of Denis Dupont (22)**





**Tom Lautenschlager (17)**  
won the ADAC TCR Germany  
Junior Trophy



**Frédéric Caprasso and Pierre-Yves Corthals**  
form a perfect mix of youth and experience

The new Italian Touring Car champion openly admitted that he returned to racing, having retired in 2010, because he was attracted by the opportunities presented by the TCR concept. One could argue that his success in Italy was down in part to a smaller grid and less experienced competition. However, the fact that Colciago was able to fend off reigning TCR International champion Stefano Comini in Sepang, in hot and physically demanding conditions, proved that he still has the stamina and racecraft to be at the front.

TCR is grounded in the real world. With some independent budgets at the top of the Touring Car tree reported to be over €1 million, TCR gives teams and drivers the opportunity to race in a top level championship for almost an order of magnitude less. Furthermore, teams and drivers can elect to contest events in other championships as and when their budget allows, providing yet more opportunities to raise their profile and pitch themselves against strong and varied competition.

All of this ensures that the new talents can continue on their journey to the top, whilst giving the 'old guard' the chance to continue to show the youngsters how it's done.







PETRONAS

UBS

Kevin Gleason crowned his successful comeback in the WestCoast Racing Honda Civic with a win at Sepang



# All set for the final shoot-out

THE DRIVERS' TITLE FIGHT WILL BE  
DECIDED OVER THE LAST RACE WEEKEND



Twelve months ago, the TCR International Series headed for its final race weekend with three drivers still in the running to take the inaugural title. This time, Macau will see a four-way fight for the trophy between two pairs of teammates, with two car brands - SEAT and Volkswagen - represented in that fight.

James Nash has a lead of 17 points over last year's champion, Stefano Comini. In third place, a further 16 points adrift, is Nash's Craft-Bamboo Lukoil teammate Pepe Oriola while fourth is Comini's Leopard Racing colleague Jean-Karl Vernay who is 39 points off the lead. Both Oriola and Vernay have acknowledged that the title is all but beyond them and so both have pledged to help their teammates, but Macau is widely regarded as being a complete lottery and impossible to predict and so the pair aren't out of the fight just yet...







## Craft-Bamboo and SEAT have already won their crowns

While the battle for the Drivers' title is still ongoing, those for the Teams' crown and the Model of the Year have already been decided.

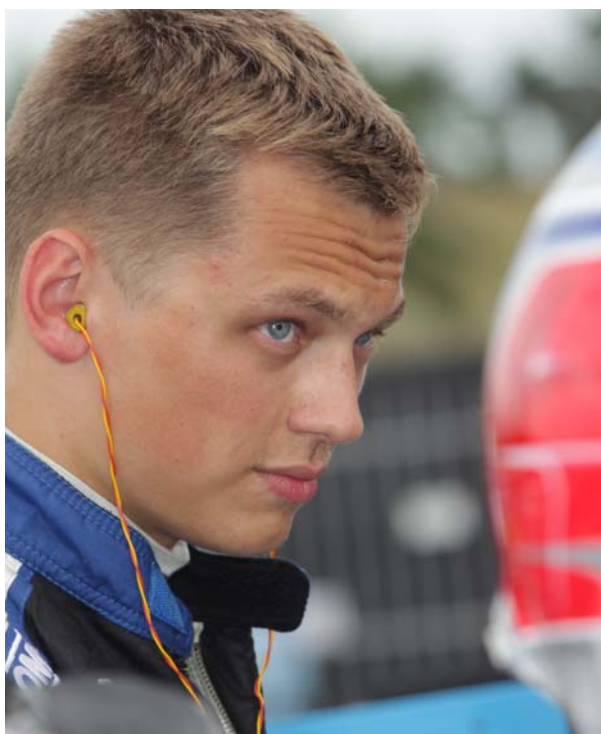
Craft-Bamboo Lukoil succeeded Target Competition as the new Champion Team; the Hong Kong-based outfit emerged as the winner after Sepang, having amassed an unbeatable margin of 104 points when only 95 remain available.

Leopard Racing and WestCoast Racing are now fighting for second, as they are currently split by 37 points. B3 Racing Team remains in contention as well with gaps of 72 and 35 points from second and third positions respectively.

Despite the fact that it has won fewer races than the Honda Civic – 7 versus 8 so far – the SEAT León has claimed the Model of the Year title (which is being awarded for the first time) with a comfortable margin. The fight for second place is still undecided, as the Volkswagen Golf leads the Honda Civic by 36 points.







The previous race weekend at Sepang in Malaysia saw victories for Roberto Colciago and Kevin Gleason, with all four of the title protagonists taking useful points despite the lack of wins. It was Nash who gained the most from the weekend – two podium finishes (third in Race 1 and second in Race 2) meant the British driver left Sepang with a haul of 33 points, while Comini (18), Oriola (16) and Vernay (22) all kept themselves in the title hunt.

The two race winners came as something of a surprise, as Colciago had come out of retirement to win the TCR Italy title and Gleason has missed much of the 2016 season due to budget issues. The fact that both were able to win races while the title contenders were left to scrap for points confirms just how close this year's TCR International Series has become.







## SEPANG - RACE 1, FRIDAY 30 SEPTEMBER 2016

DRIVER	CAR	TEAM	
1 Roberto Colciago	Honda Civic TCR	Target Competition	11 laps in 26:46.089
2 Stefano Comini	Volkswagen Golf Gti TCR	Leopard Racing	0.176
3 James Nash	SEAT León TCR	Craft-Bamboo Lukoil	4.341
4 Pepe Oriola	SEAT León TCR	Craft-Bamboo Lukoil	5.111
5 Jean-Karl Vernay	Volkswagen Golf Gti TCR	Leopard Racing	6.392
6 Dušan Borković	SEAT León TCR	B3 Racing Team	7.445
7 Attila Tassi	SEAT León TCR	B3 Racing Team	8.085
8 Kevin Gleason	Honda Civic TCR	WestCoast Racing	8.558
9 Sergey Afanasyev	SEAT León TCR	Craft-Bamboo Lukoil	10.570
10 Mat'ò Homola	SEAT León TCR	B3 Racing Team	10.972

**Fastest lap: Stefano Comini, 2:17.268, average 145.37 kph, lap 4**

## SEPANG - RACE 2, SATURDAY 1 OCTOBER 2016

DRIVER	CAR	TEAM	
1 Kevin Gleason	Honda Civic TCR	WestCoast Racing	10 laps in 24:37.307
2 James Nash	SEAT León TCR	Craft-Bamboo Lukoil	1.735
3 Gianni Morbidelli	Honda Civic TCR	WestCoast Racing	2.421
4 Dušan Borković	SEAT León TCR	B3 Racing Team	7.961
5 Jean-Karl Vernay	Volkswagen Golf Gti TCR	Leopard Racing	9.853
6 Loris Hezemans	SEAT León TCR	Target Competition	10.241
7 Sergey Afanasyev	SEAT León TCR	Craft-Bamboo Lukoil	10.850
8 Andy Yan	Volkswagen Golf Gti TCR	Liqui Moly Team Engstler	10.860
9 Attila Tassi	SEAT León TCR	B3 Racing Team	11.125
10 Davit Kajaia	Volkswagen Golf Gti TCR	Liqui Moly Team Engstler	11.800

**Fastest lap: Stefano Comini, 2:17.196, average 145.48 kph, lap 2**

The season-ending weekend won't just be all about Nash, Comini, Oriola and Vernay; the finale always attracts guest drivers and this year is no exception, with two newcomers who are more than capable of springing surprises. Portugal's Tiago Monteiro will be in the third WestCoast Racing Honda Civic, while British driver Josh Files competes in the same Target Competition Honda with which he won this year's TCR Germany title. Just as in 2015, the final races of the TCR International Series are set to provide some thrilling battles. The Teams' title has already been secured by Craft-Bamboo Lukoil, so the focus will be squarely on the fight for the Drivers' crown, while Mat'ò Homola and the WestCoast Racing pairing of Gianni Morbidelli and Mikhail Grachev will be looking to add to their tally of race wins. You can also guarantee that Dušan Borković and the two guest drivers, Monteiro and Files, will be out to end their seasons on a high, and the unpredictability of racing around the narrow streets of the Guia Circuit just adds to the excitement. Don't miss the action!

➔ [TCR International Series webpage](#)



# The season's last gleaming

NEW CHAMPIONS CROWNED  
IN BENELUX, ASIA AND SPAIN

The Peugeot 308 claimed its first TCR podium when Aurélien Comte finished second at Mettet in the TCR Benelux finale











## Michelisz helps Lémeret to grab title

The fight for the first-ever TCR Benelux title went right down to the wire in the final couple of sprint races. In the last two race meetings at Assen and Mettet, the Honda Civic cars run by the Boutsen Ginion Racing team dominated the field, winning seven of the eight sprint races. Four of those victories were claimed by guest star Norbert Michelisz who gave decisive help to his co-driver Stéphane Lémeret in order to claim the title. The DG Sport Compétition pairing of Pierre-Yves Corthals and Frédéric Caprasse tried to spoil Lémeret's party until the very end, and eventually presented Opel Motorsport with second place in the championship that would have been quite unexpected at the beginning of the season.

A brilliant victory in Assen's Qualifying Race at the wheel of their SEAT León launched Sam Dejonghe and Denis Dupont towards a brilliant third place in the championship, a perfect pay-off for the RACB National Team's effort in promoting the young talents. At Mettet, the series welcomed the first appearance of a Peugeot 308. Although the French car is not yet in a proper TCR configuration, it showed significant progress compared to its maiden TCR races in the International Series at Spa. The twisty layout of the Circuit Jules Tacheney suited the 308 and, with Aurélien Comte on great form, grabbed a couple of outstanding second places behind the uncatchable Michelisz.



### Results

**Assen, Round 17, Sunday 23 October**  
1. Renaud Kuppens (Honda Civic); 2. Sam Dejonghe (SEAT León); 3. Maxime Potty (Volkswagen Golf GTI)

**Assen, Round 18, Sunday 23 October**  
1. Renaud Kuppens (Honda Civic); 2. Maxime Potty (Volkswagen Golf GTI); 3. Guillaume Mondron (SEAT León)

**Assen, Round 19, Sunday 23 October**  
1. Norbert Michelisz (Honda Civic); 2. Tom Coronel (Honda Civic); 3. Amaury Richard (Volkswagen Golf GTI)

**Assen, Round 20, Sunday 23 October**  
1. Norbert Michelisz (Honda Civic); 2. Tom Coronel (Honda Civic); 3. Amaury Richard (Volkswagen Golf GTI)

**Mettet, Round 21, Sunday 30 October**  
1. Benjamin Lessenes (Honda Civic); 2. Frédéric Caprasse (Opel Astra); 3. Stéphane Lémeret (Honda Civic)

**Mettet, Round 22, Sunday 30 October**  
1. Frédéric Caprasse (Opel Astra); 2. Stéphane Lémeret (Honda Civic); 3. Benjamin Lessenes (Honda Civic)

**Mettet, Round 23, Sunday 30 October**  
1. Norbert Michelisz (Honda Civic); 2. Aurélien Comte (Peugeot 308); 3. Pierre-Yves Corthals (Opel Astra)

**Mettet, Round 24, Sunday 30 October**  
1. Norbert Michelisz (Honda Civic); 2. Aurélien Comte (Peugeot 308); 3. Alexis van de Poele (Volkswagen Golf GTI)











## Andy Yan was crowned the new champion

The two TCR Asia races that took place at Sepang together with the TCR International Series crowned Liqui Moly Team Engstler's Andy Yan as the new champion. The 32-year old driver from Hong Kong succeeded his fellow countryman Michael Choi, who won the inaugural TCR Asia title in 2015.

Yan's title chase began badly when he was forced onto the grass at Turn 1 during the opening lap of Race 1, leaving him to rejoin at the back of the field. Tin Sritrai was then leading TCR Asia and running ninth overall, but a turbo issue forced him to retire. That left Kevin Tse in the lead; the TeamWork Motorsport driver won the race despite Yan's charge back through the field, with Filipe de Souza third.

In Race 2, Sritrai led the field for the first three laps before eventual race winner Kevin Gleason managed to pass him. A few moments later Stefano Comini clipped the back of Sritrai's car which spun off and rejoined in 11th

position. Sritrai was then quickly caught by Yan and Tse, who worked their way past the ailing Honda. Yan classified an impressive eighth overall, while Tse and de Souza completed the podium.

The TCR Asia final round will be together with the International Series once again, at Macau on November 20.

### Results

Sepang, Round 7, Friday 30 September

1. Kevin Tse (Volkswagen Golf); 2. Andy Yan (Volkswagen Golf); 3. Filipe de Souza (Volkswagen Golf)

Sepang, Round 8, Saturday 1 October

1. Andy Yan (Volkswagen Golf); 2. Kevin Tse (Volkswagen Golf); 3. Tin Sritrai (Honda Civic)







## Pellinen and Bettera share honours

The final event of TCR Italy took place at Monza. While the freshly crowned champion Roberto Colciago competed at the wheel of a Honda Civic in the TCS class, Aku Pellinen (MM Motorsport Honda Civic) and Enrico Bettera (Pit Lane Competizioni SEAT León) took one victory apiece. The Top Run-built Subaru WRX STI made his first appearance in the series. After an engine problem had sidelined him in qualifying, Luigi Ferrara took an encouraging third place in the first race, but then spoiled his chances in the second race causing an incident that eliminated himself and Pellinen. In Race 1, pole sitter Pellinen took the lead at the start and Bettera stuck to his rear bumper for the whole race. On

the last lap the two leaders were running abreast at the end of the pit straight, but outbraked themselves and were forced to cut the chicane; Bettera re-joined ahead of Pellinen and crossed the line first, beating the Finn by inches. However, the Stewards imposed a 5-second penalty for gaining an unfair advantage and dropped him to second behind Pellinen.

In the second race, Bettera sprinted from the pole and led into the first chicane; behind him Ferrara hit Pellinen who spun and retired, while the Subaru limped back to the pits. Bettera took a comfortable victory – the first for him in the championship – while Romy Dall'Antonia finished a distant second in the BF Motorsport SEAT León.

### Results

Monza, Round 13, Saturday 29 October  
1. Aku Pellinen (Honda Civic); 2. Enrico Bettera (SEAT León); 3. Luigi Ferrara (Subaru WRX)

Monza, Round 14, Sunday 30 October  
1. Enrico Bettera (SEAT León); 2. Romy Dall'Antonia (SEAT León); 3. Daniele Cappellari (SEAT León)







## Font and Salom finish on a high note

The Spanish Endurance Championship (CER) came to an end on the historical circuit of Jarama, near Madrid.

Fifteen cars out of the 42 that took the start in the two-hour race were SEAT León models, competing in the TCR category

The Baporo Motorsport team dominated the race, claiming the top four positions in the class: Jaime Font and Faust Salom were classified a brilliant fourth overall, one lap behind the winning Porsche 991 and only a few seconds behind two GC10 V8 prototypes.

The pairing formed by the Catalan Font and the 19-year-old Salom from the Balearic Islands won the TCR class with a 17-second advantage ahead of Andorra's Amàlia Vinyes, whose brother Joan finished in third position; Evgeniy Makushin completed the

team's triumph in fourth.

The victory, their third of the season, meant that Font and Salom were crowned champions in the TCR Category and also in the CER Class 1.

### Results

Jarama, Round 7, Sunday 16 October  
1. Jaime Font/Faust Salom (SEAT León); 2. Amàlia Vinyes (SEAT León); 3. Joan Vinyes (SEAT León)







## Brno hosted the final round

The final round of the Touring Car Endurance Series' (TCES) inaugural season took place at Automotodrom Brno, where the Red Camel-Jordans.nl team took a clean sweep, grabbing the Teams' and Drivers' titles in both the overall classification and the TCR class. The TCES results were declared final at half distance of the 24-hour race, with the NKPP Racing SEAT León driven by Gijs Bessem, Harry Hilders and Rob Rappange victorious, having completed 288 laps, nine more than the Red Camel-Jordans.nl León of Ivo and Rik Breukers, Aronov and Krant. That second place was all the Breukers (father and son) needed to be crowned champions.

The race went on, and by the time the 24th hour struck, the NKPP Racing SEAT had completed 583 laps, winning the TCR class and finishing in a brilliant fifth place overall behind four GT cars.

Second position in the TCR class went to another SEAT, the TCC Racing car of Schilliger, Kresnik and Suter, with the Red Camel-Jordans.nl car in third.

The 24-hour race was counting as the final round of the 24H Series.

### Results

12H Brno, Round 4, Sunday 16 October

1. Harry Hilders/Gijs Bessem/Rob Rappange (SEAT León); 2. Ivo Breukers/Rik Breukers/Monny Krant/Maxim Aronov (SEAT León); 3. Fredy Suter/Klaus Kresnik/Daniel Schilliger (SEAT León)





# More brands join the party

## AUDI, KIA AND PEUGEOT WIDEN THE CHOICE FOR TCR COMPETITORS

As the TCR concept continues to expand and attract interest, recent weeks have seen a number of exciting announcements. Audi and Kia are the latest additions to the array of car manufacturers offering TCR-spec cars, while Peugeot has clarified its development plans for the 308.



## Audi launches its RS 3 LMS

In the glamorous surroundings of the Paris Motor Show, Audi presented its RS 3 LMS sedan, which will bring the brand's legendary four rings into TCR and will make Audi Sport racing cars available to an even broader audience. Audi Sport Customer Racing, which builds and markets Audi R and RS models for competition, plans to start deliveries of the new car to customers this December ahead of the 2017 season. No fewer than 70 units will

be produced in the initial run. Stephan Winkelmann, Audi Sport Managing Director commented: "Audi has been active in motorsport at the highest level for generations. The Audi R8 LMS has since become the market leader in its segment. We have the same plans for the Audi RS 3 LMS, which offers customers an attractive opportunity to get started in Audi racing."





## STARD-built Kia cee'd unveiled

A few weeks later, during the last event of the TCR Benelux Series at Mettet, the TCR-spec Kia cee'd built and developed by STARD was officially presented. Based on the road going Kia cee'd 5-door model, the racing car is powered by the 2.0L 'Theta II' turbocharged direct injection engine developed at the Hyundai/Kia R&D centre in Namyang.

With 3,000 km of testing already completed, the Kia cee'd will be available to customers from January 2017.

STARD plans to produce twenty cars before the start of the season.

STARD President Manfred Stohl, the driving force behind the project, declared: "We have been working on this project since July 2015. It has been long and hard work, but today we begin to be paid off. We are already in touch with a few teams that are interested in running the car from next year; some of them are professional and very experienced."



## TCR performance kit for the Peugeot 308

Also in Mettet, the Peugeot 308 made its second TCR outing of the year, after the Spa round of the TCR International Series. With Aurélien Comte at the wheel, the car finished second in Races 3 and 4 of the Benelux season-closer.

Peugeot Sport used the opportunity to announce that a performance kit to upgrade the 308 Racing Cup cars to full TCR specifications will be available as from 2018. In a press statement, the French manufacturer explained: "In its basic trim, the lightweight 308 Racing Cup delivers 308hp, comes with a high-performance chassis and

features specific electronics. At the same time, it offers significant potential for future development and Peugeot Sport's engineers are already working on a TCR Performance Kit. This will be ready in time for the 2018 season, delivering significant improvements to engine, suspension and aerodynamic performance in order to enable 308 Racing Cup owners to compete at the sharp end in the TCR International series."

Peugeot Sport will offer a 308 Racing Cup car, complete with the TCR Performance Kit, as the prize for the winner of the 2017 308 Racing Cup.





## TCR national series unveil 2017 calendars

Even before the end of the current season, some of the TCR national series have already unveiled their 2017 calendars.

The second season of TCR Benelux will take place over six race meetings, four in Belgium and two in the Netherlands. The format will remain unchanged with a 60-minute Qualifying Race and four Sprint Races at each event. However, the grid for the Qualifying Race will be decided by a proper Qualifying session as the influence of social media has been dropped. For its maiden season, TCR Scandinavia will race six times in Sweden and once in Finland; the venue for the third of the eight events that form the calendar has yet to be unveiled. Also new for 2017 is the TCR Ibérico, born from the merger of TCR Portugal and TCR Spain, although both these two series will award their own national title as well. The new championship will visit four circuits in Portugal and three in Spain.



23 April	Zolder (BEL)
4 June	Spa-Francorchamps (BEL)
16 July	Zolder (BEL)
20 August	Zandvoort (NED)
24 September	Assen (NED)
22 October	Mettet (BEL)



7 May	Knutstorp (SWE)
21 May	Alastaro (FIN)
4 June	TBA
18 June	Sollvalla (SWE)
9 July	Falkenberg (SWE)
13 August	Karlskoga (SWE)
3 September	Anderstorp (SWE)
17 September	Mantorp Park (SWE)



9 April	Barcelona (ESP)
30 April	Estoril (POR)
28 May	Jarama (ESP)
2 July	Vila Real (POR)
10 September	Jerez de la Frontera (ESP)
1 October	Braga (POR)
22 October	Portimão (POR)



## TCR International Series

(after rounds 20 of 22)



### Drivers

1	James Nash	SEAT León	262 pts
2	Stefano Comini	Volkswagen Golf Gti	245
3	Pepe Oriola	SEAT León	229
4	Jean-Karl Vernay	Volkswagen Golf Gti	223
5	Mat' o Homola	SEAT León	175
6	Gianni Morbidelli	Honda Civic	174
7	Dušan Borković	SEAT León	161
8	Mikhail Grachev	VW Golf Gti / Honda Civic	141
9	Sergey Afanasyev	SEAT León	141
10	Davit Kajaia	Volkswagen Golf Gti	80
11	Attila Tassi	SEAT León	68
12	Aku Pellinen	Honda Civic	63
13	Kevin Gleason	Honda Civic	46
14	Roberto Colciago	Honda Civic	30
15	Antti Buri	Volkswagen Golf Gti	28
16	Jordi Oriola	Opel Astra / Honda Civic	17
17	Jordi Gené	Volkswagen Golf Gti	16
18	Petr Fulín	Alfa Romeo Giulietta	15
19	Kantadhee Kusiri	Honda Civic	10
19	Loris Hezemans	SEAT León	10
21	Niklas Mackschin	Volkswagen Golf Gti	6
22	Harald Proczyk	Honda Civic	5
23	Luigi Ferrara	Subaru WRX STi	4
23	Andy Yan Cheuk Wai	Volkswagen Golf Gti	4
25	Francisco Mora	SEAT León	3
25	Florian Janits	Volkswagen Golf Gti	3
25	Michela Cerruti	Alfa Romeo Giulietta	3
28	Salman Al Khalifa	SEAT León	2
28	Carlotta Fedeli	SEAT León	2
30	Pierre-Yves Corthals	SEAT León	1
30	Alessandra Neri	SEAT León	1
30	Alain Menu	Honda Civic	1
30	Vladimir Sheshenin	Volkswagen Golf Gti	1

### Teams

1	Craft-Bamboo Lukoil	580 pts
2	Leopard Racing	476
3	WestCoast Racing	439
4	B3 Racing Team Hungary	404
5	Liqui Moly Team Engstler	129
6	Target Competition	60
7	Mulsanne Racing	23
8	LMS Racing	12
9	Team Eakie BBR Kaiten	10
10	Baporo Motorsport	8
11	Top Run Motorsport	6
11	Ferry Monster Autosport	6
13	Bas Koeten Racing	5
14	B.D. Racing Motorsport	3
15	Kissling Motorsport	3
16	Sébastien Loeb Racing	2
17	Vattana Motorsport	1
17	Krating Daeng Racing Team	1
17	FRD Racing Team	1
17	TeamWork Motorsport	1

### Model of the year

1	SEAT León	719 pts
2	Volkswagen Golf Gti	594
3	Honda Civic	558
4	Alfa Romeo Giulietta	87
5	Opel Astra	30
6	Peugeot 308	24
7	Subaru WRX STi	12
8	Ford Focus	12

## TCR Asia

(after rounds 8 of 10)



### Drivers

1	Andy Yan Cheuk Wai	Volkswagen Golf Gti	195 pts
2	Kevin Tse Wing Kin	Volkswagen Golf Gti	129
3	Filipe de Souza	Volkswagen Golf Gti	93
4	Tin Sritrai	Honda Civic	85
5	Henry Ho Wai Kun	Honda Civic	70
6	Roelof Bruins	SEAT León	41
7	Douglas Khoo Kok Hui	SEAT León	34
8	William O'Brien	Volkswagen Golf Gti	33
9	Jack Lemvard	SEAT León	31
10	Terence Tse Kin Leung	SEAT León	28

### Amateur Drivers

1	Kevin Tse Wing Kin	Volkswagen Golf Gti	205 pts
2	Douglas Khoo Kok Hui	SEAT León	98
3	William O'Brien	SEAT León	9

### Teams

1	Liqui Moly Team Engstler	288 pts
2	TeamWork Motorsport	162
3	Champ Motorsport	8

## TCR Benelux

(after rounds 24 of 24)



### Drivers

1	Stéphane Lémeret	Honda Civic	487 pts
2	Pierre-Yves Corthals/Frédéric Caprasse	Opel Astra	429.5
3	Sam Dejonghe/Dénis Duport	SEAT León	314
4	Alexis van de Poelle/Romain de Leval	Volkswagen Golf Gti	292
5	Renaud Kuppens/Benjamin Lessenes	Honda Civic	283.5
6	Maxime Potty	Volkswagen Golf Gti	281
7	Norbert Michélsz	Honda Civic	271
8	Edouard Mondron/Guillaume Mondron	SEAT León	251
9	Didier van Dalen/Amaury Richard	Volkswagen Golf Gti	220
10	Vincent Radermecker	SEAT León / Volkswagen Golf Gti	172

### Junior Cup

1	Romain de Leval	Volkswagen Golf Gti	200 pts
2	Maxime Potty	Volkswagen Golf Gti	198
3	Benjamin Lessenes	Honda Civic	160

### Teams

1	Team WRT	216 pts
2	Boutsen Ginion Racing	196 pts
3	DG Sport Compétition	188

## ADAC TCR Germany

(after rounds 12 of 14)



### Drivers

1	Josh Files	Honda Civic	222 pts
2	Harald Proczyk	SEAT León	168.5
3	Steve Kirsch	Honda Civic	163
4	Antti Buri	SEAT León	128.5
5	Benjamin Leuchter	Volkswagen Golf Gti	116
6	Mike Halder	SEAT León	111
7	Bas Schouten	SEAT León	77
8	Tim Zimmermann	Volkswagen Golf Gti	73
9	Pascal Eberle	SEAT León	63
10	Jürgen Schmarl	Honda Civic	60

### Junior Cup

1	Tom Lautenschlager	Volkswagen Golf Gti	249 pts
2	Dominik Fugel	Honda Civic	206.5
3	Mike Beckhusen	SEAT León / Opel Astra	101

### Teams

1	Target Competition	232 pts
2	Honda Team ADAC Sachsen	195
3	HP Racing	175.5



## CIT

(after rounds 14 of 14)



1	Roberto Colciago	Honda Civic	221 pts
2	Alberto Viberi	SEAT León	184
3	Romy Dall'Antonia	SEAT León	113
3	Samuel Piccin	SEAT León	113
5	Daniele Cappellari	SEAT León	92
6	Enrico Bettera	SEAT León	67
7	Marco Costamagna	SEAT León	48
8	Vincenzo Montalbano	SEAT León	36
9	Luigi Bamonte	SEAT León	36
10	Finlay Crocker	Honda Civic	32

## TCR Portugal

(after rounds 12 of 16)



### Drivers

1	Francisco Mora	SEAT León	221 pts
2	Francisco Carvalho/Nuno Batista	SEAT León	219
3	Rafael Lobato/César Machado	SEAT León	198
4	Francisco Abreu/Manuel Gão	Volkswagen Golf Gti	194
5	José Rodrigues	Honda Civic	189
6	José Cabral/Antonio Cabral	SEAT León	124
7	Gustavo Moura	SEAT León	83
8	João Miguel Baptista	SEAT León	56

## SMP RCRS Touring

(after rounds 14 of 14)



### Drivers

1	Dmitry Bragin	SEAT León	1180 pts
2	Aleksey Dudukalo	SEAT León	1160
3	Nikolay Karamyshev	SEAT León	1136
4	Roman Golikov	SEAT León	1078
5	Pavel Yashin	SEAT León	996
6	Lev Tolkachev	SEAT León	992
7	Marat Sharapov	SEAT León	938
8	Irek Minnakhmetov	SEAT León	800

### Teams

1	Lukoil Racing Team	2424 pts
2	STK TAIF Motorsport	2254
3	Innocent-AMG Motorsport	1726

## CER

(after rounds 7 of 7)



### Drivers

1	Jaime Font/Faust Salom	SEAT León	264 pts
2	Evgeniy Makushin	SEAT León	198
3	Harriet Arruabarrena / Antonio Aristi	SEAT León	172
4	Joan Vinyes	SEAT León	164
5	Amalia Vinyes	SEAT León	160
6	Zakhar Makushin	SEAT León	158
7	Michael Lepoutre / Álvaro Fontes	SEAT León	156
8	Unai Arruabarrena / Oscar Fernández	SEAT León	126
9	Alan Sicart/Jordi Carbó	SEAT León	108
10	Vicente Dasi	SEAT León	106

## TCR Thailand

(after rounds 8 of 8)



### Pro Drivers

1	Jack Lemvard	SEAT León	126 pts
2	Carlo Van Dam	SEAT León	123
3	Narasak Ittiritpong	Honda Civic	97
4	Paritai Bulbon	SEAT León	82
5	Grant Supaphongs	SEAT León	78
6	Kantadhee Kusiri	Honda Civic	50
7	Alexander Mies	SEAT León	48

### Am Drivers

1	Chen Jian Hong	SEAT León	150 pts
2	Nattachak Hanjittakasen	Honda Civic	120
3	Rattarin Leenutaphong	SEAT León	43

### Teams

1	Vattana Motorsport	212 pts
2	Kratingdaeng Racing Team	165
3	Singha Motorsport Team Thailand	123

## TCES

(after rounds 3 of 3)



### Drivers

1	Ivo Breukers/Rik Breukers	SEAT León	63 pts
2	Gijs Bessem/Harry Hilders	SEAT León	51
3	Klaus Kresnik	SEAT León	32
4	Bert de Heus	SEAT León	29
5	Andréj Studenič/Matej Konopa/Miroslav Horňák/Miroslav Konopa/Zdeno Mikuláško	SEAT León	28
6	Nabil Moutran/Ramzi Moutran/Sami Moutran/Phil Quaife	SEAT León	26
7	Adam Jones/Gavin Jones/Jacob Hodson/Lea Hodson	SEAT León	24
8	Kris Cools	SEAT León	22
9	Dennis de Boorst/Melvin de Groot/Pim van Riet/Sebastian Bleekemolen	SEAT León	21
10	Martin van den Berge	SEAT León	18

## 24H Series

(after rounds 7 of 7)



### Drivers

1	Nabil Moutran/Ramzi Moutran/Sami Moutran/Phil Quaife	SEAT León	110 pts
2	Harry Hilders	SEAT León	69
3	Gijs Bessem	SEAT León	53
4	Melvin de Groot/Sebastian Bleekemolen	SEAT León	52
5	Adam Jones/Gavin Jones/Jacob Hodson/Lea Hodson	SEAT León	46
6	Ivo Breukers	SEAT León	44
7	Rik Breukers	SEAT León	40
8	Bert de Heus	SEAT León	29
9	Andrew Hack/Daniel Wheeler/Kane Astin/Lucas Orrock	SEAT León	22
9	Eric Abidal/Francesc Gutiérrez/Lala Sanz/Jaime Font	SEAT León	22



## What's next in the world of TCR

18/20 November

TCR International / TCR Asia

Macau

26/27 November

TCR Portugal

Estoril

9 December

TCR Prize Giving

Milan