

2017

TCR

#4

World and life



International Series: Austria & Hungary

Reports: The world in action

Feature: Hyundai testing programme

THE TCR SNAPSHOT



The Michelisz effect

Where: TCR International Series at the Hungaroring
What: Norbert Michelisz's participation attracted seven other Hungarian drivers and thousands of fans



What's next in the world of TCR

1/2 July	TCR Asia & TCR Thailand	Bangsae
1/2 July	TCR Russia	Kazan
1/2 July	24H Series	12H Imola, Italy
7/8 July	TCR Scandinavia	Falkenberg, Sweden
8 July	VLN	Nürburgring
8/9 July	TCR International & TCR Germany	Oschersleben
8/9 July	TCR Ibérico, TCR Portugal, TCR Spain	Vila Real, Portugal
8/9 July	24H Touring Car Endurance Series	24H Misano, Italy
15/16 July	TCR Benelux	Zolder, Belgium
15/16 July	TCR Italy	Mugello
15/16 July	Super Taikyu	Autopolis
22/23 July	TCR Germany	Zandvoort, Netherlands
22/23 July	TCR Baltic	1006Km Palanga, Lithuania

2016 TCR
World and life

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JENS RENO MØLLER

From despair to delight

A crew of five people worked throughout Saturday night at the Hungaroring to repair a damaged car. Their hard work was rewarded with a podium finish in Sunday's Race 2; the first in the TCR International Series for Jens Reno Møller and his Reno Racing team.

Less than twenty-four hours earlier, the Danish driver had made a mistake that could have cost him dearly. Having successfully made his way through to Q2, Møller put his left wheels on the kerb while braking at the end of the main straight. His Honda Civic swerved to the left and crashed, head-on, into the barriers. Møller was unhurt, but upset and discouraged and said the team wouldn't even try to repair the wrecked car. However, everything changed when the Stewards disallowed all Qualifying times from two other drivers, which promoted Møller from 12th to 10th and so into pole position on the reverse grid for Race 2. "On Saturday afternoon we were looking at a severely damaged car and almost packing to go home... But then

we just told ourselves that we could not let the opportunity go of starting from pole in Race 2 and decided to have a go at fixing the car... We are a small team, with five guys that worked until 5 am to repair everything and did it wonderfully!" And the effort paid off! Starting from pole position, Møller led the race for ten out of the 14 laps and eventually finished third behind Attila Tassi and Pepe Oriola.

"It has been a fantastic comeback! I made a great start and tried to build a gap, I think I did quite a good job. Tassi could only pass a few laps from the end, when I made a small mistake at turn 12. By then my tyres were dead, and eventually also Oriola passed, but third is a great result, given that our target is the European trophy finale in Adria..." His podium, together with Stian Paulsen's eighth place in the same race, prove that smaller teams can compete on equal footing with more professional outfits in TCR, because the cars are all the same and may be run (and repaired...) with affordable budgets.





TCR
International Series

Tassi comes of age

THE HUNGARIAN YOUNGSTER TURNS 18 AND STARTS WINNING



The two events that spanned the TCR International Series' midpoint couldn't have been more different. First, the long straights and 180-degree corners of the Salzburgring in Austria delivered no end of dramas and resulted in two drivers repeating victories from earlier in the season. Then, just seven days later at the Hungaroring on the outskirts of Budapest, the two races saw one of the championship's youngest drivers not only record his first win, but he then repeated that victory shortly afterwards.

So many of those stories involved Attila Tassi. The young Hungarian was one of several drivers to crash heavily at the Salzburgring, but Tassi's crash – during the Friday test session – resulted in an overnight dash to deliver a brand new Honda Civic from JAS Motorsport in Italy to the circuit. The M1RA Racing team then rushed to prepare the new car, allowing Tassi to take part in Free Practice and Qualifying. A near-fairytale ending then saw Tassi finishing second in Race 2, rewarding both JAS and M1RA for their determination to get him going again after the crash.





Like Tassi and fellow Hungarian Ferenc Ficza, the two Leopard Racing Volkswagen Golf cars were also victims of the infamous Turn 9 at the Salzburgring. Jean-Karl Vernay cracked a rib after a puncture caused him to crash during Race 1, while Rob Huff rolled his car no fewer than six times after a similar incident. Vernay's car was repaired in time for the two Hungarian races, but Volkswagen Motorsport had to rush a new car to Budapest for Huff, although the team was at least able to re-use the engine and so avoid a grid penalty.

Victory in Race 1 at the Salzburgring went to Dušan Borković in the GE-Force Alfa Romeo Giulietta, while Mat'ó Homola recorded the best result of the season for the DG Sport Compétition Opel Astra by finishing second and Stefano Comini completed the podium in the Comtoy Racing Audi RS 3 LMS. Roberto Colciago won Race 2 – his third victory of the season – with Tassi making it a 1-2 for the M1RA Racing team and Comini again finishing in third place. Those two podium finishes and Vernay's retirement meant Comini leapt to the head of the Drivers' standings leaving Austria.

A week later and the position had changed completely. The far more twisty Hungaroring was never going to suit the Alfa Romeo and Audi cars and that's what duly happened. A frustrated Comini – further weighed down by the maximum 30kg of Success Ballast – could only salvage a solitary point by finishing tenth in Race 2, which meant the series had its third different leader in a little over eight days.





SALZBURGRING - RACE 1, SUNDAY 11 JUNE 2017

	DRIVER	CAR	TEAM	
1	Dušan Borković	Alfa Romeo Giulietta TCR	GE-Force	14 laps in 24:50.968
2	Mat'o Homola	Opel Astra TCR	DG Sport Compétition	0.863
3	Stefano Comini	Audi RS3 LMS TCR	Comtoy Racing	1.465
4	Thomas Jäger	Opel Astra TCR	Kissling Motorsport	1.964
5	Pepe Oriola	SEAT León TCR	Lukoil Craft-Bamboo	2.638
6	James Nash	SEAT León TCR	Lukoil Craft-Bamboo	3.098
7	Davit Kajaia	Alfa Romeo Giulietta TCR	GE-Force	4.006
8	Jens Reno Møller	Honda Civic Type-R TCR	Reno Racing	4.631
9	Attila Tassi	Honda Civic Type-R TCR	M1RA	4.855
10	Frédéric Vervisch	Audi RS3 LMS TCR	Comtoy Racing	5.373

Fastest lap: Stefano Comini, 1:26.791, average 175.87 kph, lap 4

SALZBURGRING - RACE 2, SUNDAY 11 JUNE 2017

	DRIVER	CAR	TEAM	
1	Roberto Colciago	Honda Civic Type-R TCR	M1RA	17 laps in 27:50.474
2	Attila Tassi	Honda Civic Type-R TCR	M1RA	1.267
3	Stefano Comini	Audi RS3 LMS TCR	Comtoy Racing	1.503
4	Thomas Jäger	Opel Astra TCR	Kissling Motorsport	1.945
5	Gianni Morbidelli	Volkswagen Golf GTI TCR	WestCoast Racing	2.453
6	James Nash	SEAT León TCR	Lukoil Craft-Bamboo	2.815
7	Daniel Lloyd	SEAT León TCR	Lukoil Craft-Bamboo	6.777
8	Giacomo Altoè	Volkswagen Golf GTI TCR	WestCoast Racing	7.436
9	Jens Reno Møller	Honda Civic Type-R TCR	Reno Racing	8.337
10	Mat'o Homola	Opel Astra TCR	DG Sport Compétition	9.431

Fastest lap: Thomas Jäger, 1:26.583, average 176.29 kph, lap 5



HUNGARORING – RACE 1, SUNDAY 18 JUNE 2017

	DRIVER	CAR	TEAM	
1	Attila Tassi	Honda Civic Type-R TCR	M1RA	14 laps in 26:56.484
2	Norbert Michelisz	Honda Civic Type-R TCR	M1RA	0.865
3	Jean-Karl Vernay	Volkswagen Golf GTI TCR	Leopard Racing WRT	1.744
4	Roberto Colciago	Honda Civic Type-R TCR	M1RA	12.769
5	Pepe Oriola	SEAT León TCR	Lukoil Craft-Bamboo	14.029
6	Daniel Lloyd	SEAT León TCR	Lukoil Craft-Bamboo	14.959
7	James Nash	SEAT León TCR	Lukoil Craft-Bamboo	22.569
8	Giacomo Altoè	Volkswagen Golf GTI TCR	WestCoast Racing	25.074
9	Gianni Morbidelli	Volkswagen Golf GTI TCR	WestCoast Racing	27.448
10	Mat'o Homola	Opel Astra TCR	DG Sport Compétition	27.869

HUNGARORING – RACE 2, SUNDAY 18 JUNE 2017

	DRIVER	CAR	TEAM	
1	Attila Tassi	Honda Civic Type-R TCR	M1RA	14 laps in 29:20.272
2	Pepe Oriola	SEAT León TCR	Lukoil Craft-Bamboo	1.861
3	Jens Reno Møller	Honda Civic Type-R TCR	Reno Racing	3.283
4	Giacomo Altoè	Volkswagen Golf GTI TCR	WestCoast Racing	3.765
5	Roberto Colciago	Honda Civic Type-R TCR	M1RA	4.397
6	Norbert Michelisz	Honda Civic Type-R TCR	M1RA	4.980
7	Jean-Karl Vernay	Volkswagen Golf GTI TCR	Leopard Racing WRT	5.372
8	Stian Paulsen	SEAT León TCR	Stian Paulsen Racing	6.254
9	James Nash	SEAT León TCR	Lukoil Craft-Bamboo	12.055
10	Stefano Comini	Audi RS3 LMSTCR	Comtoy Racing	17.135

Fastest lap: Pepe Oriola, 1:54.330, average 137.95 kph, lap 3



The KIA cee'd's debut in the International Series

Ferenc Ficza was finally able to drive the Zengő Motorsport KIA cee'd on his debut in the TCR International Series at the Hungaroring. A second KIA took also part in the event, driven by István Bernula and run by the Botka Rallye Team.

Despite only taking delivery of the car early on Saturday, Ficza demonstrated its future potential by finishing 15th and 14th after twice starting from the back of the grid. The Korean car had stopped during its very first lap in Free Practice due to a broken throttle cable and Ficza was finally only able to drive it for the first time during Qualifying and treated the session as a shake down. In both races, the young Hungarian was able to recover and in the second race he climbed up to 14th, which would have earned one point for KIA in the Model of the Year Trophy should the car not have been racing under a temporary homologation form.

"I was able to complete both races, which was an achievement in itself considering that we missed both free practice sessions and the car only turned a wheel for the first time during Qualifying. There is still a lot of work to do; the set-up has to be done from scratch, and I hope that we will have the budget to do some testing, but the car has great potential. It feels completely different from anything I have driven so far, but I am really impressed," Ficza said.



INTERNATIONAL SERIES



The undoubted star of the weekend was Tassi. After his roller-coaster weekend in Austria, the teenager was on home soil in Hungary. He'd celebrated his 18th birthday on the Wednesday between the races and arrived at the Hungaroring determined to record his first race victory in the International Series. Thanks to another stunning start and help from his team boss Norbert Michelisz, making a one-off drive on his home event, Tassi led the field going into Turn 1 and then never looked back, recording his first win and a 1-2 for M1RA Racing thanks to Michelisz finishing second, keeping Vernay at bay for third.

Race 2 was a similar story. Tassi made



another superb start from eighth on the grid and when he passed pole-sitter Jens Reno Møller to take the lead on lap 11, his second victory was inevitable. To the delight of the large crowd, Tassi took maximum points from both races and so became the new leader of the series after 12 of the 20 races. After a string of disappointing results, a relieved Pepe Oriola finished second while a delighted Møller was third. The Drivers' standings look very different after the two race weekends. Tassi holds a 6-point advantage over his teammate Colciago, with Vernay in third and Comini fourth, 13 and 25 points behind Tassi respectively. Oriola moves up to fifth in the table and is now 42 points off the lead. The European leg of the TCR International Series is rounded off by the two races at Oschersleben in Germany on July 9th.





Josh Files the untouchable

Josh Files has made it very clear that he wants to retain the TCR Germany title at the wheel of his Target Competition Honda Civic. After winning the season's opening race at Oschersleben, Files scored a double victory at the Red Bull Ring, already building a 55-point leading margin in the standings ahead of his closest rival Sheldon van der Linde. Kris Richard lies third, a further 15 points adrift.

In Race 1, Files took his second win of the season after making a brilliant start from the fourth row of the grid. He took the lead and his Honda was then never headed, taking the win by 3.6 seconds over the SEAT León of Mike Halder, with pole-sitter Dino Calcum's Opel Astra finishing in third

place a further second adrift. Steve Kirsch was fourth, with the recovering Antti Buri fifth. The race saw the Safety Car deployed on two occasions: once when Buri's Audi made contact with Luca Engstler's Volkswagen that then had to be recovered from a gravel trap and again on Lap 6 when Sven Markert's Audi hit the barriers after contact with Pascal Eberle's SEAT. In Race 2, after another superb start from third on the grid, Files passed the front-row Audi cars of Robin Brezina and Sandro Kaibach to lead going into the first corner of the race and the Briton never looked back. After a brief Safety Car interruption while the SEAT of Alex Morgan was recovered, Files

Results

Red Bull Ring, Round 3, Saturday 10 June
1. Josh Files (Honda Civic); 2. Mike Halder (SEAT León); 3. Dino Calcum (Opel Astra)

Red Bull Ring, Round 4, Sunday 11 June
1. Josh Files (Honda Civic); 2. Moritz Oestreich (Honda Civic); 3. Mike Halder (SEAT León)

managed the restart well and pulled away to build a lead of over four seconds until he took the chequered flag to record his third win of the season. Moritz Oestreich finished second to give Honda a 1-2, while the SEAT of Mike Halder took another podium position after finishing second behind Files in Race 1. The Honda of Kris Richard was fourth, half a second ahead of Calcum's Opel. TCR Germany will return to Oschersleben on July 8 and 9 for rounds 5 and 6, where it will share the bill with the TCR International Series.







A clean sweep for Coronel-Lessennes

The Boutsen Ginion Racing duo of Tom Coronel and Benjamin Lessennes took a clean sweep at the third race meeting of TCR Benelux at Zolder. At the wheel of their Honda Civic car, the experienced Dutchman and the Belgian teenager won Saturday's Qualifying race and all four Sprint races on Sunday, scoring the maximum of 125 points; a feat that no one had been able to achieve since the series was launched in 2016.

These results propelled Lessennes to the top of the standings with a margin of 21 points over the previous leader Guillaume Mondron (Delahaye Racing); Coronel climbed to third a further 19 points adrift, while the

pairing of Aurélien Comte and Kevin Abbring is surprisingly lying fourth with their DG Sport Peugeot 308. On Saturday, Lessennes and Coronel took a comfortable victory in the Qualifying Race, ahead of Potty-Detry and Dejonghe-Dupont. Coronel won the first two sprint races on Sunday morning, resisting the pressure from Maxime Potty who finished twice second; Sam Dejonghe and Abbring took one third place apiece.

Lessennes then copied his more experienced teammate and claimed two victories himself in the third and fourth races. Denis Dupont and Frédéric Vervisch finished on the podium in Race 3, while Comte and

Edouard Mondron were the other podium finishers in Race 4.

The next rounds of the TCR Benelux Series will be on 15/16 July at Zolder again.



Results

Zolder, Round 5, Sunday 4 June
1. Tom Coronel (Honda Civic); 2. Maxime Potty (Volkswagen Golf); 3. Sam Dejonghe (SEAT León)

Zolder, Round 6, Sunday 4 June
1. Tom Coronel (Honda Civic); 2. Maxime Potty (Volkswagen Golf); 3. Kevin Abbring (Peugeot 308)

Zolder, Round 7, Sunday 4 June
1. Benjamin Lessennes (Honda Civic); 2. Denis Dupont (SEAT León); 3. Frédéric Vervisch (Audi RS3 LMS)

Zolder, Round 8, Sunday 4 June
1. Benjamin Lessennes (Honda Civic); 2. Aurélien Comte (Peugeot 308); 3. Edouard Mondron (SEAT León)





Scalvini and Baldan in a close fight

After the first three events of TCR Italy, Eric Scalvini and Nicola Baldan have emerged as the most serious candidates for the title fight.

The winner of the two opening races at Adria, Scalvini and his MM Motorsport Honda Civic claimed a third victory at Misano in Race 2. However, Baldan in the SEAT León run by Pit Lane Competizioni, matched his rival's tally of three wins between Misano and Monza. These results enabled Baldan to close the gap in the standings to only eight points behind Scalvini. With three podium finishes Bulgarian driver

Plamen Kralev heaved himself up to third in the Drivers' championship, although with a gap of 48 points.

At Misano the two title contenders benefited from each other's problems. In Race 1 Scalvini dropped at the back of the field after a contact with Kevin Giacom's Opel Astra, while Baldan retired from Race 2 because of a technical failure.

Another collision that was followed by a drive-through penalty deprived Scalvini of the chance to contend for victory in Monza's Race 1; Giacom's hopes to claim a first win in the

Tecnodom Sport Opel were swept away by a blown tyre and so Baldan inherited victory.

He encored in the second race, as he was able to make a better start and keep Scalvini at bay. Massimiliano Gagliano finished third in both races with his Volkswagen Golf.

The TCR Italy will resume on July 15 and 16 at Mugello.

Results

Misano, Round 3, Saturday 3 June
 1. Nicola Baldan (SEAT León); 2. Plamen Kralev (Audi RS3 LMS); 3. Eric Scalvini (Honda Civic)

Misano, Round 4, Sunday 4 June
 1. Eric Scalvini (Honda Civic); 2. Massimiliano Mugelli (Audi RS3 LMS); 3. Plamen Kralev (Audi RS3 LMS)

Monza, Round 5, Saturday 17 June
 1. Nicola Baldan (SEAT León); 2. Plamen Kralev (Audi RS3 LMS); 3. Massimiliano Gagliano (Volkswagen Golf)

Monza, Round 6, Sunday 18 June
 1. Nicola Baldan (SEAT León); 2. Eric Scalvini (Honda Civic); 3. Massimiliano Gagliano (Volkswagen Golf)





Francisco Mora reigns in Algarve

For its second race meeting, the TCR Ibérico series moved south to Portimão's Autódromo Algarve. Veloso Motorsport's Francisco Mora won both races at the wheel of his SEAT León, extending his lead in the championship classification. Mora now has a 14-point margin ahead of the pair Rafael Lobato-Patrick Cunha, while Francisco Abreu is ranking third with a gap of 20 points from the leader.

At the start of Race 1, Mora took the lead from pole-sitter Francisco Abreu who remained glued to the bumper of the SEAT for most of the race.

Behind the leading duo, Manuel Gião recovered from eighth on the grid to climb up to third, ahead of Faust Salom.

Mora took his second victory of the season with a small margin ahead of Abreu, while Gião completed the podium.

In the second race Mora made good use of his pole position and took the lead once again, followed by Gustavo Moura and Rafael Lobato.

On lap 2, Lobato overtook Moura for second, just before an incident between Abreu and Nuno Batista at Turn 5 prompted the Safety Car.

When the race resumed, Moura dropped to sixth place, while Mora managed to open a gap on his way to claim another victory. Lobato was classified second, with João Carvalho in third.

The TCR Ibérico series will resume on the street circuit of Vila Real, on July 8 and 9.

Results

Portimão, Round 3, Sunday 11 June
1. Francisco Mora (SEAT León); 2. Francisco Abreu (Volkswagen Golf); 3. Manuel Gião (SEAT León)

Portimão, Round 4, Sunday 11 June
1. Francisco Mora (SEAT León); 2. Rafael Lobato (Audi RS3 LMS); 3. João Carvalho (SEAT León)





Dmitry Bragin takes the point lead

The third TCR Russia event was held at Nizhniy Novgorod, where Nikolay Karamyshev won the first race in the Lukoil Racing SEAT, while TAIF Motorsport's Dmitry Bragin claimed victory in Race 2. The reigning champion – who had swapped his Audi RS3 LMS for a SEAT León – took the lead in the championship with a margin of 16 points ahead of Lukoil Racing's Aleksey Dudukalo.

Race 1, on Saturday started under a light rain; Karamyshev kept the advantage of the pole, taking the lead ahead of Dudukalo and Bragin. Soon, the Lada Vesta cars became the show-makers, with Sheshenin taking second and starting to threaten the leader,

while Ladygin, who had passed Gavrilov, began fighting with Golikov for fifth. In the meantime, Karamyshev had managed to retake some breathing space from Sheshenin, while Dudukalo had passed Bragin for third. The reigning champion lost three more positions to finish 7th, which granted him the second spot on the grid for Race 2.

Race 2 – There were a number of contacts as drivers fought for positions at the start; three of the four Lukoil Racing drivers clashed: Golikov, Karamyshev and Dudukalo. The latter dropped at the back of the field, while Tolkachev was involved, spun and had to pit.

Bragin took the lead, while the battle raged behind him. Dudin, Gavrilov and Ladygin fought for the second position throughout the race, swapping paints and hitting each other. The same occurred between Sheshenin and Karamyshev for sixth. Bragin from Dudin who kept at bay both Gavrilov and Ladygin.

The TCR Russia will resume at Kazan on June 1/2.

Results

Fort Grozny, Round 1, Saturday 13 May
 1. Nikolay Karamyshev (SEAT León); 2. Vladimir Sheshenin (LADA Vesta); 3. Aleksey Dudukalo (SEAT León)

Fort Grozny, Round 2, Sunday 14 May
 1. Dmitry Bragin (SEAT León); 2. Vitaliy Dudin (SEAT León); 3. Klim Gavrilov (SEAT León)



TCR Scandinavia
Touring Car Championship

Dahlgren maintains the series lead



Results

Sollvalla, Round 7, Saturday 17 June
1. Johan Kristoffersson (Volkswagen Golf); 2. Robert Dahlgren (SEAT León); 3. Mattias Andersson (Honda Civic)

Sollvalla, Round 8, Saturday 17 June
1. Johan Kristoffersson (Volkswagen Golf); 2. Robert Dahlgren (SEAT León); 3. Fredrik Eklblom (Volkswagen Golf)

Sollvalla, Round 9, Saturday 17 June
1. Robert Dahlgren (SEAT León); 2. Johan Kristoffersson (Volkswagen Golf); 3. Fredrik Blomstedt (Volkswagen Golf)

The third race meeting of TCR Scandinavia took place at Sollvalla, where Johan Kristoffersson claimed two more victories and so extended his winning streak to five consecutive races. However, Robert Dahlgren won the third race and thus maintained the lead in the championship with margins of 19 and 26 points ahead of Kristoffersson and Fredrik Eklblom respectively.

On the grid for the first race, the poleman Kristoffersson was demoted to fourth for a yellow flag infringement in Qualifying, but he made a perfect start and managed to squeeze into second position between Haglöf and Eklblom who both incurred stop-and-go penalties for jump starts. Kristoffersson claimed his fourth consecutive race victory ahead of Dahlgren, while Andersson was able to finish third after a close fight with Blomstedt and Strandberg.

Kristoffersson repeated his win in the second race. Despite being beaten to the first corner by Robert Dahlgren, Kristoffersson retook the lead after a

slight contact and then held off Dahlgren for the remainder of the race. Eklblom finished third, Blomstedt was fourth and Strandberg fifth. Kristoffersson's winning streak ended in Heat 3, however, after another poor start from the dirtier side of the track again allowed Dahlgren to lead the pole-sitter going into Turn 1. Unlike in Heat 2, this time Dahlgren was able to defend the lead throughout the race and so took a lights-to-flag victory by just six-tenths of a second. Behind the pair, Eklblom repeated his result from the second race to claim his second

podium finish of the day. The next event of the STCC TCR Scandinavia series will take place at Falkenberg, Sweden, on July 8.





Honda pips Audi at Suzuka

The third round of the Super Taikyu series was the 4-hour race at Suzuka, where the Adenau Golf team joined the TCR class

running a Volkswagen Golf GTI, which raised the entries to five. For the third time, pole position was won by the

Audi Team DreamDrive Audi RS3 LMS driven by Shozo Tagahara, Takuya Shirasaka and Naoto Takeda, while Phillippe Devesa and Shogo

Mitsuyama qualified the Golf in second position. The race saw the five cars having a close fight for all four hours. The Audi Team DreamDrive car was leading with twenty minutes left on the clock, when it had to pit with a flat tyre, handing victory to the Motul Dome Racing Project Honda Civic shared by Takuya Kurosawa, Keishi Ishikawa and Hiroki Kato. This was the second win for them out of the three races held so far, and the third for Honda.

The next round will be the 3-hour race at Autopolis on July 14-16.



Golf TCR creates sensation at the Nürburgring



The Volkswagen Golf GTI TCR created a sensation during the ADAC 24-hour race at the Nürburgring Nordschleife. Not only did the Mathilda Racing Golf of Andreas Gülden, Benjamin Leuchter, Constantin Kletzer and Dennis Wüsthoff win the TCR class, it also finished the race in an impressive 29th position overall. It was by far the best-placed Touring Car, leaving behind far more powerful machines - that ran under more liberal regulations - and many GT cars. The winning Golf completed 142 laps of the 25.5-kilometre road course, six more than the Bonk Motorsport Audi RS3 LMS driven by Hermann Bonk, Max Partl and Rainer Partl that ranked second in the class and 48th overall.





Hyundai's new baby is growing up

ANDREA ADAMO AND GABRIELE TARQUINI
TALK ABOUT THE I30 N TCR

The development programme of the Hyundai i30 N TCR is moving on through several test sessions and the future participation in the 24H Misano race on 8th and 9th July. During the recent test at Valencia we had the opportunity to talk to Andrea Adamo and Gabriele Tarquini, key figures in Hyundai Motorsport's first ever programme for circuit racing.

Adamo, Hyundai Motorsport Customer Racing manager, started by saying: *"We are pleased with the way the development programme is going ahead. So far we have been able to meet the schedule and targets we set, building towards the number of kilometres we want to cover before considering the development finalised."*

What are the areas you are working on? *"It is important to bear in mind that this car is for customer racing. Reliability was our first target and then came performance. Before starting the test programme, we ran the engine on the bench during two 48-hour sessions with excellent results. As for the track testing, we are focusing on performance and drivability."*

What are the other aspects that can make this programme successful?

"A topic that we took into consideration ever since the design phase was the ease in maintaining the car. It is very important to make things easy and accessible for the crews that will be working on the car."

Another crucial point is the support we can provide to the teams. They must be aware that, should a problem arise, someone will be there to assist them and help them to solve it. This is what makes a customer racing programme successful."

What does it mean having Tarquini as test driver?

"When we were given the go ahead, he was one of the very first people I approached. We had worked together for many years on different projects. Not only has he amassed an incomparable experience in Touring Cars, he has also built for himself an image of competence and professionalism. To know that Tarquini has developed the car gives the customer a further guarantee. On top of this, he's able to approve or turn down technical solutions after only a few laps in the car. He definitely gives an added value to the programme."

Did you set a goal in terms of the number of TCR cars you want to sell?

"Yes, we did, by assessing the current market. Hyundai Motorsport Customer Racing is a beginner in the business and we are entering the market with humility. We want to create a portfolio of happy customers with a growing trend."

Do you plan to race the car before the end of the year?

"Yes, we reckon this is the final part of the technical development. We are considering different options, but we have not yet decided when and where."

Gabriele Tarquini is one of the most experienced and respected Touring Car drivers of all time. And yet, his commitment as Hyundai Motorsport Customer Racing test driver placed him at the wheel of a TCR car for the very first time. *"The visual impression is misleading. It is only when you drive it that you realize that a TCR car is much more of a performer than it looks. When you look at the different components, you find out how close it is to the production model; something that had been lost in recent years in favour of technology. But in terms of performance, it is impressive. In fact, it is very close to more sophisticated and expensive cars with a better look."*

In what ways are you working on its development? *"When we come to the technical development, all Touring Cars are similar. You follow the same approach and method. A test driver can't do much with the engine, but the i30's is a very good one, especially in power supply. We have used the first two tests for fine-tuning it. Now we have focused on the chassis, which in the case of a front-wheel drive car means working on the front axle. I always try to improve the congenital power understeer. You can't get rid of it, but you must reduce it to a level that can be dealt with. You have to find a compromise, even sacrificing the grip of the rear axle. Sometimes this*

makes the car difficult to drive, but in this case we need to make an effort and make it easy for non-professional drivers."

Is it possible to judge the car without racing it? *"I have enough experience to say if a car is well-born. It is true that I cannot make a direct comparison with other TCR machines, but I take it for granted that all the engines deliver the same power, and this car is able to exploit the engine's full potential. That is where the secret is."*

Do you cherish the idea of bringing the New Generation i30 TCR on track for an actual race?

"When you develop a racing car, it becomes like a child. It takes shape through the information you provide to the engineers. It is your own 'creature' and you wish to see it winning. In the past, I have been pleased to see cars that I had developed winning in the hands of other drivers. But, obviously, I have been much more pleased when they won in my own hands! My experience enables me to do good development work, but at the same time I think I'm still fast enough to be competitive in races. However, it is important to prove that Hyundai has a winning car on offer and I'll be happy to have given my contribution."



TCR International Series

(after rounds 12 of 20)



Drivers

1	Attila Tassi	Honda Civic Type-R	151 pts
2	Roberto Colciago	Honda Civic Type-R	145
3	Jean-Karl Vernay	Volkswagen Golf GTI	138
4	Stefano Comini	Audi RS3 LMS	126
5	Pepe Oriola	SEAT León	109
6	Dušan Borković	Alfa Romeo Giulietta	82
7	James Nash	SEAT León	74
8	Davit Kajaja	Alfa Romeo Giulietta	59
9	Frédéric Vervisch	Audi RS3 LMS	53
10	Hugo Valente	SEAT León	46
11	Mat' o Homola	Opel Astra	45
12	Benjamin Lessennes	Honda Civic Type-R	31
13	Norbert Michelisz	Honda Civic Type-R	31
14	Ferenc Ficzá	SEAT León / KIA cee'd	31
15	Rob Huff	Volkswagen Golf GTI	27
16	Giacomo Altoè	Volkswagen Golf GTI	27
17	Thomas Jäger	Opel Astra	25
18	Gianni Morbidelli	Volkswagen Golf GTI	22
19	Jens Reno Møller	Honda Civic Type-R	21
20	Pierre-Yves Corthals	Opel Astra	19
21	Edouard Mondron	SEAT León	18
22	Daniel Lloyd	SEAT León	14
23	Tom Coronel	Honda Civic Type-R	4
23	Stian Paulsen	SEAT León	4

Teams

1	M1RA	308 pts
2	Lukoil Craft-Bamboo Racing	229
3	Comtoy Racing	185
4	Leopard Racing Team WRT	169
5	GE-Force	143
6	DG Sport Compétition	68
7	WestCoast Racing	62
8	Boutsen Ginion Racing	37
9	Zele Racing	32
10	Kissling Motorsport	25
11	Reno Racing	21
12	Delahaye Racing	18
13	Stian Paulsen Racing	6
14	Icarus Motorsports	1

Model of the year

1	Honda Civic Type-R	358 pts
2	SEAT León	263
3	Volkswagen Golf GTI	224
4	Audi RS3 LMS	194
5	Alfa Romeo Giulietta	153
6	Opel Astra	109

TCR Asia

(after rounds 6 of 12)



Drivers

1	Lai Wee Sing	Honda Civic Type-R	93 pts
2	Diego Moran	Volkswagen Golf GTI	89
3	Kantadhee Kusiri	Volkswagen Golf GTI	85
4	Abdul Kaathir	Honda Civic Type-R	81
5	Jasper Thong	Audi RS3 LMS	70
6	Tin Sitrail	Honda Civic Type-R	67
7	Eric Kwong	SEAT León	48
8	Alex Liu	SEAT León	44
9	Douglas Khoo Kok Hui	SEAT León	30
10	Shaun Thong	Audi RS3 LMS	16

TCR Asia Cup

1	Abdul Kaathir	Honda Civic	132 pts
2	Jasper Thong	Audi RS3 LMS	112
3	Alex Liu	SEAT León	75

Teams

1	R Engineering	174 pts
1	Liqui Moly Team Engstler	174 pts
3	Audi Hong Kong	88

TCR Benelux

(after rounds 12 of 24)



Drivers

1	Benjamin Lessenes	Honda Civic Type-R	235 pts
2	Guillaume Mondron	SEAT León / Volkswagen Golf GTI	214
3	Tom Coronel	Honda Civic Type-R	195
4	Aurélien Comte	Peugeot 308 RC	161
4	Kevin Abbring	Peugeot 308 RC	161
6	Mathieu Detry	Volkswagen Golf GTI	147
6	Maxime Potty	Volkswagen Golf GTI	147
8	Stefano Comini	Audi RS3 LMS	138
9	Giacomo Altoè	Volkswagen Golf GTI	126
10	Edouard Mondron	SEAT León	124

Junior

1	Benjamin Lessenes	Honda Civic Type-R	157 pts
2	Giacomo Altoè	Volkswagen Golf GTI	90
6	Maxime Potty	Volkswagen Golf GTI	90

Teams

1	Delahaye Racing	62 pts
2	Boutsen Ginion Racing	49
3	DG Sport Compétition	43

ADAC TCR Germany

(after rounds 4 of 14)



Drivers

1	Josh Files	Honda Civic Type-R	152 pts
2	Sheldon van der Linde	Audi RS3 LMS	97
3	Kris Richard	Honda Civic Type-R	82
4	Mike Halder	SEAT León	75
5	Steve Kirsch	Honda Civic Type-R	75
6	Dino Calcum	Opel Astra	73
7	Florian Thoma	Volkswagen Golf GTI	69
8	Sandro Kalbach	Audi RS3 LMS	68
9	Antti Buri	Audi RS3 LMS	67
10	Tim Zimmermann	Audi RS3 LMS	62

Junior

1	Luca Engstler	Volkswagen Golf GTI	24 pts
2	Simon Reicher	Audi RS3 LMS	24
6	Robin Brezina	Audi RS3 LMS	23

Teams

1	Target Competition UK-SUI	152 pts
2	Honda Team ADAC Sachsen	115
3	AC 1927 Mayen	99

TCR Ibérico

(after rounds 4 of 8)



Drivers

1	Francisco Mora	SEAT León	74 pts
2	Rafael Lobato	Audi RS3 LMS	60
2	Patrick Cunha	Audi RS3 LMS	60
4	Francisco Abreu	Volkswagen Golf GTI	54
5	César Machado	SEAT León	41
5	Manuel Pedro Fernández	SEAT León	41
7	Manuel Gião	SEAT León	36
7	Ricardo Gomes	SEAT León	36
9	Eduardo Leitão	SEAT León	27
10	Nuno Batista	SEAT León	26
10	Edgar Florindo	SEAT León	26

TCR Portugal

(after rounds 4 of 10)



Drivers

1	Francisco Mora	SEAT León	96 pts
2	Francisco Abreu	Volkswagen Golf GTI	69
3	Rafael Lobato	Audi RS3 LMS	59
3	Patrick Cunha	Audi RS3 LMS	59
5	César Machado	SEAT León	56
5	Manuel Pedro Fernández	SEAT León	56
7	Eduardo Leitão	SEAT León	47
8	Faust Salom	SEAT León	43
8	Gustavo Moura	SEAT León	43
10	Nuno Batista	SEAT León	40
10	Edgar Florindo	SEAT León	40

TCR Italy

(after rounds 6 of 14)



Drivers		
1	Eric Scavini	Honda Civic Type-R 97 pts
2	Nicola Baldan	SEAT León 89
3	Plamen Kralev	Audi RS3 LMS 49
4	Massimiliano Gagliano	Volkswagen Golf GTI 38
5	Massimiliano Mugelli	Audi RS3 LMS 35
6	Jonathan Giacon	Opel Astra 33
7	Andrea Argenti	SEAT León 31
8	Alessandro Thellung	SEAT León 21
9	Matteo Bergonzini	SEAT León 19
10	Simon Reicher	Audi RS3 LMS 16

Manufacturers		
1	Honda	79 pts
2	SEAT	72
3	Audi	53

TCR Middle East

(after rounds 6 of 6)



Drivers		
1	Josh Files	Honda Civic Type-R 110 pts
2	Brandon Gdovic	Volkswagen Golf GTI 105
3	Luca Engstler	Volkswagen Golf GTI 79
4	Davit Kajaia	Alfa Romeo Giulietta 56
5	Giacomo Altoè	Subaru WRX Sti/Volkswagen Golf GTI 46
6	Stefan Goede	Volkswagen Golf GTI 38
7	Mat'o Homola	Volkswagen Golf GTI 30
8	James Kaye	Audi RS3 LMS 22
9	Michela Cerruti	Alfa Romeo Giulietta 19
10	Filip Sládečka	Volkswagen Golf GTI 19

Teams		
1	Liqui Moly Team Engstler	210 pts
2	Lap57 Motorsport	121
3	Mulsanne Racing	76

TCR Russia

(after rounds 6 of 14)



Drivers		
1	Dmitry Bragin	Audi RS3 LMS / SEAT León 107 pts
2	Aleksey Dudukalo	SEAT León 91
3	Nikolay Karamyshev	SEAT León 74
4	Vitaliy Dudin	SEAT León 68
5	Kirill Ladygin	LADA Vesta 64
6	Vladimir Sheshenin	LADA Vesta 64
7	Roman Golikov	SEAT León 58
8	Kim Gavrilov	SEAT León 53
9	Denis Grigoryev	SEAT León 50
10	Irek Minnakhmetov	SEAT León 44

Teams		
1	Lukoil Racing Team	165 pts
2	TAIF Motorsport	137
3	LADA Sport Rosneft	128

TCR Scandinavia

(after rounds 9 of 21)



Drivers		
1	Robert Dahlgren	SEAT León 167 pts
2	Johan Kristoffersson	Volkswagen Golf GTI 148
3	Fredrik Ekblom	Volkswagen Golf GTI 141
4	Fredrik Blomstedt	Volkswagen Golf GTI 97
5	Daniel Haglöf	SEAT León 74
6	Tobias Brink	Audi RS3 LMS 56
7	Dennis Strandberg	Volkswagen Golf GTI 53
8	Mattias Andersson	Honda Civic Type-R 35
9	Joonas Lappalainen	Audi RS3 LMS 34
10	Andreas Ahlberg	Volkswagen Golf GTI 23

Teams		
1	Volkswagen Dealer Team Sweden	330 pts
2	PWR Racing Team - SEAT Dealer Team	256
3	Brink Motorsport	90

TCR Spain

(after rounds 4 of 8)



Drivers		
1	Francisco Mora	SEAT León 76 pts
2	Rafael Lobato	Audi RS3 LMS 61
3	Francisco Abreu	Volkswagen Golf GTI 58
4	César Machado	SEAT León 41
5	Manuel Gião	SEAT León 36
6	Manuel Pedro Fernandes	SEAT León 22
6	Nuno Batista	SEAT León 22
6	Gustavo Moura	SEAT León 22
9	Faust Salom	SEAT León 21
10	Eduardo Leitão	SEAT León 21

TCR Thailand

(after rounds 2 of 12)



Drivers PRO		
1	Pasarit Promsombat	SEAT León TCR 43 pts
1	Kittipol Pranoj Na Ayudhya	SEAT León TCR 43 pts

Drivers AM		
1	Charitya Nuya	Honda Civic Type-R 50 pts
2	Nattachak Hanjtkasen	Honda Civic Type-R 36
3	Nattaniid Leewattanavaragul	SEAT León TCR 30
4	Douglas Khoo	SEAT León TCR 22
4	Rattarin Leenutaphong	SEAT León TCR 22

Teams		
1	Billionaire Boy Racing	43 pts
2	Singha Motorsport Team Thailand	31
3	TBN MK Ihere Racing Team	30

24H Series

(after rounds 4 of 6)



Drivers		
1	John Shen/John Shen/Francis Tjia	SEAT León 55 pts
2	James Kaye	Audi RS3 LMS 53
3	Dirk Voriänder	Audi RS3 LMS 42
4	Thierry Blaise/Guillaume Roman/Kim Holmgaard	Peugeot 308 RC 39
5	Thierry Boyer/Stéphane Ventaja	Peugeot 308 RC 33
6	Julian Griffin/Eric Holstein/Finlay Hutchison	Audi RS3 LMS 29
6	Benny Simonsen	SEAT León 29
8	Mathias Beche	SEAT León 26
8	Rik Breukers/JM Litman/Christian Kranenberg	Audi RS3 LMS 26
10	Phillippe Ulivieri/John Allen/JT Coupal/Gosia Rdest/John Weisberg	SEAT León 24
10	Ricky Coomber/Paul White/David Drinkwater	Audi RS3 LMS 24

24H TC Series

(after rounds 2 of 5)



Drivers		
1	Álvaro Bajo/José Manuel Pérez Aicart/Alba Cano Ramírez	SEAT León 39 pts
2	Roberto Ferry/John Filippi/Zach Arnold	Audi RS3 LMS DSG 36
3	Melvin de Groot/Sebastian Bleekemolen/René Steenmetz/Robert Smith	SEAT León 30
4	Enrico Bettera/Alberto Vescoli	Audi RS3 LMS DSG 28
5	Michael Soeryadjaya/Philippe Descombes/Marcel Tija/Christian Chia	SEAT León DSG 26
6	Günther Wiesmeier/Felix Wimmer/Matthias Kaiser	SEAT León DSG 24
6	Christian Windischberger/Martin Gasser	SEAT León DSG 24
8	Stefan Tanner/Michel Schaap/Christian Dijkhof/Maxim Aronov	SEAT León DSG 22
9	Klaus Kresnik	SEAT León DSG 22
10	Jurgen Smet	SEAT León DSG 22

SUPER TAIKYU

(after rounds 3 of 6)



Drivers		
1	Motul Dome Racing Project	Honda Civic Type-R 57 pts
1	Modulo Racing Project	Honda Civic Type-R 47
3	Audi Team DreamDrive	Audi RS3 LMS 45
4	BRP Audi Mie	Audi RS3 LMS 36
5	Adenau Golf	Volkswagen Golf GTI 10