

2017 TCR

#8

World and life

1
2017



The night of the TCR Awards



Europe Trophy at Adria



Reports: the world in action

THE TCR SNAPSHOT



Testing the new Honda TCR

Where: Adria International Raceway
What: TCR Benelux champion Benjamin Lessens tests the 2018 Honda Civic Type-R



What's next in the world of TCR

30/31 December TCR China

Guangdong

2016 TCR
World and life

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Renault Mégane TCR set to begin testing

When the Hyundai i30 N TCR took to the track at Zhejiang in China in October, it became the eleventh model to launch as a TCR car. Such is the current pace of growth of the TCR concept, however, that a twelfth TCR car had already been announced. The Renault Mégane TCR, developed and built by Vuković Motorsport at St Margrethen in Switzerland, is currently being readied for testing, but that hasn't prevented the car from finding its first owner.

The German BESA Group has placed an order for two of the cars, which will receive their public debut at the Essen Motor Show in December while a further Mégane TCR car will join its siblings on display at the show.

Franjo Kovac, the head of the BESA Group said: "I have been a true fan of what Milenko Vuković is putting on the market and the Mégane TCR, in this quality, is exactly what I was looking for. I want my team to perform at the very front and I do not want to make any compromises on quality and performance. I am absolutely convinced that the Mégane TCR will establish itself as one of the top reference cars in the category. I can't wait to collect my

two cars in a few weeks' time!"

The purchase of the two Renault cars is a new departure for BESA Racing, which has successfully campaigned BMW, Audi and MINI cars in the past. In all, four Mégane TCR cars have now been built and Lichtenstein-based Lehmann Motorentchnik has now finished the development engine, which travelled to Switzerland to be installed in the test car last week. The engine chosen for the car is a 1.8 litre powerplant, while other technical partners include Bosch (who are looking after the electronics, including the engine management system, dashboard and wiring loom), 3 MO from France (responsible for the transmission, including their latest gearbox), KW from Germany who will provide the shock absorbers and OZ Wheels who will supply specific rims for the car.

The unveiling of the Mégane TCR in late August immediately created a buzz, with teams from across Europe expressing interest in the car. Now that the first customer has been announced, and the test car is close to starting its development programme, the Mégane has taken huge steps towards joining the



existing TCR brands on the grid in 2018.

"I am very proud to see how well the Mégane TCR has been received," said Milenko Vuković, the CEO of Vuković Motorsport. "With the engine ready to be installed in the car, I now have all the elements in place to move forward. We have already started building further chassis while at the same time, we are preparing for our intensive winter testing programme." The Renault Mégane TCR, then, is firmly on course to appear on racetracks in 2018, but will a thirteenth TCR model have been announced by then? Watch this space...





TCR
International Series

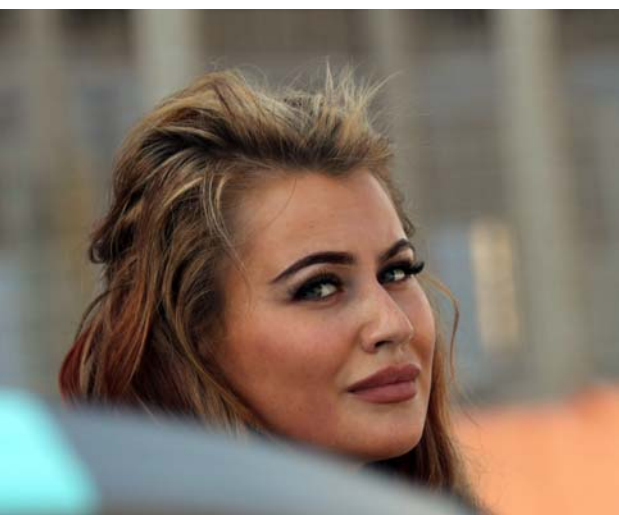
Jean-Karl Vernay reigns in Dubai

THE FRENCHMAN GRABS THE DRIVERS' TITLE FOR LEOPARD RACING WRT

For the third successive year, the battle to be the TCR International Series Drivers' champion would be decided at the final event, but unlike 2015 and 2016 the third season's title was decided in Dubai, not Macau. Four drivers arrived in the United Arab Emirates in contention for the crown, although the scrap was effectively a two-horse race between Leopard Racing WRT's Jean-Karl Vernay and Attila Tassi of M1RA Racing, as both the reigning champion Stefano Comini and Tassi's teammate Roberto Colciago were over 40 points adrift of Vernay. In addition, both the Teams' championship and the Model of the Year title were also still up for grabs in Dubai, such has been the closeness of the International Series this year. Colciago effectively dropped out of contention in Qualifying, when the Italian failed to progress further than Q1. Mathematically, it was still possible for him to win the title, but that would have entailed Colciago winning both races with none of the others scoring a single point in either. After qualifying ninth, Comini also knew that retaining his title was now all but impossible after Vernay qualified in second place on the grid, with three-time BTCC champion Gordon Shedden – who'd

been drafted into the Leopard WRT team as Vernay's wingman – putting the Volkswagen on pole for Race 1 despite never having driven a TCR car prior to arriving in Dubai. Tassi was tenth fastest and so would start Race 2 from pole, but knew that in order to keep the title fight alive until the final race of the year he had to finish ahead of Vernay in Race 1. The scene was set for a thrilling conclusion to the season... Vernay made a shocking start to Race 1, almost stalling on the grid, allowing Pepe Oriola to pass. The Spaniard then overtook Shedden on the run down to Turn 1 and not even a Safety Car period while the SEAT of Oriola's teammate Daniel Lloyd was recovered could deny Oriola his second win of the season. The focus, however, was on the battle between Vernay and Tassi and it soon became obvious that the Hungarian teenager was fighting a losing battle. The pair ran together for much of the race, but Tassi was unable to find a way past. When Vernay passed James Nash on the final lap, the Drivers' title was secured. Vernay finished third, behind Oriola and Shedden, while Tassi could only finish fifth. The result, though, was enough to give M1RA the Teams' title with one race in hand.



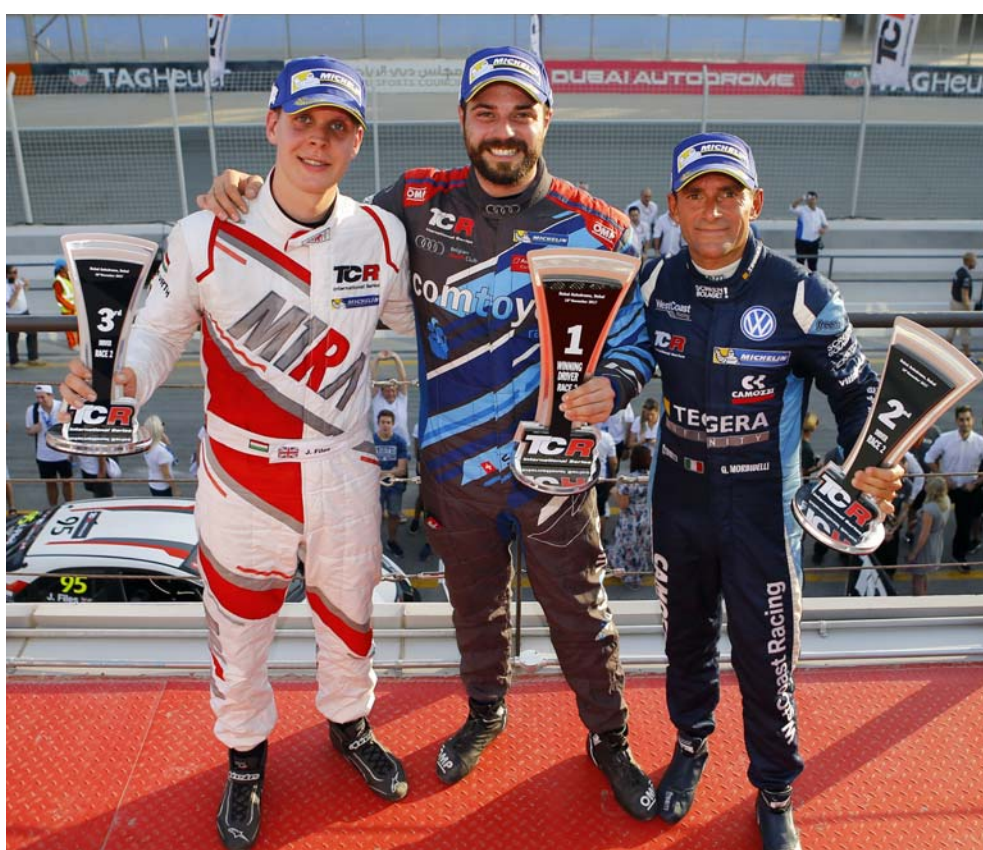




The season's final race was then all about who would finish the year as runner-up to Vernay. In theory, Tassi had the position wrapped up, but a jump-start and the resulting drive-through penalty gave Comini the glimmer of hope he needed. Victory for the Comtoy Audi with Tassi failing to score would mean the pair would finish equal on points and so a greater number of race victories would mean Comini would finish second in the championship. With only one lap remaining, that was how things looked to be heading, but retirement for Aurélien Comte in the race's dying moments elevated Tassi into 12th place. The 'transparency' of the Hyundai cars of Alain Menu (5th) and Gabriele Tarquini (9th) meant the Honda was now in the last of the points-scoring positions and the single point was enough to give Tassi the runner-up spot in a dramatic finale to the season.

Jean-Karl Vernay's season-long consistency gave him the Drivers' title by a 29-point margin over Attila Tassi, with Comini third one further point adrift. M1RA clinched the Team's championship from Lukoil Craft-Bamboo.

By far the closest result was the Volkswagen Golf GTI clinching the Model of the Year award by a mere five points over the Honda Civic Type-R.



**DUBAI - RACE 1, SATURDAY 18 NOVEMBER 2017**

	DRIVER	CAR	TEAM	
1	Pepe Oriola	SEAT León TCR	Lukoil Craft-Bamboo	19 laps in 30:57.563
2	Gordon Shedden	Volkswagen Golf GTI TCR	Leopard Racing WRT	4.445
3	Jean-Karl Vernay	Volkswagen Golf GTI TCR	Leopard Racing WRT	6.410
4	James Nash	SEAT León TCR	Lukoil Craft-Bamboo	7.451
5	Attila Tassi	Honda Civic Type-R TCR	M1RA	7.632
6	Josh Files	Honda Civic Type-R TCR	M1RA	8.024
7	Stefano Comini	Audi RS3 LMS TCR	Comtoyout Racing	11.326
8	Dušan Borković	Alfa Romeo Giulietta TCR	GE-Force	14.194
9	Davit Kajaia	Alfa Romeo Giulietta TCR	GE-Force	15.287
10	Duncan Ende	SEAT León TCR	Icarus Motorsports	17.323

Fastest lap: Pepe Oriola, 1:28.733, average 144.43 kph, lap 4

**DUBAI - RACE 2, SATURDAY 18 NOVEMBER 2017**

	DRIVER	CAR	TEAM	
1	Stefano Comini	Audi RS3 LMS TCR	Comtoyout Racing	17 laps in 25:37.323
2	Gianni Morbidelli	Volkswagen Golf GTI TCR	WestCoast Racing	1.190
3	Josh Files	Honda Civic Type-R TCR	M1RA	5.008
4	Frédéric Verusch	Audi RS3 LMS TCR	Comtoyout Racing	6.815
5	Alain Menu	Hyundai i30 N TCR	BRC Racing Team	9.232
6	Benjamin Leuchter	Volkswagen Golf GTI TCR	WestCoast Racing	9.483
7	Gordon Shedden	Volkswagen Golf GTI TCR	Leopard Racing WRT	11.453
8	Dušan Borković	Alfa Romeo Giulietta TCR	GE-Force	15.440
9	Gabriele Tarquini	Hyundai i30 N TCR	BRC Racing Team	17.117
10	Davit Kajaia	Alfa Romeo Giulietta TCR	GE-Force	21.421

Fastest lap: Gabriele Tarquini, 1:28.912, average 141.72 kph, lap 4



TCR
Award
PARTY

Prize Giving Ceremony

18th November 2017
N'dulge Nightclub at Atlantis,
The Palm, Palm Jumeira - Dubai

22:00 Welcome guests
22:30 Award ceremony starts
Dress Code: Smart Casual







Aurélien Comte grabs the title in a Peugeot 308

FILES (HONDA) AND TARQUINI (HYUNDAI) SHARE RACE VICTORIES





The TCR Europe Trophy at the Adria International Raceway delivered an unexpected result, as Aurélien Comte was able to grab the title at the wheel of his DG Sport Compétition Peugeot 308, the smallest car in the field with its 1.6 litre engine and standard bodywork.

Comte did not cross the line first in either of the two races that were won by Josh Files (Target Competition Honda Civic) and Gabriele Tarquini (BRC Racing Hyundai i30 N). And yet the young Frenchman benefited from the fact that Tarquini was not allowed to score points – because his car is

still racing under a temporary homologation form – and that Files took what seemed to be an unnecessary risk in Race 2, which resulted in a penalty. However, Comte was a worthy winner as he led the second race until halfway before surrendering to Tarquini and he was then able to keep Giacomo Altoè (Target Competition Honda Civic) at bay until the chequered flag. They finished on equal points, but Comte was awarded the title thanks to his better results, while Files was classified third in the Trophy, only two points behind Comte and Altoè.



The Teams' Trophy went to Target Competition; DG Sport Compétition was placed second and it's worth remembering that the Belgian outfit won last year's TCR Europe Trophy with Pierre-Yves Corthals in an Opel Astra.

The second race delivered a thrilling show, with six drivers involved in a close battle for the lead. And – most importantly – they were at the wheel of cars from five different brands: Hyundai, Peugeot, Honda, Audi and

Volkswagen. Giovanni Altoè was awarded with a special trophy reserved for the drivers at the wheel of cars fitted with a DSG gearbox.

Files took a great victory in Race 1 in the Target Competition Honda Civic; the Briton pipped pole sitter Tarquini at the start and led from lights-to-flag. Tarquini was chasing him for most of the race, even knocking on the Honda's rear bumper, but in the final laps the Hyundai driver lost

contact from the leader and had to defend second position from Files' teammate Giacomo Altoè. Comte drove his Peugeot 308 home in fourth place, ahead of Antti Buri's Audi that was closely followed by Maxime Potty's Volkswagen Golf. Luigi Ferrara kept fourth position in the first half of the race in the V-Action Alfa Romeo Giulietta, but he dropped down the order thanks to a drive-through penalty. Luca Engstler's hopes vanished





ADRIA - RACE 1, SUNDAY 29 OCTOBER 2017

DRIVER	CAR	TEAM	
1 Josh Files	Honda Civic Type-R TCR	Target Competition	20 laps in 27:10.940
2 Gabriele Tarquini	Hyundai i30 N TCR	BRC Racing Team	1.980
3 Giacomo Altoè	Honda Civic Type-R TCR	Target Competition	2.495
4 Aurélien Comte	Peugeot 308 Racing Cup	DG Sport Compétition	28.785
5 Antti Buri	Audi RS3 LMS TCR	LMS Racing	31.460
6 Maxime Potty	Volkswagen Golf GTI TCR	WRT Racing Team	31.951
7 Florian Thoma	Volkswagen Golf GTI TCR	Liqui Moly Team Engstler	34.577
8 Giovanni Altoè	Volkswagen Golf GTI TCR	TCR Academy	36.743
9 Luigi Ferrara	Alfa Romeo Giulietta TCR	V-Action Racing Team	42.058
10 Sandro Pelatti	Volkswagen Golf GTI TCR	TCR Academy	46.153

Fastest lap: Gabriele Tarquini, 1:20.367, average 121.03 kph, lap 3

ADRIA - RACE 2, SUNDAY 29 OCTOBER 2017

DRIVER	CAR	TEAM	
1 Gabriele Tarquini	Hyundai i30 N TCR	BRC Racing Team	20 laps in 27:33.997
2 Aurélien Comte	Peugeot 308 Racing Cup	DG Sport Compétition	1.792
3 Giacomo Altoè	Honda Civic Type-R TCR	Target Competition	2.178
4 Maxime Potty	Volkswagen Golf GTI TCR	WRT Racing Team	3.875
5 Florian Thoma	Volkswagen Golf GTI TCR	Liqui Moly Team Engstler	7.659
6 Luigi Ferrara	Alfa Romeo Giulietta TCR	V-Action Racing Team	8.481
7 Josh Files	Honda Civic Type-R TCR	Target Competition	9.547
8 Francisco Abreu	Volkswagen Golf GTI TCR	Team Novadriver	13.989
9 Luca Engstler	Volkswagen Golf GTI TCR	Liqui Moly Team Engstler	16.196
10 Giovanni Altoè	Volkswagen Golf GTI TCR	TCR Academy	17.591

Fastest lap: Giacomo Altoè, 1:21.033, average 120.03 kph, lap 4

Drivers' Trophy: 1. Aurélien Comte 45 pts; 2. Giacomo Altoè 45; 3. Josh Files 43; 4. Maxime Potty 31; 5. Florian Thoma 25; 6. Luigi Ferrara 20; 7. Antti Buri 17; 8. Luca Engstler 12; 9. Francisco Abreu 11; 10. Giovanni Altoè 8
Teams' Trophy: 1. Target Competition 69 pts; 2. DG Sport Compétition 40; 3. WRT Racing Team 27

because of a shifting problem that prevented him from making a good start and eventually forced him back to the pits.

Giovanni Altoè won the DSG class in his Volkswagen Golf ahead of Sandro Pelatti in a similar car.

In a breathtaking second race, Tarquini claimed victory at the wheel of his BRC Racing Hyundai i30 N, but Comte in the Peugeot 308 finished second and so scored the 25 points for the TCR Europe Trophy.

Starting from tenth on the reverse grid, Tarquini put on a great show to recover and managed to take the lead on the ninth of the 20 laps. It was not an easy task, because the fight for the lead saw a close battle between Comte, Buri and Potty, while the Target Competition duo of Files and Giacomo Altoè was chasing the Hyundai. Eventually, Tarquini used all his experience to overtake Comte, while Files took a risk to pass Potty and Buri, for which he paid dearly. In fact, he was given a penalty that ruined his chances of winning the trophy. With Tarquini well ahead, Comte and Giacomo Altoè had a close fight for second place that would decide the title. They finished in that order and on equal points, but Comte was crowned the champion thanks to the better results (third and first, against Altoè's two second places). Giovanni Altoè took a second victory in the DSG class.



Results

Ningbo, Round 10, Saturday 28 October
1. Andy Yan (Audi RS3 LMS); 2. Alex Fung (Volkswagen Golf); 3. Huang Chu Han (Audi RS3 LMS)

Ningbo, Round 11, Saturday 28 October
1. Andy Yan (Audi RS3 LMS); 2. Deng Bao Wei (Audi RS3 LMS); 3. Lin Li Feng (Volkswagen Golf)

Ningbo, Round 12, Sunday 29 October
1. 1. Andy Yan (Audi RS3 LMS); 2. Sunny Wong/Alex Fung (Volkswagen Golf); 3. Huang Chu Han (Audi RS3 LMS)



Andy Yan makes it a hat trick at Ningbo

At the wheel of his Audi RS3 LMS, NewFaster Team's Andy Yan delivered an impressive hat trick in the fourth event of TCR China at Ningbo, winning both the sprint races on Saturday and the 60-minute long race on Sunday. Those results helped Yan to stretch his leadership in the championship to 51 points ahead of his teammate Huang Chu Han, while Alex Hui (TeamWork Motorsport) is lying in third position, 69 points behind the leader.

Yan began the weekend with a lights-to-flag victory in Race 1, while his teammate Huang and TeamWork Motorsport's Alex Fung were in a close fight for second position. On lap 6, Fung's Volkswagen Golf overtook Huang's Audi to finish second, while Hui in another TeamWork Motorsport Volkswagen recovered to finish fourth after a poor start.

Yan encored in the second race with

another authoritative win. Huang retired on lap 2 after making contact with Hui who rejoined at the back of the field. Deng Bao Wei drove his Leo109 Racing's Audi to finish second, while his teammate Lin Li Feng completed the podium in his Volkswagen Golf.

Sunny Wong (TeamWork Motorsport Volkswagen Golf) chased Yan during the first half of the long race, but

could not find a gap to pass. They both pitted at the same time, and while Yan continued in the car, Wong handed the wheel over to Fung who eventually finished second. The fight for third position saw Hui and Lin make contact, which helped Huang to claim the last spot on the podium. TCR China's next and final event will take place at the Guangdong International Circuit on December 31.





Benjamin Lessennes is the champion

The Boutsen-Ginion Racing team won its second consecutive TCR Benelux title, as Benjamin Lessennes succeeded his teammate and 2016 champion Stéphane Lémeret. Despite having built a comfortable leading margin before the final event at Assen, Lessennes only secured the title by the skin of his teeth.

In fact, an incident at the start of the third sprint race added spice to the final moments of the season, but Lessennes eventually managed to claim a fifth place in Race 4 that gave him the title ahead of Guillaume Mondron. Paul Siljies and Willem Mejer won the Qualifying Race in their Bas Koeten Racing Audi RS3 LMS. Maxime Potty led until the driver change, followed by Denis Dupont, but after the pit stop Mejer began chasing Sam Dejonghe's SEAT that he passed on lap 21 and then stole the lead from Mathieu Detry on lap 25. The DG Sport Peugeot of Aurélien Comte-Kevin Abbring did not start due to an engine issue, which eliminated them from the title fight.

The Bas Koeten Racing Audi cars of Mejer and Mika Morien set the pace on the wet track at the start of the sprint Race 1. However, Mejer was given a drive-through for a jump-start and on lap 7 Morien dropped to third behind Dejonghe and Detry who crossed the line first and second. After the race, Detry was handed a 30-second penalty for a collision with Tom Coronel, which meant that Morien and Coronel were promoted to second and third respectively.

Dejonghe then took another win in Race 2, leading from lights to flag. Following the Race 1 penalty that had dropped him to seventh, Detry recovered to second, overtaking Coronel on lap 2 and Morien on lap 3.

Eventually, Morien dropped down and Coronel finished third.

In the third race, Dupont took the lead at the start, while Potty and Lessennes collided at Turn 4 and both limped back to the pits. Dupont built a gap and won ahead of Rik Breukers, while Siljies finished third ahead of Guillaume Mondron despite serving a drive-through for a collision.

Potty then claimed an unexpected victory in the final race. While the WRT driver was recovering from the back of the grid to third ahead of Breukers, the leading duo of Dupont and Sieljes collided. Dupont retired, while Sieljes hit his teammate Breukers while rejoining. Potty won, with Mondron and Aurélien Comte second and third.



Results

Assen, Round 21, Sunday 22 October
1. Sam Dejonghe (SEAT León); 2. Mika Morien (Audi RS3 LMS); 3. Tom Coronel (Honda Civic)

Assen, Round 22, Sunday 22 October
1. Sam Dejonghe (SEAT León); 2. Mathieu Detry (Volkswagen Golf); 3. Tom Coronel (Honda Civic)

Assen, Round 23, Sunday 22 October
1. Denis Dupont (SEAT León); 2. Rik Breukers (Audi RS3 LMS); 3. Paul Sieljes (Audi RS3 LMS)

Assen, Round 24, Sunday 22 October
1. Maxime Potty (Volkswagen Golf); 2. Rik Breukers (Audi RS3 LMS); 3. Aurélien Comte (Peugeot 308)



Nicola Baldan is crowned champion

A second place in Race 1 in the final event at Monza was enough for Nicola Baldan to grab the TCR Italy title at the wheel of the Pit Lane Competizioni SEAT León. Eventually he was able to finish the season in style, winning the second race. The first race started behind the safety car due to thick fog. The actual competition began on lap 4, with pole sitter Giacomo Altoè (Target Competition Audi RS3 MLS) leading from Stefano Comini (Top Run Motorsport Subaru WRX). Behind them, Luigi Ferrara (V-Action Alfa Romeo Giulietta) overtook Baldan for third on lap 5. However, the first three drivers and Kevin Giaccon (Tecnodom Opel Astra) were all given 5-second penalties for cutting the chicane. On lap 7, Comini overtook Altoè for

the lead, but the young Italian was able to strike back before the end of the same lap. On lap 9, Ferrara retired from third due to a broken driveshaft. Altoè took the chequered flag as the winner despite the penalty, while Comini – who had crossed the line in second place – was demoted to third behind Baldan who was crowned champion. The second race began with a pile up at the first chicane that eliminated both the V-Action Alfa Romeo cars of Ferrara and Tommaso Mosca, Massimiliano Gagliano's Volkswagen Golf and Cosimo Barberini's SEAT, while Eric Scalvini (MM Motorsport Honda Civic) had to pit for repairs. He rejoined, but had to serve a drive-through for causing the incident. The safety car circulated for three laps and when the race resumed, so did

the duel for the lead between Altoè and Comini, just as in Race 1. They ran nose-to-tail, swapping positions until lap 9, when Comini pulled up on the track with a broken suspension with only three laps to go. Altoè was first across the finishing line, but was demoted by a 5-second penalty for cutting a chicane, which placed him second behind Baldan and ahead of Massimiliano Mugelli (Pit Lane Competizioni Audi).

Results

Monza, Round 13, Sunday 22 October
1. Giacomo Altoè (Audi RS3 LMS); 2. Nicola Baldan (SEAT León); 3. Stefano Comini (Subaru WRX STI)

Monza, Round 14, Sunday 22 October
1. Nicola Baldan (SEAT León); 2. Giacomo Altoè (Audi RS3 LMS); 3. Massimiliano Mugelli (Audi RS3 LMS)





Results

Portimão, Round 7, Saturday 21 October

1. Francisco Abreu (Volkswagen Golf);
2. Patrick Cunha (Audi RS3 LMS); 3. Edgar Florindo (SEAT León)

Portimão, Round 8, Saturday 21 October

1. Francisco Abreu (Volkswagen Golf);
2. Edgar Florindo (SEAT León); 3. Ricardo Leitão (SEAT León)

Portimão, Round 9, Sunday 22 October

1. Rafael Lobato (Audi RS3 LMS); 2. José Cautela (SEAT León); 3. Edgar Florindo (SEAT León)

Portimão, Round 10, Sunday 22 October

1. Edgar Florindo (SEAT León); 2. Francisco Abreu (Volkswagen Golf); 3. Manuel Gião (SEAT León)



Abreu wins title as Mora crashes



The TCR Ibérico series concluded at Portimão's Autódromo Algarve, where - rather unexpectedly - Francisco Abreu (Team Novadrivers) clinched the title. In fact, Abreu benefited from the consequences of a crash which occurred at the start of the first race that sidelined Francisco Mora (Velo Motorsport) for the rest of the weekend.

Mora had arrived in the Algarve with a comfortable leading margin in the standings, but eventually dropped to third, also behind his teammates Rafael Lobato and Patrick Cunha. The event was also valid as the final round of TCR Portugal that had already crowned Mora as the champion for the second year running.

An incident at the start of the first race eliminated Mora and Manuel Gião, while Abreu took the lead from pole. After a three-lap safety car period to remove the wrecked cars, Edgar Florindo overtook Abreu, but the latter duly retook the lead before the end of the lap and pulled away. On the last lap, Cunha overtook Florindo for second.

Abreu repeated his victory in the second race after a close fight with Florindo in the early stages. Abreu was followed by Lobato, while Florindo and Ricardo Leitão were battling for third. However, Lobato was given a drive-through penalty for a jump-start, which promoted Florindo and Leitão to second and third respectively.

Abreu took the lead at the start of Race 3, but Lobato overtook him on lap 2. Two laps later Lobato and Abreu made contact and the latter retook the lead. But then it was Abreu's turn to serve a drive-through, for the incident with Lobato who inherited the victory. On his maiden appearance in the series, José Cautela took second ahead of Florindo. Race 4 pole-sitter Cunha made a bad start, which enabled Florindo to take the lead followed by Gião and Abreu. On lap 4, Abreu overtook Gião for second and began chasing the leader. On lap 9, Abreu and Gião swapped positions twice and eventually Abreu finished second, only one tenth behind Florindo, with Gião third ahead of Cunha and João Carvalho.





Honda team grabs TCR class title in Super Taikyu

The final event of the Super Taikyu series at Okayama saw the Honda Civic Type-R run by the Motul Dome Racing Project clinch the title in the ST-TCR class.

Despite finishing only fifth in the season's last race due to an engine management issue, Takuya Kurosawa, Keishi Ishikawa and Hiroki Kato had already secured the title after the

qualifying session.

Their Modulo Racing Project teammates Hidenori Kouuchi, Shinji Nakano and Shinichi Ito claimed pole position and dominated the 3-hour race, giving Honda five wins out of the series' six rounds.

The Racingline Performance Volkswagen Golf GTI shared by Philippe Devesa and Shogo Mitsuyama claimed second position in the race, one lap behind the winner and only two minutes ahead of the Team DreamDrive Audi RS 3 LMS of Koichi Okumura, Ken Akyoshi and Daisuke Yamawaki that finished in third position.

In the final standings, the Motul Dome Racing Project team scored 104 points, only four more than the Modulo Racing Project, while the BRP Audi Mie team was classified third with 84.5 points.



Leuchter and Gülden finish on a high note

The Mathilda Racing pairing of Andreas Gülden and Benjamin Leuchter finished the VLN season on a high note, claiming another victory in the TCR class with their Volkswagen Golf GTI. This was the sixth win of the season for the two Germans who, this time, shared driving duties with their compatriot Michael Schrey. The Golf #802 completed 26 laps of the Nordschleife in the 4-hour DMV Münsterlandpokal and was classified 26th overall out of the 146 starters. Second place in the class went to the SEAT León driven by Benedikt Gentgen and Arndt Hallmanns that crossed the line with a gap of 3.29. One lap down, Gülden and Leuchter claimed the third place as well in the Mathilda Racing's second Volkswagen car they shared with Michael Paatz.





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TCR Academy Endurance gears up for 2018

The new TCR Academy Endurance series for TCR racing cars is setting out the basic guidelines ahead of its inaugural season in 2018. As has already been announced, the series will include six events and use the 50-

car fleet of the TCR Academy, made up of Volkswagen Golf GTI TCR, SEAT León TCR and Audi RS3 TCR cars. The basic principle is to make things simple and affordable for any driver wishing to try the touring car experience, benefitting

from the fact that cars will be provided, transported and maintained by the series' promoter. The full season entry fee will be 150,000 euro per car, to be split between the two drivers; the entry fee for a single event will be 30,000 euro per car.

The format of the event will provide a 60-minute Free Practice and two 15-minute Qualifying sessions on Day 1, which will end with two races of 1 hour each (one per driver); Day 2 will feature the 4-hour race in which both drivers will share the driving duties. Championship points will be awarded for each of the three races, according to the traditional scale '25 points to 1' for the first ten classified.

A significant prize fund of 600,000 euro is foreseen; its allocation system will be announced in the forthcoming days.

A maximum of 12 new tyres plus 4 used ones will be allocated to each car per event, with the official supplier to be announced shortly.

The TCR Academy Endurance series will follow the TCR Technical Regulations.



TCR Academy starts operations at Adria

Having already received its first batch of 20 cars from the Volkswagen Group, the TCR Academy is ready to roll and is marketing different testing modules at its home base, the Adria International Raceway in Italy.

These modules vary in length (from a 30-minute test to half-a-day or a full day of track activity) and cars used (either a TCR car from Audi, SEAT or VW, or a SEAT Ibiza Cup car).

Each module includes the use of the car and the circuit, an instructor, technical assistance, telemetric data collection, tyres and fuel.

The prices range from 300 Euro (the cost of a 30-minute test with a SEAT Ibiza Cup), up to 3,500 Euro for a full day training with a TCR car. For more detailed info: www.tcracademy.net



TCR International Series

(after rounds 20 of 20)



Drivers

1	Jean-Karl Vernay	Volkswagen Golf GTI	226 pts
2	Attila Tassi	Honda Civic Type-R	197
3	Stefano Comini	Audi RS3 LMS	196
4	Pepe Oriola	SEAT León	164
5	Roberto Colciago	Honda Civic Type-R	161
6	Gianni Morbidelli	Volkswagen Golf GTI	132
7	James Nash	SEAT León	129
8	Dušan Borković	Alfa Romeo Giulietta	118
9	Rob Huff	Volkswagen Golf GTI	106
10	Frédéric Vervisch	Audi RS3 LMS	84
11	Davit Kajala	Alfa Romeo Giulietta	77
12	Mat' o Homola	Opel Astra	76
13	Giacomo Altoè	VW Golf GTI / Honda Civic Type-R	63
14	Norbert Michelisz	Honda Civic Type-R	59
15	Daniel Lloyd	SEAT León	50
16	Hugo Valente	SEAT León	46
17	Ferenc Ficza	SEAT León / KIA cee'd	32
18	Benjamin Lessenes	Honda Civic Type-R	31
19	Gordon Shedden	Volkswagen Golf GTI	31
20	Aurélien Panis	Honda Civic Type-R	27

Teams

1	M1RA	439 pts
2	Lukoil Craft-Bamboo Racing	377
3	Leopard Racing Team WRT	375
4	Comtoy Racing	289
5	WestCoast Racing	201
6	GE-Force	199

Model of the year

1	Volkswagen Golf GTI	520 pts
2	Honda Civic Type-R	515
3	SEAT León	435
4	Audi RS3 LMS	321
5	Alfa Romeo Giulietta	217
6	Opel Astra	150

TCR Asia

(after rounds 12 of 12)



Drivers

1	Kantadhee Kusiri	Volkswagen Golf GTI	188 pts
2	Tin Sitrjai	Honda Civic Type-R	176.5
3	Diego Moran	Volkswagen Golf GTI	167
4	Lai Wee Sing	Honda Civic Type-R	137
5	Abdul Kaathir	Honda Civic Type-R	131
6	Jasper Thong	Audi RS3 LMS	94
7	Eric Kwong	SEAT León	86
8	Alex Liu	SEAT León	61.5
9	Douglas Khoo Kok Hui	SEAT León	46
10	Shaun Thong	Audi RS3 LMS	40

TCR Asia Cup

1	Abdul Kaathir	Honda Civic	227 pts
2	Jasper Thong	Audi RS3 LMS	166
3	Eric Kwong	SEAT León	148

Teams

1	Liqui Moly Team Engstler	357 pts
2	R Engineering	272
3	Team Thailand	176.5

TCR China

(after rounds 12 of 15)



Drivers

1	Andy Yan	Audi RS3 LMS	229 pts
2	Huang Chu Han	Audi RSR LMS	178
3	Alex Hui / Paul Poon / Ma Qing Hua	Volkswagen Golf GTI	160
4	Sunny Wong / Alex Fung	Volkswagen Golf GTI	146
5	Wang Hao / Lin Li Feng	Volkswagen Golf GTI	105
6	Deng Bao Wei / Li Lin	Audi RS3 LMS	84
7	Qi Pei Wen / Zhou Hao Wen	SEAT León	65
8	Samuel Hsieh / Filipe C. de Souza	Volkswagen Golf GTI	54
9	Lo Kai Bong	Volkswagen Golf GTI	48
10	He Xiao Le / Lu Chuang	Volkswagen Golf GTI	24

Teams

1	NewFaster Racing Team	409 pts
2	TeamWork Motorsport	313
3	LEO109 Racing	129

TCR Benelux

(after rounds 24 of 24)



Drivers

1	Benjamin Lessenes	Honda Civic Type-R	420 pts
2	Guillaume Mondron	SEAT León / Volkswagen Golf GTI	402
3	Mathieu Detry / Maxime Potty	Volkswagen Golf GTI	380
4	Aurélien Comte / Kevin Abbring	Peugeot 308 RC	375
5	Sam Dejonghe / Denis Dupont	SEAT León	316
6	Tom Coronel	Honda Civic Type-R	253
7	Mika Morien	Audi RS3 LMS	231
8	Willem Meijer	Audi RS3 LMS	209
9	Giacomo Altoè	Volkswagen Golf GTI	190
10	Edouard Mondron	SEAT León / Volkswagen Golf GTI	178

Junior

1	Benjamin Lessenes	Honda Civic Type-R	260 pts
2	Mathieu Detry	Volkswagen Golf GTI	232
3	Maxime Potty	Volkswagen Golf GTI	229

Teams

1	Delahaye Racing	104 pts
2	Team WRT	99
3	DG Sport Compétition	83

ADAC TCR Germany

(after rounds 14 of 14)



Drivers

1	Josh Files	Honda Civic Type-R	411 pts
2	Mike Halder	SEAT León	346
3	Sheldon van der Linde	Audi RS3 LMS	315
4	Harald Proczyk	SEAT León / Opel Astra	279
5	Niels Langeveld	Audi RS3 LMS	276
6	Moritz Oestreich	Honda Civic Type-R	205
7	Steve Kirsch	Honda Civic Type-R	205
8	Antti Buri	Audi RS3 LMS	202
9	Pascal Eberle	SEAT León	187
10	Kris Richard	Honda Civic Type-R	178

Rookies

1	Luca Engstler	Volkswagen Golf GTI	125 pts
2	Simon Reicher	Audi RS3 LMS	67
3	Rudolf Rhyh	SEAT León	34

Teams

1	Target Competition UK-SUI	424 pts
2	AC 1927 Mayen	378
3	Wolf-Power Racing 2	376

TCR Ibérico

(after rounds 10 of 10)



Drivers

1	Francisco Abreu	Volkswagen Golf GTI	164 pts
2	Rafael Lobato / Patrick Cunha	Audi RS3 LMS	145
3	Francisco Mora	SEAT León	120
4	Edgar Florindo	SEAT León	96
5	Manuel Gião	SEAT León	82
6	João Carvalho	SEAT León	74
7	César Machado / Manuel Pedro Fernández	SEAT León	57
8	Eduardo Leitão	SEAT León / KIA cee'd	55
9	Ricardo Leitão	SEAT León	47
10	Ricardo Gomes	SEAT León	46

TCR Portugal

(after rounds 14 of 14)



Drivers

1	Francisco Mora	SEAT León	251 pts
2	Francisco Abreu	Volkswagen Golf GTI	224
3	Rafael Lobato / Patrick Cunha	Audi RS3 LMS	206
4	Edgar Florindo	SEAT León	198
5	João Carvalho	SEAT León	149
6	César Machado	SEAT León	142
7	Eduardo Leitão	SEAT León	123
8	Gustavo Moura	SEAT León	103
9	Manuel Pedro Fernández	SEAT León	80
10	Nuno Batista	SEAT León	56

TCR Italy

(after rounds 12 of 14)



Drivers			
1	Nicola Baldan	SEAT León	201 pts
2	Eric Scavini	Honda Civic Type-R	158
3	Kevin Giaccon	Opel Astra	107
4	Massimiliano Mugelli	Audi RS3 LMS	97
5	Plamen Kralev	Audi RS3 LMS	63
6	Massimiliano Gagliano	Volkswagen Golf GTI	61
7	Jonathan Giaccon	Opel Astra / Honda Civic Type-R	58
8	Giacomo Altoè	Alfa Romeo Giulietta / Audi RS3 LMS 45	
9	Vincenzo Montalbano / Giuseppe Montalbano	SEAT León	43
10	Davide Nardilli	Honda Civic Type-R	38

Manufacturers

1	SEAT	199 pts
2	Honda	174
3	Audi	145

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 Kajala	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 14 of 14)



Drivers			
1	Dmitry Bragin	Audi RS3 LMS / SEAT León	241 pts
2	Vladimir Sheshenin	LADA Vesta	202
3	Aleksey Dudukalo	SEAT León	178
4	Nikolay Karamyshev	SEAT León	172
5	Kirill Ladygin	LADA Vesta	170
6	Irek Minnakhmetov	SEAT León	140
7	Klim Gavrilov	SEAT León	133
8	Vitaliy Dudin	SEAT León	131
9	Roman Golikov	SEAT León	106
10	Denis Grigoryev	SEAT León	90

SMP RCRS Trophy

1	Irek Minnakhmetov	Audi RS3 LMS	228 pts
2	Klim Gavrilov	SEAT León	210
3	Pavel Yashin	SEAT León	167

Teams

1	LADA Sport Rosneft	372 pts
2	Lukoil Racing Team	350
3	TAIF Motorsport	315

TCR Scandinavia

(after rounds 21 of 21)



Drivers			
1	Robert Dahlgren	SEAT León	374 pts
2	Fredrik Ekblom	Volkswagen Golf GTI	327
3	Fredrik Blomstedt	Volkswagen Golf GTI	223
4	Johan Kristoffersson	Volkswagen Golf GTI	217
5	Daniel Haglöf	SEAT León	186
6	Mattias Andersson	Honda Civic Type-R	137
7	Tobias Brink	Audi RS3 LMS	121
8	Joonas Lappalainen	Audi RS3 LMS	100
9	Andreas Ahlberg	Volkswagen Golf GTI	61
10	Micke Ohlsson	Audi RS3 LMS	61

Teams

1	Volkswagen Dealer Team Sweden	671 pts
2	PWR Racing Team - SEAT Dealer Team	586
3	Brink Motorsport	222

TCR Spain

(after rounds 6 of 6)



Drivers			
1	Francisco Mora	SEAT León	113 pts
2	Francisco Abreu	Volkswagen Golf GTI	96
3	Rafael Lobato	Audi RS3 LMS	87
4	César Machado	SEAT León	57
5	Gustavo Moura	SEAT León	38
6	Manuel Gião	SEAT León	36
7	Eduardo Leitão	SEAT León	35
8	João Carvalho	SEAT León	34
9	Patrick Cunha	Audi RS3 LMS	34
10	Pedro Manuel Fernandes	SEAT León	34

TCR Thailand

(after rounds 10 of 10)



Drivers PRO

1	Pasarit Promsombat	SEAT León TCR	193 pts
2	Kittipol Pranoj Na Ayudhya	SEAT León TCR	58
3	Settasit Boonyakiat	SEAT León TCR	36

Drivers AM

1	Chariya Nuya	Honda Civic Type-R	208 pts
2	Nattaniid Leewattananavagul	SEAT León TCR	189
3	Nattachak Hanjitkasen	Honda Civic Type-R	135
4	Rattarin Leenutaphong	SEAT León TCR	115
5	Douglas Khoo	SEAT León TCR	62

Teams

1	RMI Racing Team by Sunoco	196 pts
2	Billionaire Boys Racing	186
3	Morin Racing Team	118

24H Series

(after rounds 6 of 6)



Drivers

1	Thierry Blaise/Kim Holmgaard	Peugeot 308 RC	95 pts
2	Thierry Boyer	Peugeot 308 RC	83
3	Stéphane Ventaja	Peugeot 308 RC	66
4	James Kaye	Audi RS3 LMS	65
5	Michael Carlsen	Peugeot 308 RC	57
6	John Shen/Wayne Shen/Francis Tjia	SEAT León	55
7	Thierry Chkondall	Peugeot 308 RC	51
8	Philippe Ulivieri	SEAT León	48
9	Dirk Vorländer	Audi RS3 LMS	42
10	Eric Holstein	Audi RS3 LMS	41

24H TC Series

(after rounds 5 of 5)



Drivers

1	Jurgen Smet/José Manuel Pérez Aicart/Alba Cano Ramirez	SEAT León	77 pts
2	Kristian Jepsen/Jan Sorensen	SEAT León	73
3	Felix Wimmer/Matthias Kaiser	SEAT León	68
4	Álvaro Bajo	SEAT León	67
5	Maxim Aronov	SEAT León	67
6	Harry Hilders/Gijs Bessem	SEAT León	66
7	Ivo Breukers	SEAT León	64
8	Rik Breukers	SEAT León	61
9	Melvin de Groot/Sebastiaan Bleekemolen/René Steenmetz	SEAT León	60
10	Roberto Ferry/John Filippi/Zach Arnold	Audi RS3 LMS	56

SUPER TAIKYU

(after rounds 6 of 6)



Drivers

1	Motul Dome Racing Project	Honda Civic Type-R	104 pts
2	Modulo Racing Project	Honda Civic Type-R	100
3	BRP Audi Mie	Audi RS3 LMS	84.5
4	Audi Team DreamDrive	Audi RS3 LMS	73
5	RacingLife Performance	Volkswagen Golf GTI	57