

# 2016 TCR Nr. 08

## World and life



International: the streets of Macau



New: TCR lands in Middle East



New: Portugal and Spain join up



## > EDITORIAL

The 2016 season marked the launch of the TCR concept in both Portugal and Spain.

We followed two different paths: a stand-alone TCR series within the CNV (Campeonato Nacional de Velocidade) in Portugal and a TCR class within the CER (Campeonato de España Resistencia) in Spain.

Both experiments proved successful. Teams and drivers of a very good level joined TCR Portugal with cars from four different brands and the series also attracted competitors from other countries, while a number of Spanish teams proved that the SEAT León cars previously used in the one-make trophy were excellent for the CER endurance races.

As the season progressed, both Full Eventos and V-Line Org were approached by a number of other teams that were amazed by the combination of top level competition and affordable budget and who showed interest to join from next year.

This made us think that it was possible to join forces to form a TCR Ibérico series that could attract competitors from both countries and could also become an interesting platform for sponsors and media.

Eventually we decided to launch a common series that will be run across four events, two each in both the Spanish and Portuguese TCR national championships. The calendars have been studied to avoid clashes and so will enable competitors to take part in all seven race meetings that form the three series, fighting for three different titles.

We are confident that this will be a major step forward in the process of reviving the long-standing tradition of Touring Car competition in the whole Iberian peninsula.

**Paulo Ferreira**  
Full Eventos

**Francesc Gutierrez**  
V-Line Org

**2016 TCR**  
World and life

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# It all started with an intriguing email...

I can still remember the enigmatic email I noticed on my phone while sitting in the garden of my local pub in the summer of 2014. While my friend was at the bar, I read of a new Touring Car concept that was being introduced. There were very few details, and I wondered what it was all about.

Some questions the following day revealed that it was a new project by Marcello Lotti, a project that would ultimately become TCR. Having spent my entire working life in motorsport, it's natural to be sceptical of new plans, but this one sounded intriguing. And when

I caught up with my old friend David Sonenscher in Macau later that year, I was convinced that this was something that could work.

Motorsport is never cheap, but what I like about TCR is that it offers international motor racing at a cost far more attainable than we've had for many years. We all reminisce about the golden days of Super Touring in the 1990s, something we can

never see again, but from late 2014 I realised that TCR offered the closest we can ever get to that: machinery that could be mass-produced and used in numerous national, regional or international series around the world.

Sure enough, we've seen several interesting projects over the first two years of TCR. These are not 'dream' cars, but they offer a great way for competitors around the world to have close, competitive and affordable racing. I'm truly impressed by what TCR has achieved since 2014, and look forward to seeing how it evolves further!

**Marcus Simmons**  
Deputy editor at Autosport

*Marcus Simmons has spent his entire working life as a motorsport journalist. He began at Motoring News in 1990, before in 1996 joining Autosport, where he covered the British Touring Car Championship at its peak for three years. He is currently deputy editor of Autosport magazine, and usually covers junior single-seater racing. But he has always had a fondness for Touring Cars, dating back to childhood and the great days of the Ford Capri versus the Rover SD1 in the UK.*



THIRD  
PAGE



# The same champion, but a different story

STEFANO COMINI WINS HIS SECOND INTERNATIONAL SERIES TITLE

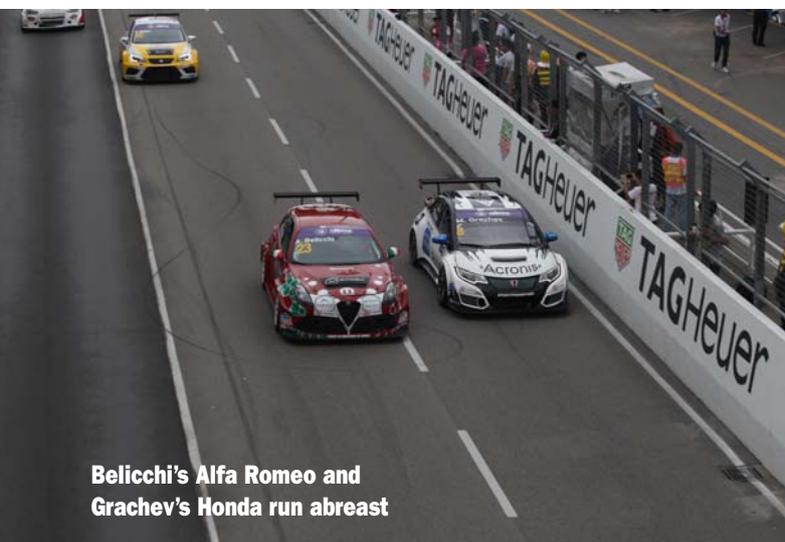


Leopard Racing teammates Comini and Vernay lead the field

The second season of the TCR International Series may have ended in the same way as the first – Stefano Comini leaving Macau with the Drivers' title – but 2016 was very different to 2015 in many ways. For starters, the Teams' title went to Craft-Bamboo Lukoil (not Leopard Racing, the team of the winning driver) and the SEAT León, not the Volkswagen Golf, won the new-for-2016 Model of the Year award.

Once again, the calendar consisted of 11 race meetings – 22 races in all. There were again three events that supported Formula One meetings, at Bahrain, Singapore and Sepang, but the TCR International Series also played a supporting role to the FIA World Endurance Championship at Spa and the GT Open series at Estoril.

In all there were 11 different race winners, with several of those drivers contesting a limited number of races. Two of them, Roberto Colciago and Tiago Monteiro, won races at their only International Series appearance of the year, while Aku Pellinen and Kevin Gleason were victorious despite only contesting six and ten races respectively. Two drivers – Pepe Oriola and Mikhail Grachev – shared the honour of winning the most races during the year with four victories apiece.



**Belicchi's Alfa Romeo and Grachev's Honda run abreast**



**Stefano Comini chases Pepe Oriola**



Traffic jam at the Lisboa bend

## Macau – even more of a lottery than usual

The former Portuguese colony of Macau provided the venue for the final pair of races in the 2016 TCR International series. The Guia street circuit is regarded as one of the toughest motorsport venues in the world and one that usually provides more than its fair share of drama. Sadly, the two 2016 races more than lived up to that unpredictable reputation...

An insistence by the organizing committee that cars from other Touring Car championships be allowed to enter raised eyebrows beforehand, but a spate of incidents involving those competitors meant only a handful of competitive laps were possible in both races. So few laps were completed, in fact, that only half points were awarded in each race.

Contact between James Nash and Mat'ó Homola in Race 1 effectively ended the British driver's title hopes. The Craft-Bamboo Lukoil team was able to repair Nash's SEAT, but victory for Stefano Comini in Race 1 meant fourth place in Race 2 was enough for the Swiss driver to retain his title. At the end of the season, just three and a half points separated Comini and Nash, with Jean-Karl Vernay finishing in third place ahead of Pepe Oriola. While guest star Tiago Monteiro had the last word and won the second race in a WestCoast Racing Honda Civic.



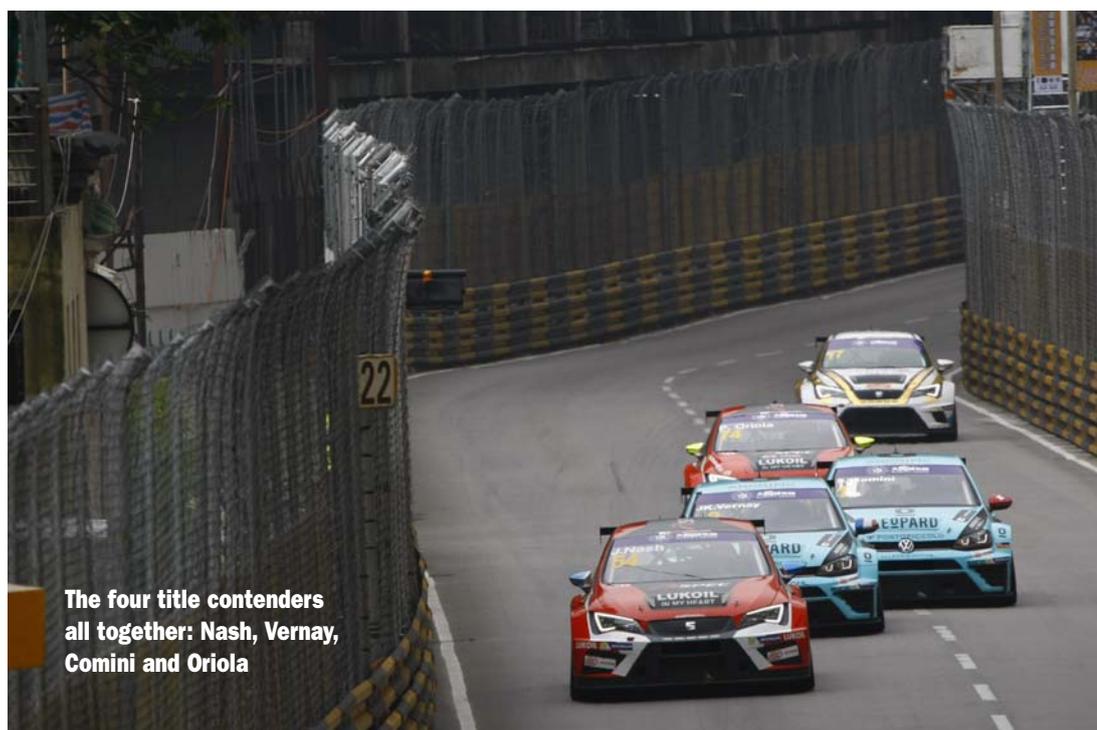
Negotiating the Melco hairpin in single file



In terms of cars, the season ended with a total of eight brands having been represented at least once during the season. Three of those brands (Honda, SEAT and Volkswagen) won races and two more (Audi and Kia) were unveiled during the season and will make their competitive debuts in 2017. One of the stories of the year was the dramatic overnight repair to James Nash's SEAT after a heavy crash in testing in Buriram. Not only did the car make it onto the track for Qualifying the following day, but Nash finished both races on the podium; second place in Race 1 and an incredible victory in Race 2 rewarded the Craft-Bamboo Lukoil team for their hard work. Negatives were thankfully few, but



**Guest stars at Macau: Josh Files (above left), Antti Buri (above right) and Tiago Monteiro who won the second race**



The four title contenders all together: Nash, Vernay, Comini and Oriola

## MACAU - RACE 1, SUNDAY 20 NOVEMBER 2016

DRIVER	CAR	TEAM	
1 Stefano Comini	Volkswagen Golf Gti TCR	Leopard Racing	5 laps in 37:08.856
2 Jean-Karl Vernay	Volkswagen Golf Gti TCR	Leopard Racing	1.040
3 Tiago Monteiro	Honda Civic TCR	WestCoast Racing	1.467
4 Dušan Borković	SEAT León TCR	B3 Racing Team	1.844
5 Pepe Oriola	SEAT León TCR	Craft-Bamboo Lukoil	2.192
6 Tin Sritrai	Honda Civic	Team Thailand	3.253
7 Andrea Belicchi	Alfa Romeo Giulietta TCR	Mulsanne Racing	3.933
8 Rafaël Galiana	SEAT León TCR	Target Competition	14.443
9 Mikhail Grachev	Honda Civic TCR	WestCoast Racing	15.238
10 Josh Files	Honda Civic TCR	Target Competition	17.230

**Fastest lap: Davit Kajaia, 2:59.237, average 122.92 kph, lap 5**

## MACAU - RACE 2, SUNDAY 20 NOVEMBER 2016

DRIVER	CAR	TEAM	
1 Tiago Monteiro	Honda Civic TCR	WestCoast Racing	7 laps in 45:38.635
2 Jean-Karl Vernay	Volkswagen Golf Gti TCR	Leopard Racing	0.926
3 Pepe Oriola	SEAT León TCR	Craft-Bamboo Lukoil	1.441
4 Stefano Comini	Volkswagen Golf Gti TCR	Leopard Racing	2.594
5 Dušan Borković	SEAT León TCR	B3 Racing Team	3.077
6 Josh Files	Honda Civic TCR	Target Competition	3.499
7 Mikhail Grachev	Honda Civic TCR	WestCoast Racing	9.742
8 James Nash	SEAT León TCR	Craft-Bamboo Lukoil	9.965
9 Andrea Belicchi	Alfa Romeo Giulietta TCR	Mulsanne Racing	10.473
10 Andy Yan	Volkswagen Golf Gti TCR	Liqui Moly Team Engstler	11.179

**Fastest lap: Pepe Oriola, 2:35.494, average 141.69 kph, lap 7**

the limited racing in Macau caused by crashes involving cars from another series and the resulting Safety Car and race suspensions meant the final race meeting was undoubtedly the season's lowest point. The frustration felt by Comini and the other drivers fighting for the title was obvious after Race 1, with both races only awarding half points thanks to the stoppages. Promoter Marcello Lotti has confirmed that Macau isn't on the draft calendar for 2017, so that situation won't be an issue for TCR next season.

Macau aside, the 2016 TCR International Series was judged to have been a success by drivers, teams and spectators alike. Social media interaction has steadily increased during the year and fans around the globe welcomed the live video streams of the races on the series' websites and on Facebook and YouTube.

2017 promises new venues on the calendar, more car brands and further expansion of the TCR 'family'. Judging by the success of the 2016 season, one thing is already certain - it'll be unmissable!

➔ [TCR International Series webpage](#)



THE NEW  
REGIONAL SERIES  
WILL KICK OFF  
IN JANUARY

# TCR lands in the Middle East



The new TCR Middle East Series was launched last week at the Bahrain International Circuit during a race day of the national BIC 2000 championship.

The event featured a press conference and two test sessions that offered local drivers the opportunity to sit at the wheel of a Volkswagen Golf TCR provided by Engstler Motorsport.

Representatives of Audi Sport Customer Racing, JAS Motorsport and Romeo Ferraris were also present to meet the teams and explain the technical features of their cars and how to order them.

Bahrain International Circuit Chief Executive Shaikh Salman bin Isa Al Khalifa commented: "We would like to thank TCR for their passion and drive in organising the first-ever TCR Middle East Series. We fully support this championship and we are excited to see its contributions to the vibrant motorsport culture in the region. We look forward to hosting the third and final round of the season in March of 2017 and we expect a full grid of some of the most talented racers from our part of the world."

The foundations of the series were laid during the TCR International Series race meeting at the Bahrain International Circuit earlier in the season, when TCR Chief Executive Marcello Lotti had the opportunity to meet with local promoters and drivers. "We found a lot of enthusiasm from the promoters, the circuits and the National Sporting Authorities. It is clear that motorsport is gaining popularity in the Middle East, as has been proved by the building of several top-level racetracks and the success of international races such as the 24 Hours of Dubai. This is also helping local drivers to become more experienced and competitive, as we saw with the performance of Salman Al Khalifa and Hussain Karimi when they joined the TCR International Series during the F1 Grand Prix event. The Middle East series may be also interesting for Europe-based teams and drivers, offering them the opportunity to race during what is considered the off-season in Europe. Which is why the series will finish in March, giving the teams enough time to ship the cars back for the beginning of the national championships."

➔ [www.middleeast.tcr-series.com](http://www.middleeast.tcr-series.com)



**2017 TCR Middle East calendar**

- 12/13 January - Dubai Autodrome
- 9/10 February - Yas Marina Circuit, Abu Dhabi
- 9/10 March - Bahrain International Circuit



## Local drivers are enthusiastic about TCR

Forty-five local drivers registered to test the Engstler Motorsport Golf TCR, however only twenty-five actually took the wheel due to the limited track time that was imposed by the race-day schedule.

Mohammed Al Hassawi, a competitor in the Radical Cup, was the first one to hit the track: "I was very impressed, the Golf is incredibly smooth to drive. It is different from the Radical, but provides lot of fun as well," he said.

"TCR cars look great," echoed Ramzi

Al Qassab who races in the BIC 2000 and tested the Golf immediately before his wife Martina. "I'm sure the Middle East series will be successful as it will provide exciting races at a budget that is comparable with that of the Porsche Cup."

Among the drivers who attended the launch were Sheikh Salman Al Khalifa and Karim Husseini who became enthusiastic supporter of TCR after taking part in the International Series opener in Bahrain.

"It's a great idea to launch a TCR series in the region. Motorsport is growing fast in Bahrain and the Emirates and TCR will offer local drivers the opportunity to take part in the first professional Touring Car championship we have ever had at affordable costs. It will also provide great exposure and – as the icing on the cake – the opportunity to join the International Series at the Formula 1 Grand Prix with the very same car," commented Sheikh Salman.





Francesc Gutierrez

# More than a joint series: a cultural bridge

## TCR PORTUGAL AND TCR SPAIN UNITE IN THE TCR IBÉRICO

One of the most interesting and highly-awaited developments in the TCR world next year will be the launch of the TCR Ibérico series, which will be another transnational TCR competition in Europe along with TCR Benelux and

TCR Scandinavia. Spain and Portugal are joining forces, while keeping their respective national series, in an almost unprecedented project that aims at breaking not only motorsport boundaries but also cultural barriers.

Historically, the two nations have been neighbours that have virtually ignored each other, albeit being fierce rival empires in the age of geographical discoveries and colonization. Only in recent decades, with the process of European integration, have the two countries started becoming closer friends. As obvious as it may seem, cooperation in motorsports between the two countries has rarely happened in the past, with the exception of some attempts in GT racing and Formula Ford.

*"This is why I think this TCR common project is very interesting and can make history,"* emphatically states Paulo Ferreira (Full Eventos), the promoter of TCR Portugal who is co-fathering the venture with his TCR Spain counterpart, Francesc Gutierrez (V-Line Org). *"Sharing events, circuits, teams and drivers can only be beneficial for the two sides and we really want to be at the forefront of TCR's expansion and implementation. The TCR Ibérico aims at being in the top three TCR series in Europe!"*

Francesc Gutiérrez is no less enthusiastic about the prospects and has in sight a glorious reference point, the former Spanish Touring Car Championship (CET) which acquired international status in the 80s-90s. *"It's interesting to see,"* says Gutierrez, *"that we are launching the TCR Ibérico series exactly 30 years from the demise of the CET. It is that spirit that we want to revive. Joining forces with our Portuguese friends was the most logical thing to do."* Gutiérrez hopes that TCR Ibérico and TCR Spain will contribute to revitalizing the Spanish motorsports scene: *"We have many great tracks, but we have been left with no national series. The racing scene in the last decade has been almost a desert."*

Launched in 2016 as a class within the CER (the Endurance Spanish Championship), TCR Spain is now adopting the sprint race format, *"which, to me, is the most appropriate for TCR cars,"* Gutierrez explains.

The TCR Ibérico series will run over four events; two in Spain (Jarama and Jerez de la Frontera) and two in Portugal (Estoril and Vila Real), each featuring two races of a duration comprising between 30 and 40 minutes. A single driver per car will be the basis, and Hankook will be the tyre supplier. A number of those events will also be valid for TCR Portugal and TCR Spain which will continue to run in parallel to TCR Ibérico, both featuring 5 events.





## Mora grabs the title in style

Francisco Mora became the first champion of TCR Portugal at the end of a final race meeting full of drama that took place at Estoril.

The Veloso Motorsport driver and his SEAT León claimed three victories from the weekend's four races, but he was able to take full advantage of the incident that eliminated his teammate Francisco Carvalho at the start of the first race; the SEAT Carvalho was sharing with Nuno Batista suffered from extensive damage and could not be repaired to take part in the following races.

Before the event, the pairing of Carvalho-Batista was trailing Mora in the standings by only two points; the incident that left them scoreless at Estoril also meant that they slipped to fourth place in the final classification (225 points).

Mora topped the standings with 303 points, Abreu-Gião (252) beat Lobato-Machado (244) in the fight for the second position, while Rodrigues was classified fifth (220).

In the first race on a wet track, Mora overtook the early leader Rafael Lobato (Speedy Motorsport SEAT León) on lap 2, and then increased the gap on his way to a dominant victory. Lobato maintained his second position after a close fight with Jürgen Schmarl (Target Competition Honda Civic) and Gustavo Moura (Speedy Motorsport Honda Civic).

Francisco Abreu (Team Novadriverr Volkswagen Golf) recovered to fifth after being involved in the incident with Carvalho.

Mora took a poor start in the second race and dropped to third behind Moura and César Machado (Lobato's co-driver). As Mora and Machado fought over second place, Moura pulled away and claimed his first victory of the season. Eventually Mora overtook Machado and the latter lost third position to Gosia Rdest who had replaced Schmarl in the Target Competition Honda. The Polish

lady was impressive on her first appearance in the Civic TCR, recovering from sixth to third.

The last two races saw Mora taking lights-to-flag victories. In Race 3 he resisted the pressure from Manuel Gião (Team Novadriverr Volkswagen Golf), José Rodrigues (Gen Motorsport Honda Civic) and Machado who finished in the order immediately behind the winner. In Race 4 Rodrigues was following Mora at striking distance for most of the race, but eventually was forced to pit by a puncture which promoted Abreu to second, while Lobato beat Moura and Schmarl in the battle for the last podium position.

### Results

Estoril, Round 13, Sunday 27 November

1. Francisco Mora (SEAT León); 2. Rafael Lobato (SEAT León); 3. Jürgen Schmarl (Honda Civic)

Estoril, Round 14, Sunday 27 November

1. Gustavo Moura (Honda Civic); 2. Francisco Mora (SEAT León); 3. Gosia Rdest (Honda Civic)

Estoril, Round 15, Sunday 27 November

1. Francisco Mora (SEAT León); 2. Manuel Gião (Volkswagen Golf); 3. José Rodrigues (Honda Civic)

Estoril, Round 16, Sunday 27 November

1. Francisco Mora (SEAT León); 2. Francisco Abreu (Volkswagen Golf); 3. Rafael Lobato (SEAT León)







# LADA to join Russian championship with TCR car

LADA Sport and its commercial partner Rosneft will be deeply involved in the SMP Russian Circuit Racing Series from next year, with special focus on the Touring class for TCR cars.

The news was announced at the International Motorsport Forum held at the Moscow Raceway by LADA Marketing director Aleksandr Bredikhin. The LADA Sport Rosneft team has

left the Touring-Light class of the RCRS, after claiming two consecutive titles in 2015 and 2016 with Dmitry Bragin at the wheel of a Kalina NFR model.

"From next season LADA and Rosneft will support young talented drivers in the National class with 150-hp Kalina cars and will also compete with a couple of 1.6-litre turbocharged Vesta cars in the Super-Production class. However, the most important programme will be in the Touring class, where two LADA Vesta cars will be built and developed according to the TCR technical regulations. As we don't have a 2.0-litre turbo engine in our production range, the Vesta TCR will be powered by the Renault-Nissan engine of the Mégane RS," Bredikhin announced.

As for the future, he added: "It is likely that, after the 2017 season spent in the SMP RCRS, LADA and Rosneft will be considering entering the TCR International Series."



## SEAT champion dreams of racing in TCR

Niels Langeveld, the freshly crowned champion in the SEAT Eurocup, is dreaming of racing in the TCR International Series from next year. The 28-year-old from the Netherlands has proved to be very competitive at the wheel of front-wheel drive saloon cars by clinching titles in the 2010 Dutch Suzuki Swift Cup, the 2012 Dutch Renault Clio Cup and the 2015 Benelux Renault Clio Cup before winning the SEAT Eurocup in his rookie season thanks to five race victories and a number of podium positions. When asked about his future plans, Langeveld said: "I don't know yet, but my goal is to stay with SEAT and be a good ambassador for this great brand, because I want to be a professional driver and SEAT knows how I can reach my objective! My dream is racing in the TCR International Series. This would be a great chance for me to show my qualities and whether I'm capable of performing at this high level of touring car racing!"





## TCR stand welcomes visitors at Essen

TCR was present at the Essen Motor Show with its own stand, with the aim to promote the category and all its different international, regional and national series. The TCR stand proved to be very popular with the visitors, who stopped to take a close look at the three racing cars that were exhibited: Honda Civic, Audi RS 3 LMS and Kia c'eed. Representatives of the car manufacturers greeted the public to show the cars and explain their technical details. Throughout the duration of the show, several promoters of TCR series attended and used the opportunity to promote their own championships. The Essen Motors Show – one of Europe's leading fair for motorsport – opened on November 25 and closed on December 4; official figures amounted to 130,000 visitors during the first weekend and more than 360,000 over the eleven days.





## ACI Sport Italia announces 2017 calendar

ACI Sport Italia, promoter of the Italian Touring Car Championship (CIT), which features TCR as its major class, has announced the 2017 calendar. The season will kick off at the end of April at Imola and will end in the third week of October at Monza.

Between the opening and the closing events, the championship will also visit Misano, Monza (that will host it twice), Vallelunga and Mugello. The venue of the fourth of the seven race meetings will be communicated in due course.

### 2017 TCR Italy

29/30 April – Imola  
3/4 June – Misano  
17/18 June – Monza  
22/23 July – TBA  
23/24 September – Vallelunga  
7/8 October – Mugello  
21/22 October – Monza

## Seven race meetings for the 2017 ADAC TCR Germany

The 2017 calendar of the ADAC TCR Germany was unveiled. It comprises seven race meetings between end of April and end of September, including two abroad in Austria and the Netherlands.

The third event, at the Motorsport Arena Oschersleben will be in conjunction with the TCR International Series.

The format of the championship will not change, with two sprint races at each weekend.

### 2017 ADAC TCR Germany

29/30 April – Motorsport Arena Oschersleben  
10/11 June – Red Bull Ring Spielberg, Austria  
8/9 July – Motorsport Arena Oschersleben  
15/16 July – Circuit Park Zandvoort, Netherlands  
5/6 August – Nürburgring  
16/17 September – Sachsenring  
22/24 September – Hockenheimring

## TCR International Series

(after rounds 20 of 22)



### Drivers

1	<b>Stefano Comini</b>	Volkswagen Golf Gti	267.5 pts
2	James Nash	SEAT León	264
3	Jean-Karl Vernay	Volkswagen Golf Gti	246
4	Pepe Oriola	SEAT León	241.5
5	Mat' o Homola	SEAT León	175
6	Gianni Morbidelli	Honda Civic	174
7	Dušan Borković	SEAT León	173
8	Mikhail Grachev	VW Golf Gti / Honda Civic	145
9	Sergey Afanasyev	SEAT León	141
10	Davit Kajaja	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	30
16	Tiago Monteiro	Honda Civic	23
17	Jordi Oriola	Opel Astra / Honda Civic	17
18	Jordi Gené	Volkswagen Golf Gti	16
19	Petr Fulin	Alfa Romeo Giulietta	15
20	Kantadhee Kusiri	Honda Civic	10
20	Loris Hezemans	SEAT León	10
22	Niklas Mackschin	Volkswagen Golf Gti	6
23	Harald Proczyk	Honda Civic	5
24	Josh Files	Honda Civic	4.5
25	Andy Yan Cheuk Wai	Volkswagen Golf Gti	4.5
26	Tin Sritrai	Honda Civic	4
27	Andrea Belicchi	Opel Astra / AR Giulietta	4
28	Luigi Ferrara	Subaru WRX STI	4
29	Francisco Mora	SEAT León	3
29	Florian Janits	Volkswagen Golf Gti	3
29	Michela Cerruti	Alfa Romeo Giulietta	3
32	Rafaël Galiana	Honda Civic / SEAT León	2
33	Salman Al Khalifa	SEAT León	2
33	Carlotta Fedeli	SEAT León	2
35	Pierre-Yves Corthals	SEAT León	1
35	Alessandra Neri	SEAT León	1
35	Alain Menu	Honda Civic	1
35	Vladimir Sheshenin	Volkswagen Golf Gti	1

### Teams

1	<b>Craft-Bamboo Lukoil</b>	594,5 pts
2	Leopard Racing	521.5
3	WestCoast Racing	466
4	B3 Racing Team Hungary	416
5	Liqui Moly Team Engstler	129.5
6	Target Competition	66.5
7	Mulsanne Racing	27
8	LMS Racing	14
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	Team Thailand	4
15	B.D. Racing Motorsport	3
16	Kissling Motorsport	3
17	Sébastien Loeb Racing	2
18	Vattana Motorsport	1
18	Krating Daeng Racing Team	1
18	FRD Racing Team	1
18	TeamWork Motorsport	1

### Model of the year

1	<b>SEAT León</b>	745,5 pts
2	Volkswagen Golf Gti	639.5
3	Honda Civic	589
4	Alfa Romeo Giulietta	93
5	Opel Astra	30
6	Peugeot 308	24
7	Subaru WRX STI	12
8	Ford Focus	12

## TCR Asia

(after rounds 10 of 10)



### Drivers

1	<b>Andy Yan Cheuk Wai</b>	Volkswagen Golf Gti	220 pts
2	Kevin Tse Wing Kin	Volkswagen Golf Gti	138
3	Tin Sritrai	Honda Civic	110.5
4	Filipe de Souza	Volkswagen Golf Gti	93
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 Lemward	SEAT León	31
10	Terence Tse Kin Leung	SEAT León	28

### Amateur Drivers

1	<b>Kevin Tse Wing Kin</b>	Volkswagen Golf Gti	217,5 pts
2	Douglas Khoo Kok Hui	SEAT León	98
3	William O'Brien	SEAT León	93

### Teams

1	<b>Liqui Moly Team Engstler</b>	313 pts
2	TeamWork Motorsport	171
3	Champ Motorsport	110.5

## TCR Benelux

(after rounds 24 of 24)



### Drivers

1	<b>Stéphane Lémeret</b>	Honda Civic	487 pts
2	Pierre-Yves Corthals / Frédéric Caprasse	Opel Astra	429.5
3	Sam Dejonghe / Denis Duport	SEAT León	314
4	Alexis van de Poele / 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 Michellisz	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	<b>Romain de Leval</b>	Volkswagen Golf Gti	200 pts
2	Maxime Potty	Volkswagen Golf Gti	198
3	Benjamin Lessenes	Honda Civic	160

### Teams

1	<b>Team WRT</b>	216 pts
2	Boutsen Ginion Racing	196 pts
3	DG Sport Compétition	188

## ADAC TCR Germany

(after rounds 14 of 14)



### Drivers

1	<b>Josh Files</b>	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	<b>Tom Lautenschlager</b>	Volkswagen Golf Gti	249 pts
2	Dominik Fugel	Honda Civic	206.5
3	Mike Beckhussen	SEAT León / Opel Astra	101

### Teams

1	<b>Target Competition</b>	232 pts
2	Honda Team ADAC Sachsen	195
3	HP Racing	175.5

## CIT

(after rounds 14 of 14)



1	<b>Roberto Colciago</b>	<b>Honda Civic</b>	<b>221 pts</b>
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 16 of 16)



Drivers			
1	<b>Francisco Mora</b>	<b>SEAT León</b>	<b>303 pts</b>
2	Francisco Abreu/Manuel Gião	Volkswagen Golf GTi	252
3	Rafael Lobato/César Machado	SEAT León	244
4	Francisco Carvalho/Nuno Batista	SEAT León	225
5	José Rodrigues	Honda Civic	220
6	José Cabral/Antonio Cabral	SEAT León	168
7	Gustavo Moura	SEAT León / Honda Civic	151
8	João Miguel Baptista	SEAT León	56

## SMP RCRS Touring

(after rounds 14 of 14)



Drivers			
1	<b>Dmitry Bragin</b>	<b>SEAT León</b>	<b>1180 pts</b>
2	Aleksey Dudukalo	SEAT León	1160
3	Nikolay Karamyshv	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	<b>Lukoil Racing Team</b>	<b>2424 pts</b>
2	STK TAIF Motorsport	2254
3	Innocenti-AMG Motorsport	1726

## CER

(after rounds 7 of 7)



Drivers			
1	<b>Jaime Font/Faust Salom</b>	<b>SEAT León</b>	<b>264 pts</b>
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 10)



Pro Drivers

1	Jack Lemvard	SEAT León	126 pts
2	Carlo Van Dam	SEAT León	123
3	Narasak Ittiritpong	Honda Civic	97
4	Paritát 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	<b>Chen Jian Hong</b>	<b>SEAT León</b>	<b>150 pts</b>
2	Nattachak Hanjittakasen	Honda Civic	120
3	Rattarin Leenuthapong	SEAT León	43

Teams

1	<b>Vattana Motorsport</b>	<b>212 pts</b>
2	Kratingdaeng Racing Team	165
3	Singha Motorsport Team Thailand	123

## TCES

(after rounds 3 of 3)



Drivers

1	<b>Ivo Breukers/Rik Breukers</b>	<b>SEAT León</b>	<b>63 pts</b>
2	Gijs Bessem/Harry Hilders	SEAT León	51
3	Klaus Kresnik	SEAT León	32
4	Bert de Heus	SEAT León	29
5	Andrej Studenič/Matej Konópka/Miroslav Horňák/Miroslav Konópka/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	<b>Nabil Moutran/Ramzi Moutran/Sami Moutran/Phil Quaife</b>	<b>SEAT León</b>	<b>110 pts</b>
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

12/13 January

TCR Middle East

Dubai

12/14 January

24H Series

Dubai

9/10 February

TCR Middle East

Abu Dhabi

9/10 March

TCR Middle East

Bahrain