

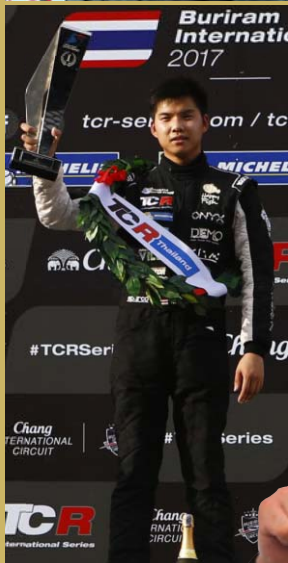
"Special issue TCR champions!"

TCR

2017

Nr. 09

World and life



THE TCR SNAPSHOT



TCR UK hits the track!

Where: Brands Hatch

What: cars of seven different brands took part in the series' Demo Day



What's next in the world of TCR

30/31 December	TCR China	Guangdong
12/13 January	24H TCE Series	24H Dubai
18/19 January	TCR Middle East	Abu Dhabi
25/28 January	IMSA Continental Tire Sportscar Challenge	4H Daytona

2016 TCR
World and life

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Marcello Lotti tells all about the handover between the TCR International Series and WTCR

Last week in Paris, the FIA World Motor Sport Council approved the birth of the WTCR, FIA World Touring Car Cup. The new series will run to the TCR Technical Regulations, under a two-year licensing agreement between the FIA, WTCR promoter Eurosport Events Ltd and WSC Ltd, the owner of the TCR concept and trademark. As a result, the TCR International Series and the WTCC will be discontinued in 2018 and 2019. 'Mr TCR' Marcello Lotti, the man who conceived TCR and launched it in 2015 after having previously built the FIA World Touring Car Championship and the FIA European Touring Car Cup, explains: "This agreement represents the ultimate recognition for the TCR concept that we launched three years ago and hasn't stopped growing since."

Confidential negotiations carried on for several months - how difficult was it to finalise the agreement?

"Negotiations were long, because there were many details to be agreed on, and it was important to arrive at a positive outcome. We also had to change focus that - when we started - was only about the TCR regional series; the WTCR came into the frame only later. It took time, but I believe it was worth spending that time. And I want to point out that all the

WTCR
FIA World Touring Car Cup

parties around the negotiating table showed the right spirit in respecting each others' positions. This was the attitude that eventually made it possible to reach an agreement that was satisfactory for everybody. From our side, we are proud that the agreement fully respects the spirit of TCR that is all about customer racing."

How important was the intervention of the FIA president, Jean Todt?

"I would say that it was absolutely instrumental. The President had made clear from the beginning that he was very much in favour of an agreement. And he never stopped to spur on all the parties to work together in close cooperation."

What does this agreement mean for TCR?

"We launched the TCR International Series in 2015 with the aim of creating a promotional tool for the TCR concept. It has fully accomplished its mission in making the promoters, manufacturers and competitors aware of the huge potential of this new category. In only three years we have been able to attract more than a dozen brands to the competition, while some others are already working to join

in the near future. This two-year agreement shouldn't be seen as a change, but rather as the continuation of the project that began with the TCR International Series and now lives on with the WTCR. On top of this, the intervention of the FIA and the involvement of such a strong media group as Discovery-Eurosport will help to confirm the growing trend TCR has shown in these three years."

What is the next target for your organisation?

"With Eurosport Events in charge of managing and promoting the WTCR, we now have the opportunity to focus on the growth of the TCR regional and national series even more that we have already done so far."

Emotionally speaking, hasn't been hard to hand over the top TCR series after having worked so hard to establish it?

"We have built the TCR International Series from scratch and have worked hard to try to improve it and make it grow, year after year. Handing over it after it proved to be so successful has definitely been a painful effort. However, I am very confident, because I know that the FIA and the new promoter are fully aware of the responsibility they have taken."

TCR Global 'Model of the Year' SEAT León



The TCR Awards ceremony in Dubai saw not one but two trophies for 'Model of the Year' being presented. The Volkswagen Golf GTI might have won the prize in the International Series, but it was the car that inspired the entire TCR concept that secured the global award – the SEAT León.

The points were awarded according to a scale linked to the number of cars and brands represented in each TCR series around the world and eventually the SEAT topped the standings, while the Volkswagen Golf and Audi RS3 LMS completed the podium.

A clearly delighted Jaime Puig, the Director of SEAT Sport, received the trophy from Marcello Lotti to mark the culmination of the third season for the León in TCR competitions. "We are delighted to win the award," he commented Puig. "We were the first manufacturer to have a TCR car but now every championship is tight and there are many more brands, so we are very happy

and I am very proud that the SEAT León is the global TCR Model of the Year. We started with a very good car and we can only fine-tune what we can because we can't change anything major for three years. What we have improved is better reliability and this gives us a big advantage in the long distance races."

The SEAT might have been the first, but there are now a dozen brands represented on TCR grids around the world. It's an expansion that Puig has always welcomed, as the Spanish company is happy to take on its rivals on the racetrack as well as the showrooms. "We are always happy to see new manufacturers coming to TCR, but they have to come fully after being helped maybe with something for a short period of time. Every time there is a new car, it becomes more and more difficult to win because everyone wants their car to be a winner, but you have to remember that it's customer racing and so we are happy to have

our cars racing all over the world."

It's that spread of cars that is, perhaps, the most impressive factor about the 'Model of the Year' victory and Puig is quick to reel off a list of statistics. "I'd have to look up the exact figures, but the SEAT León has scored around 60 wins, 60 second places and 75 third places, so we have recorded something approaching 200 podium finishes in 2017. The figure that I always remember is the number of starts – SEAT cars have made more or less 1,000 race starts around the world and across the Volkswagen Group there have been more than 2,000 starts from the three cars, the Golf, the Audi RS3 and the León."

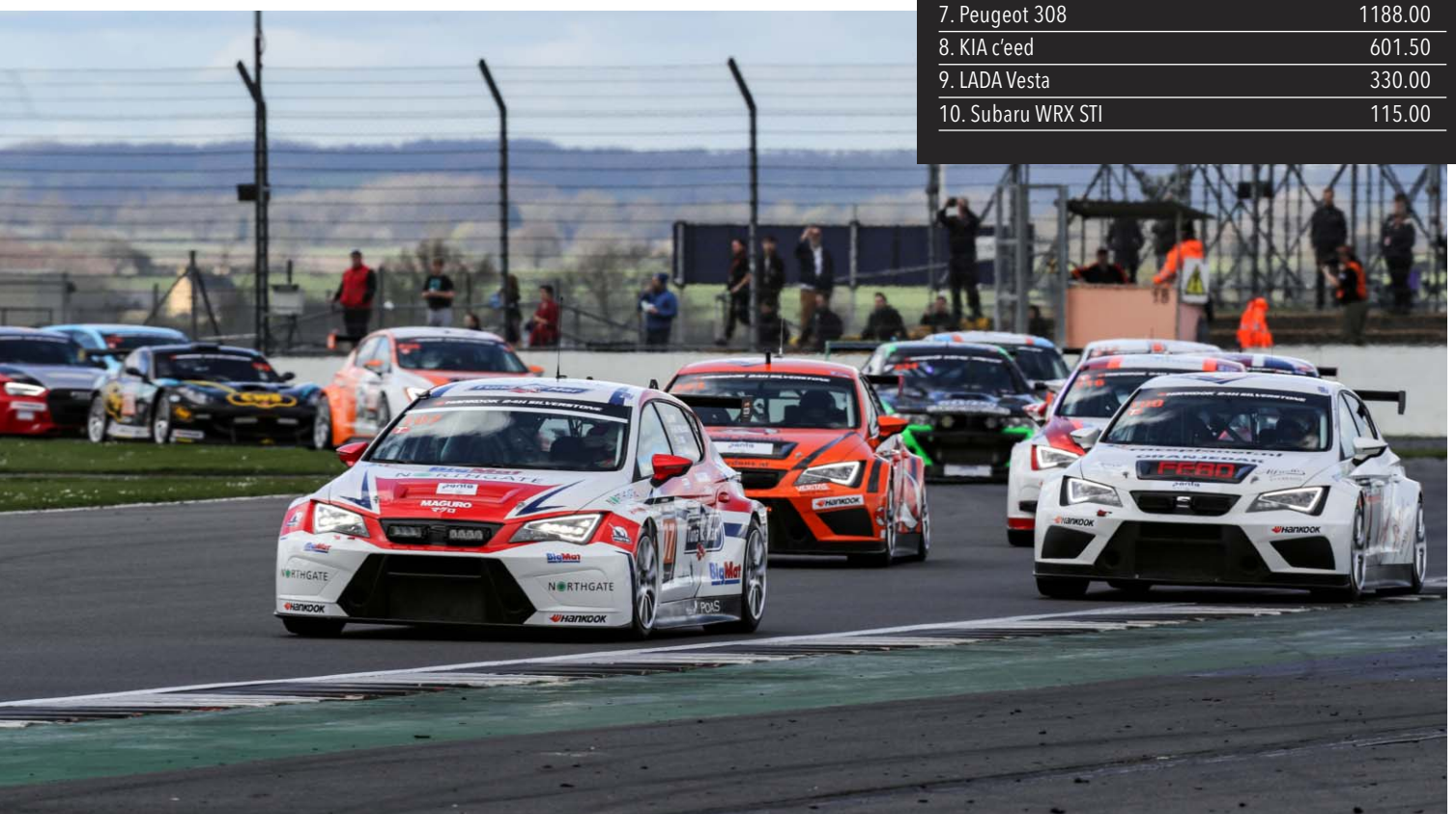
By the end of the year, SEAT Sport in Barcelona will have produced 220 SEAT León TCR cars, while the number of Volkswagen and Audi TCR cars increases that figure to close on 400.

Yet more will be built next year, but the group faces increasingly stiff competition if it is to repeat its victory in 2018...



TCR GLOBAL MODEL OF THE YEAR final standings

1. SEAT León	6861.75 pts
2. Volkswagen Golf GTI	6329.75
3. Audi RS3 LMS	6232.25
4. Honda Civic Type-R	6198.00
5. Opel Astra	2243.75
6. Alfa Romeo Giulietta	1738.50
7. Peugeot 308	1188.00
8. KIA c'eed	601.50
9. LADA Vesta	330.00
10. Subaru WRX STI	115.00





Jean-Karl Vernay

Jean-Karl Vernay is a happy man after winning the 2017 TCR International Series title. The 30-year-old Frenchman is a well-mannered and self-contained person, but talking to him a few days after securing the crown in Dubai, one quickly realizes that he feels a sense of deep satisfaction.

"The final and decisive weekend in Dubai was a complex one. I felt more pressure than expected and the plan we had prepared with the team didn't work, but luckily things went well. I am very happy with the outcome,

and I must say that I was a little bit surprised by the quantity of congratulations messages and positive articles after winning the title, it really shows that the TCR has a huge following."

To his credit, winning the title wasn't an easy job: *"In a way, this has been a much more difficult and complicated season than 2016, which was my first in touring cars. It started from the very beginning, as Leopard Racing and Team WRT had to fight hard to put together a budget and a programme. Then the level of*

competition was definitely higher, because the series is growing every year. The Volkswagen Golf has been very consistent and reliable, but wasn't the top performer, except in a couple of tracks. The Honda Civic was faster. In a way, this is not a title we should have won."

This year, Vernay carried on his shoulders most of the technical work of the team, as he started the season as the only driver and then had three different teammates (Rob Huff, Jaap Van Lagen and Gordon Shedden).

What was the secret then? *"We won the title because of our consistency and the excellent work of the team. We have been extremely good at making the most out of every race, in function of what we had in our hands. We really seized every opportunity, and avoided going for the impossible. That allowed us to always take the maximum number of points. Take Monza: we were 15 kmh slower on the straight, but we took 4th and 5th, which meant heavy points. Everybody in the team did a wonderful job, and I really want to stress the quality of the group: the team, the partners, the guys from VW Motorsport. Not only did they do a superb job but they also kept their cool..."*

For Vernay, there was also a real setback to overcome: the terrific high-speed accident in Race 1 at the infamous turn 9 at the Salzburgring. On the Monday after the race, Jean-Karl got confirmation that he had three broken ribs. *"I was told one month was needed to recover fully and that I could not risk sustaining another shock of that kind. The problem was that the Hungaroring was coming the following weekend and for a moment, I thought the championship was lost... I raced anyway in Budapest after a few days of intensive physio and acupuncture. It was painful as hell and I was aching until Zhejiang, but I made it!"*

The TCR title reconfirmed JKV's reputation of being a versatile driver and a globetrotter. He has won titles with single-seaters, prototypes and GTs. *"It's nice to add Touring Cars to the string. Without willing to sound pretentious, it proves that I am not a bad driver and that I have been able to win with all types of cars. When I was offered the chance to join TCR, I was not very thrilled by switching to front-wheel drive cars. I took it as yet another challenge and I must say I enjoy the experience a lot. They may be 'smaller' cars but are great fun. I definitely love the global dimension of the TCR International Series, the atmosphere, the people and the way it is run."*



THE CHAMPION AT A GLANCE

Born: 31 October 1987 in Villeurbanne

www.jkvernay.com

<https://www.facebook.com/Jean-Karl-Vernay-Officiel-257241881078648/>

<https://twitter.com/JkVernay>

career highlights

- 2005: 1st in the French Formula Renault Campus
- 2006: 2nd in the French Formula Renault 2.0 Championship
- 2007: 3rd in the F3 European Masters, Zandvoort
- 2009: 2nd in the F3 Macau Grand Prix
- 2010: 1st in the USA Indy Lights Championship
- 2011: 1st in the International Le Mans Championship, LMP2
- 2012: 1st in the French Porsche Carrera Cup
- 2013: 1st in the Le Mans 24 Hours, GTE AM Class
- 2016: 3rd in the TCR International Series (Volkswagen Golf)
- 2017: 1st in the TCR International Series (Volkswagen Golf)

TCR INTERNATIONAL SERIES - STATISTICS

RACE WINS

- 3 Roberto Colciago, ITA (M1RA – Honda Civic)
- 3 Stefano Comini, SUI (Comtoy Racing – Audi RS3 LMS)
- 2 Dušan Borković, SRB (GE-Force – Alfa Romeo Giulietta)
- 2 Gianni Morbidelli, ITA (WestCoast Racing – Volkswagen Golf)
- 2 Pepe Oriola, ESP (Lukoil Craft-Bamboo Racing – SEAT León)
- 2 Attila Tassi, HUN (M1RA – Honda Civic)
- 1 Rob Huff, GBR (Leopard Racing Team WRT – Volkswagen Golf)
- 1 Davit Kajaia, GEO (GE-Force – Alfa Romeo Giulietta)
- 1 Norbert Michelisz, HUN (M1RA – Honda Civic)
- 1 Aurélien Panis, FRA (Boutsen Ginion Racing – Honda Civic)
- 1 Gabriele Tarquini, ITA (BRC Racing – Hyundai i30 N)
- 1 Jean-Karl Vernay, FRA (Leopard Racing Team WRT – Volkswagen Golf)

POLE POSITIONS

- 3 Mat'ò Homola, SVK (DG Sport Compétition – Opel Astra)
- 1 Stefano Comini, SUI (Comtoy Racing – Audi RS3 LMS)
- 1 Rob Huff, GBR (Leopard Racing Team WRT – Volkswagen Golf)
- 1 Davit Kajaia, GEO (GE-Force – Alfa Romeo Giulietta)
- 1 Norbert Michelisz, HUN (M1RA – Honda Civic)
- 1 Gianni Morbidelli, ITA (WestCoast Racing – Volkswagen Golf)
- 1 Gordon Shedden, GBR (Leopard Racing Team WRT – Volkswagen Golf)
- 1 Frédéric Verwilt, BEL (Comtoy Racing – Audi RS3 LMS)



Aurélien Comte

Belgian squad DG Sport Compétition retained the TCR Europe Trophy, with Aurélien Comte succeeding Pierre-Yves Corthals in the roll of honour of the continental trophy, which was played on a single event that took place in Adria in Italy at the end of October.

While the talent of Comte, a 29-year-old from Bordeaux who has made a successful career in single-make trophies that includes two RCZ Cup titles, is in no doubt, it was less predictable that he could win the trophy with a car, the Peugeot 308, that has an engine of smaller displacement – 1.6 litres – than its rivals. “It was a nice surprise for me too!” reckons the Frenchman, “Although I didn’t win either of the

two heats (those honours went to Josh Files’ Honda Civic and Gabriele Tarquini’s Hyundai i30 N respectively), I was first on aggregate, thanks to two solid performances. Given that our car was certainly not the most powerful of the group, it’s okay like that. It proved that the Peugeot 308, developed primarily for the Racing Cup, is a very good car.”

That said, Comte, the Peugeot 308 and DG Sport Compétition proved to be a winning package across the entire season, as they also contested the TCR Benelux series with Dutchman Kevin Abbring as Comte’s teammate. “Despite not having huge grids, the championship had an incredible level and was very closely-

fought until the end,” reckons Comte. “We won three races, came 4th in the final standings, and it was an enriching experience.”

The end of the season definitely put Comte firmly on the international scene. First, he was invited to participate in the stellar event of the Argentine Turismo Nacional at Buenos Aires (“The passion there for Touring Car racing is incredible, the series is very competitive and the driving quite manly...”); then he had the opportunity to contest the final race meeting of the TCR International Series at Dubai, again with DG Sport Compétition, but at the wheel of the Opel Astra of the Belgian squad. “With Opel now joining the PSA family of brands, it



was possible for me to accept the invitation, but we did not have a very lucky weekend," said Comte who is Peugeot Sport's development driver for customer racing.

The experience has reinforced Comte's convictions: "The TCR International Series is really where I want to be next!" The Frenchman, who has lived and breathed motor racing since he was a child and gained technical background helping in his father's tuning atelier, is looking forward to next season: "I will be developing the new 308 designed by Peugeot Sport, which will be a TCR car 100%. It's not an evolution of the current car, but a brand new one: engine, gearbox, suspension, aerodynamics... everything is new. It's an exciting mission, and I hope to be one of the drivers that will race it next year..."



THE CHAMPION AT A GLANCE

Born: 11 September 1988 in Paris

<http://www.aurelien-comte.com/>

[f https://www.facebook.com/aurelien.comte1](https://www.facebook.com/aurelien.comte1)

career highlights

2008: 4th in the French Renault Clio Cup

2012: 2nd in the French SEAT León Supercopa

2013: 2nd in the FIA European Touring Car Cup, SM Trophy (SEAT León)

2014: 1st in the French Peugeot RCZ Racing Cup

2015: 1st in the French Peugeot RCZ Racing Cup

2017: 1st in the TCR Europe Trophy (Peugeot 308)

4th in the TCR Benelux (Peugeot 308)



Kantadhee Kusiri

After dominating the 2016 TCR Asia Series, Liqui Moly Team Engstler were faced with somewhat of a dilemma; with the runaway champion Andy Yan stepping out of the iconic red, white and blue Volkswagen for the 2017 season - who would replace him?

Thanks to their impressive credentials in Touring Cars over more than a decade, there was no shortage of candidates, but when the name Kantadhee Kusiri was revealed as Yan's replacement, some were forced to scratch their heads about why the team had elected to take on the young Thai driver. Those who knew a little about his TCR exploits at home, however, could see the logic...

In two cameo appearances in TCR Thailand, Kusiri had stunned the established stars, one of whom was former Macau Grand Prix pole-sitter Carlo Van Dam, the young Thai driving around the Dutchman with relative ease on his way to four wins from four starts.

The quietly-spoken and respectful young Thai was typically without fuss throughout his 2017 TCR Asia campaign, showing immense pace from the outset. But, despite comfortably winning both the first - and last - races of the season, he suffered a difficult time through the middle rounds of the championship; a challenge highlighted by a dramatic start-line incident at home

on the streets of Bangsaen. Zhuhai's two events had netted little joy after the success of round one in Malaysia, the weather and some tough competition from the Honda teams saw just two podium finishes from the four races, but it was the Series' maiden visit to the popular Bangsaen Grand Prix where the Thai's championship bid really started to unravel.

Dominant from Practice one, commentators were starting to wager just how much Kusiri would win by after qualifying on pole position for the opening race, but that's where things started to go wrong. Alongside life-long rival Tin Sritrai, Kusiri was slow away, forcing him to

counter Sritrai by moving across into the path of the Honda driver to keep him from getting to the first turn as race leader. The rest has since been replayed countless times, but the outcome was a red flag, a DNF for Kusiri (and five other cars) and a penalty from the Stewards as a result of his move. To add to his woes, he was forced to watch compatriot Sritrai walk away with back-to-back wins on his home circuit, in the process earning legendary status at home, and the affection of the fans and media. Whilst that would force even the toughest competitor to question their motivations, Kusiri and the team regrouped, arriving at Shanghai with renewed enthusiasm despite being 18-points down on the new championship leader Lai Wee Sing.

From opening practice, it was a new, tougher Kusiri who emerged on top of the timesheets, and from that point he never looked back, adding three more wins to close out the season as champion. Aware that he just needed to finish the final race to claim the title, his calculated second-place result was a clear indication that he'd become a more complete driver, making him the perfect fit for the experienced German team.

Adding weight to the team's ongoing success in TCR Asia was the fact they claimed not only back-to-back Driver's titles, but also the Team's championship thanks to the efforts of both Kusiri and rookie team-mate Diego Moran.

So what now for Kusiri? *"We're investigating a number of options for 2018 including TCR International, and GT3 overseas, it just depends on budget,"* the quietly spoken Thai admitted. *"I had a fantastic season with Liqui Moly Team Engstler, and can't thank them enough for putting their faith and support behind me, it's been a great year."*

One thing is for certain though; whatever the popular 24-year old decides to do next season, there will be few that will question the motivations of his team!



THE CHAMPION AT A GLANCE

born: 19 May 1993 in Chonburi

[f https://th-th.facebook.com/kantadhee.kusiri](https://th-th.facebook.com/kantadhee.kusiri)

career highlights

- 2011: 1st in the Pro Racing Series, Class Pro Car
- 2012: 2nd in the Thai Touring Car Series, Class B
- 2013: 1st in the Thai Super Series, Class S1500
- 2014: 3rd in the Thai Super Series, Class S2000
- 2015: 3rd in the Thai Super Series, Class S2000
- 2016: 4th in the TCR Thailand (Honda Civic)
- 2017: 1st in the TCR Asia Series (Volkswagen Golf)

TCR ASIA - STATISTICS

RACE WINS

- 4 Kantadhee Kusiri, THA (Liqui Moly Team Engstler - Volkswagen Golf)
- 4 Tin Sritrai, THA (Team Thailand - Honda Civic)
- 1 Diego Moran, ECU (Liqui Moly Team Engstler - Volkswagen Golf)
- 1 Abdul Kaathir, MAS (R Engineering - Honda Civic)
- 1 Jasper Thong Wei Heen, HKG (Audi Honk Kong - Audi RS3 LMS)
- 1 Eric Kwong Hoi Fung, HKG (Elegant Racing Team - SEAT León)

POLE POSITIONS

- 6 Kantadhee Kusiri, THA (Liqui Moly Team Engstler - Volkswagen Golf)
- 1 Jasper Thong Wei Heen, HKG (Audi Honk Kong - Audi RS3 LMS)



Benjamin Lessennes

In 2016, he was still racing karts while debuting his Touring Car career. This year, he claimed the TCR Benelux title! Benjamin Lessennes' progression has been fast, very fast. The 18-year-old from Namur clinched one of the most closely-fought titles in TCR history at the wheel of the Boutsen Ginion Racing Honda Civic, having as team mates Tom Coronel for three events, the 2016 Champion Stéphane Lémeret in two and Enzo Guibbert in one, and harvesting five wins.

Still, Lessennes had some cold sweats in the final and decisive weekend at Assen in the Netherlands, where the title fight included four contenders. A contact in turn 4 on the first lap of

Race 3 almost dashed his hopes, as he recalls: *"Maxime Potty somehow missed his braking and pushed me out of the track, where the ground was quite soft. I did everything I could not to get stuck and bring back the car to the pits. A lot of stuff was bent in the front wheels, but at that point, I just needed to finish the races..."*

The 2017 edition of the TCR Benelux was one of paradoxes: on one hand, while it was not characterized by huge grids, the level of competition was outstanding and the show, superb. On the other hand, young guns (some of them, virtually in their first racing season) shone brightly and outpaced confirmed specialists. Lessennes, Dupont, Potty, Detry,

Dejonghe and Mondron really formed a 'new wave' of drivers that have found in TCR the springboard they needed.

Lessennes himself, who had a positive debut in the series in 2016, finishing 11th with one win, seems to reckon that things have gone beyond his expectations: *"My plan was 'one season to learn, one to win' but things turned out really well. I want to keep my feet on the ground, but I am satisfied, especially because the level of competition has been so very high. Success has been possible also because the Honda Civic is an excellent car and the guys at Boutsen Ginion did a fantastic job, well helped by JAS."*



The definitive confirmation of Lessennes' talent came at the Spa rounds of the TCR International Series, in front of the international élite. He proved to be fast, took one 2nd and one 5th and duelled without any hesitation against no less a champion than Rob Huff. Benjamin recalls the experience with a smile: *"It was a good outing, I must say. Everybody must have thought 'Here comes the local guy who knows his home track inside out', but the reality is that I've done Spa a zillion times only with my PlayStation. In terms of real racing, it was only my second time there!"* Lessennes' dreams for the future are no different from anyone else's of his age and in his position: *"I really would like to go into the international scene and ultimately, become a professional driver."* For sure, he's got the raw material needed to achieve that!



THE CHAMPION AT A GLANCE

Born: 29 June 1999 in Namur

<http://benjaminlessennes.com>

[f https://www.facebook.com/BenLessennes/](https://www.facebook.com/BenLessennes/)

career highlights

2016: 8th in the TCR Benelux (Honda Civic)

2017: 1st in the TCR Benelux (Honda Civic)

TCR BENELUX - STATISTICS

RACE WINS

- 5 Benjamin Lessennes, BEL (Boutsen Ginion Racing – Honda Civic)
- 3 Aurélien Comte, FRA (DG Sport Compétition – Peugeot 308)
- 3 Tom Coronel, NED (Boutsen Ginion Racing – Honda Civic)
- 3 Sam Dejonghe, BEL (Team WRT – SEAT León)
- 2 Kevin Abbring, NED (DG Sport Compétition – Peugeot 308)
- 2 Giacomo Altoè, ITA (Delahaye Racing – Volkswagen Golf)
- 2 Stefano Comini, SUI (Comtoy Racing – Audi RS3 LMS)
- 2 Mathieu Detry, BEL (Team WRT – Volkswagen Golf)
- 2 Denis Dupont, BEL (Team WRT – SEAT León)
- 2 Guillaume Mondron, BEL (Delahaye Racing – SEAT León / Volkswagen Golf)
- 2 Jaap van Lagen, NED (Certainty Racing Team – Audi RS3 LMS)
- 1 Lorenzo Donniacuo, BEL (Bas Koeten Racing – Audi RS3 LMS)
- 1 Mat' o Homola, SVK (DG Sport Compétition – Opel Astra)
- 1 Stéphane Lémeret, BEL (Boutsen Ginion Racing – Honda Civic)
- 1 Willem Meijer, NED (Bas Koeten Racing – Audi RS3 LMS)
- 1 Edouard Mondron, BEL (Delahaye Racing – SEAT León)
- 1 Paul Sieljes, NED (Bas Koeten Racing – Audi RS3 LMS)

POLE POSITIONS

- 1 Rik Breukers, NED (Bas Koeten Racing – Audi RS3 LMS)
- 1 Frédéric Caprasse, BEL (DG Sport Compétition – Opel Astra)
- 1 Aurélien Comte, FRA (DG Sport Compétition – Peugeot 308)
- 1 Tom Coronel, NED (Boutsen Ginion Racing – Honda Civic)
- 1 Jonas de Kimpe, BEL (DK Racing – Volkswagen Golf)
- 1 Mathieu Detry, BEL (Team WRT – Volkswagen Golf)
- 1 Lorenzo Donniacuo, BEL (Bas Koeten Racing – Audi RS3 LMS)
- 1 Mat' o Homola, SVK (DG Sport Compétition – Opel Astra)
- 1 Stéphane Lémeret, BEL (Boutsen Ginion Racing – Honda Civic)
- 1 Benjamin Lessennes, BEL (Boutsen Ginion Racing – Honda Civic)
- 1 Maxime Potty, BEL (Team WRT – Volkswagen Golf)
- 1 Jaap van Lagen, NED (Certainty Racing Team – Audi RS3 LMS)



Josh Files

Josh Files is clearly a driver who enjoys making history. After securing the 2016 ADAC TCR Germany title, Files became the first driver to win two different TCR championships when he took the Middle East crown in the European off-season, then went on to become the first three-time TCR champion when he repeated his German success by clinching the 2017 title at Hockenheim in late September. As if that wasn't enough reason to celebrate, Files was a key member of the squad that secured the Teams' championship for Target Competition.

A bid to end 2017 with yet another title didn't go entirely according to plan for the young English driver, however. After victory in Race 1, his aim of winning the TCR Europe Trophy in Adria ended when an ill-timed overtaking manoeuvre in Race 2 ended in contact and a penalty, but his desire to win is clear to see. That desire – and those multiple titles – should mean Files' services will be in

demand for 2018, although the multiple TCR champion doesn't appear to be in any hurry to change teams for next season.

"It's been a very good year," commented Files. *"It's been lovely working with Target Competition and I suppose the thing that made it a little bit easier this year is that we've*

already had the car for a year. We did some proper testing this time, so for those reasons I think that's really helped all of us because we all understand each other. That's why it's been so good in particular, so let's see what next year brings."

When 'TCR World & life' spoke to Files after the 2016 season, he'd expressed



a desire to move up to the TCR International Series. For whatever reason, that wasn't to be and so the 26 year old found himself competing in Germany once again, together with a last-minute entry in the Middle East series. A brand new TCR UK series launches in 2018, so Files could be tempted to compete in front of his home fans, but it's clear that he feels a move up the TCR 'pyramid' is his preferred option or, failing that, a third season in the German series. *"Obviously, TCR International is something I want to do but I'd happily stay in TCR Germany as the championship is so fantastic – in fact I could do it year on year until I die! I've had some options and some offers and I'm still weighing them all up, but we'll see what next year brings. I'm sure something will happen but I'm not sure what yet."*

Spend any time talking to the likeable Englishman and his infectious enthusiasm for TCR quickly shines through, for both the cars and the concept itself. Wherever Josh ends up in 2018, his success so far is proof that Marcello Lotti's dream of national, regional and international championships using the same cars is coming true. Should Files make it to the International Series and win it – and his results so far suggest that that's more than a possibility – he would become a TCR champion at all three levels.

Like we said, clearly a driver who enjoys making history!



THE CHAMPION AT A GLANCE

Born: 9 January 1991 in Norwich

<http://joshfiles.co.uk>

[f https://www.facebook.com/joshfilesracing](https://www.facebook.com/joshfilesracing)

career highlights

2013: 1st in the British Renault Clio Cup

2013: 1st in the Renault Clio Eurocup

2016: 1st in the ADAC TCR Germany (SEAT León / Honda Civic)

2017: 1st in the ADAC TCR Germany (Honda Civic)

1st in the TCR Middle East (Honda Civic)

ADAC TCR GERMANY - STATISTICS

RACE WINS

6 Josh Files, GBR (Target Competition – Honda Civic)

2 Niels Langeveld (Racing One – Audi RS3 LMS)

1 Antti Buri, FIN (LMS Racing – Audi RS3 LMS)

1 Moritz Oestreich, GER (Team Honda ADAC Sachsen – Honda Civic)

1 Harald Proczyk, AUT (HP Racing – Opel Astra)

1 Florian Thoma, SUI (Liqui Moly Team Engstler – Volkswagen Golf)

1 Sheldon van der Linde (Prosport Performance – Audi RS3 LMS)

1 Jason Wolfe, USA (Liqui Moly Team Engstler – Volkswagen Golf)

POLE POSITIONS

2 Harald Proczyk, AUT (HP Racing – SEAT León / Opel Astra)

1 Dino Calcum, GER (Lubner Motorsport – Opel Astra)

1 Luca Engstler, GER (Liqui Moly Team Engstler – Volkswagen Golf)

1 Mike Halder, GER (Wolf-Power Racing – SEAT León)

1 Niels Langeveld (Racing One – Audi RS3 LMS)

1 Kris Richard, SUI (Target Competition – Honda Civic)

TCR MIDDLE EAST - STATISTICS

RACE WINS

4 Josh Files, GBR (Lap57 Motorsports – Honda Civic)

1 Luca Engstler, GER (Liqui Moly Team Engstler – Volkswagen Golf)

1 Brandon Gdovic, USA (Liqui Moly Team Engstler – Volkswagen Golf)

POLE POSITIONS

2 Josh Files, GBR (Lap57 Motorsports – Honda Civic)

1 Luca Engstler, GER (Liqui Moly Team Engstler – Volkswagen Golf)



Francisco Abreu

The inaugural season of the TCR Ibérico series was rather a variant of TCR Portugal. In fact, it lacked support from the Spanish teams and drivers who – with very few exceptions – committed to Endurance races instead.

However, this did not prevent the championship from delivering exciting races and a battle for the title that was decided only at the final event and by a coup de théâtre.

The season's finale at Portimão turned in favour of Francisco Abreu when the points leader Francisco Mora was eliminated in a crash at the

start of the first race that prevented him from taking part in any more of the weekend's four races.

Abreu and his Volkswagen Golf GTI run by Team Novadrive were extremely fast throughout the season, as was proved by the five pole positions achieved. However in the first events the driver from Madeira failed to convert his speed into victories, which enabled Mora and his Veloso Motorsport SEAT León to score five consecutive wins and build a solid margin in the standings.

Abreu's counterattack began with the second race in Vila Real, where he

claimed his first win, then he benefited from his rival's bad luck in Portimão to win two races out of four and so outscored Mora by 44 points.

"I think I have proved that I deserved to be champion, because I have always been very fast. We have worked a lot to improve the car from last year, upgrading it to 2017 specs. We struggled a bit in the first races, but in the second part of the season we have always been fighting for victory. The car has improved a lot compared to the 2016 version, is more stable in the fast corners and much easier to drive," said Abreu who was runner up in



TCR Portugal behind Mora. Not scoring in the Algarve meant that Mora dropped to third in the final standings, behind his teammates Patrick Cunha and Rafael Lobato who shared an Audi RS3 LMS with which Lobato won the first and the penultimate races of the season. One week after wrapping up the Ibérico title, Abreu made his first international appearance in the TCR Europe Trophy at Adria, where he proved he has the potential to compete for the top positions. *"It was a great experience that I enjoyed very much! For next year, everything will depend on budgets. An option is to repeat TCR Ibérico and Portugal, but we would also like to compete in some races at international level."*



THE CHAMPIONS AT A GLANCE

born: 11 July 1994 in Funchal

[f https://pt-br.facebook.com/FranciscoAbreuRacing/](https://pt-br.facebook.com/FranciscoAbreuRacing/)

career highlights

2014: 4th in the Portuguese Sport Prototypes Championship

2016: 2nd in the TCR Portugal (Volkswagen Golf)

2017: 1st in the TCR Ibérico (Volkswagen Golf)

2nd in the TCR Portugal (Volkswagen Golf)

TCR IBÉRICO - STATISTICS

RACE WINS

4 Francisco Mora, POR (Velo Motorsport - SEAT León)

3 Francisco Abreu, POR (Team Novadrivier - Volkswagen Golf)

2 Rafael Lobato, POR (Velo Motorsport - Audi RS3 LMS)

1 Edgar Florindo, POR (Velo Motorsport - SEAT León)

POLE POSITIONS

5 Francisco Abreu, POR (Team Novadrivier - Volkswagen Golf)

4 Francisco Mora, POR (Velo Motorsport - SEAT León)



Nicola Baldan

Winning a championship is a matter of numbers. It's about points, which certify who is the champion, and it's about lap times and achievements. All these elements are not necessarily in sync, but this is certainly not the case with Nicola Baldan, the 2017 TCR Italy champion, who conquered his title with an impressive string of results: 7 wins, 3 other podium finishes, 9 pole positions and 6 fastest laps, out of 14 races. The Venetian driver of Pit Lane Competizioni admits: *"I think all these results substantiate the title that we have won. But it is also true that at the beginning of the season we were running behind Eric Scalvini and his Honda Civic, who proved very competitive. Still, we have been able to keep calm, go for useful points and*

close the gap, taking the standings lead and managing well the advantage in the final rounds." The turn of the tide in the standings took place exactly at the mid-season mark, at Mugello. Until then, Scalvini had held the lead, having harvested 70% of the points of his final score (115 out of 161). In the second half of the season, the Lombard driver would not win another race, as the MM Motorsport Honda seemed to lose momentum and reliability. *"I think that luck and technical advantage changed camps at that point",* reckons Baldan, who scored 93 points in the last three rounds, against Scalvini's 46, *"We too lost points, as happened at Vallelunga because of tyre issues. Still, in the*

final part of the season, we were really stronger than anyone, as proven also by the Manufacturers' title well-deservedly won by SEAT." It is in association with the Spanish brand that Baldan looks to the future, with this first national title as a starting point, after 15 years of a racing career spent mostly in single-make trophies, with two Junior titles in the Renault Clio Cup, three overall crowns in the Trofeo Abarth 500, the win in the 2013 Mini Challenge and the success in the SEAT León Cup in 2016. *"Single-make trophies have been a deliberate career choice,"* explains Baldan, *"Because I did not have huge budgets, I knew I could not afford anything else, but I also knew that doing well in such competitions could*



THE CHAMPION AT A GLANCE

Born: 30 May 1982 in Piove di Sacco (PD)

<http://www.nicolabaldan.com>

<https://www.facebook.com/NicolaBaldanRacer/>

career highlights

- 2008: 4th in the Italian Renault Clio Cup
- 2010: 1st in the Italian Abarth 500 Trophy
- 2012: 5th in the European Abarth 500 Trophy
- 2nd in the Italian Abarth 500 Trophy
- 2013: 1st in the Italian MINI Challenge
- 2014: 3rd in the Euro V8 Series
- 2016: 1st in the Italian SEAT León Cup
- 2017: 1st in the TCR Italy (SEAT León)

TCR ITALY - STATISTICS

RACE WINS

- 7 Nicola Baldan, ITA (Pit Lane Competizioni – SEAT León)
- 3 Eric Scalvini, ITA (MM Motorsport – Honda Civic)
- 2 Kevin Giacon, ITA (TecnoDom Sport – Opel Astra)
- 1 Giacomo Altoè, ITA (Target Competition – Audi RS3 LMS)
- 1 Jonathan Giacon, ITA (MM Motorsport – Honda Civic)

POLE POSITIONS

- 9 Nicola Baldan, ITA (Pit Lane Competizioni – SEAT León)
- 2 Kevin Giacon, ITA (TecnoDom Sport – Opel Astra)
- 1 Giacomo Altoè, ITA (Target Competition – Audi RS3 LMS)
- 1 Jonathan Giacon, ITA (TecnoDom Sport – Opel Astra)
- 1 Eric Scalvini, ITA (MM Motorsport – Honda Civic)

bring me up the ladder. Eventually, I specialized in front-wheel drive Touring Cars, and that was the correct choice, as international Touring Car racing has now adopted that paradigm. I was able to earn the trust of SEAT and this has been crucial to make it possible for me to compete in TCR Italy. For sure, having won the León Cup last year helped, but also the fact that in my career I have proven that I was able to win championships. I can only thank SEAT for their trust."

The TCR Italy champion went on: "I hope that this great relationship can continue next year. My dream would be to compete at international level. Nevertheless, if this is not possible, I wouldn't mind repeating the TCR Italy series and defend my title. The series has really grown a lot this year, with many brands and many strong contenders. Next year, it will be even more competitive and it will be tougher to win."



Francisco Mora

Francisco Mora confirmed himself as the TCR Portugal champion at the wheel of a SEAT León run by the Veloso Motorsport team.

After dominating the series' inaugural season in 2016, the 21-year old from Porto discovered a different scenario this year, as competition had significantly increased with the arrival of new cars and drivers.

Using his extensive knowledge of his SEAT car, Mora was able to push from the very beginning, while his competitors were still struggling to find a good pace. He put together an impressive string of victories – seven in the first ten races – that resulted in a comfortable leading margin before the final event at Portimão.

That advantage proved crucial, as Mora was involved in a crash at the start of the first race in Algarve and his car was so heavily damaged that it couldn't be repaired.

His main competitor, Francisco Abreu in the Team Novadrivler Volkswagen Golf GTI, recovered a lot of points, but not enough. In fact, because drivers were obliged to drop three results at the end of the season, Mora maintained a leading gap of 27 points.

"My main target was to be crowned again the champion of TCR Portugal, although I was aiming at winning the TCR Ibérico title as well," Mora admits.

"It was a positive season and I'm happy I was able to put together

enough points to clinch the Portuguese title before the final event, because unfortunately I crashed and lost my chances to win TCR Ibérico as well. This was somehow disappointing, but I can't be upset, because we won seven races and claimed some more podiums."

Abreu was a worthy contender, with three race wins, but sometimes he was unable to capitalize on his impressive qualifying speed. A few other drivers proved very competitive too; Edgar Florindo improved consistently as the season went by and eventually scored two victories in the two final events at Braga and Portimão in his SEAT León, which helped him to climb to fourth in the standings.



Third place went to the pairing of Rafael Lobato and Patrick Cunha who shared driving duties in their Veloso Motorsport Audi RS3 LMS. They might have lacked consistency, but Lobato managed to win twice, at Estoril in the opening event and at Portimão in the final one.

Mora commented: *"The level of the series is definitely improving, which gives more value to my victories. I have to say that Abreu did very well and his Golf proved very competitive everywhere but in Braga."*

After two consecutive TCR Portugal titles, Mora is now ready to move forward: *"I won the championship in 2016 and I proved that I am good by winning it again."*

Now I wish to move on to something else, maybe to another TCR national championship or at international level. It's mandatory, as I need new motivations."



THE CHAMPION AT A GLANCE

born: 26 August 1996 in Porto

career highlights

2014: 4th in the Blancpain Sprint Series, Pro-Am (Mercedes SLS AMG)

2016: 1st in the TCR Portugal (SEAT León)

2017: 1st in the TCR Portugal (SEAT León)

2nd in the TCR Ibérico (SEAT León)al

TCR PORTUGAL - STATISTICS

RACE WINS

7 Francisco Mora, POR (Veloso Motorsport - SEAT León)

3 Francisco Abreu, POR (Team Novadrivers - Volkswagen Golf)

2 Edgar Florindo, POR (Veloso Motorsport - SEAT León)

2 Rafael Lobato, POR (Veloso Motorsport - Audi RS3 LMS)

POLE POSITIONS

5 Francisco Abreu, POR (Team Novadrivers - Volkswagen Golf)

4 Francisco Mora, POR (Veloso Motorsport - SEAT León)

1 Rafael Lobato, POR (Veloso Motorsport - Audi RS3 LMS)



Dmitri Bragin

The SMP Russian Circuit Racing Series was one of the first national championships to open the doors to TCR cars in 2015. And from that moment on, the popularity of TCR Russia is still growing. There were the SEAT cars in 2015, eight in 2016. At the beginning of the 2017 season the series attracted 17 drivers, while the SEAT cars were joined by the Audi RS3 LMS and LADA Vesta; the latter running with a temporary homologation document. It was a real challenge for LADA Sport Rosneft to join after withdrawing from the FIA WTCC at the end of 2016. It took a few months to build two Vesta TCR cars with the Renault F4R engine and Sadev drivetrain. Actually, it was the only model in the series using a sequential gearbox, while all other cars are fitted with the DSG. The first event that took place at Fort

Grozny in Chechnya was also a shakedown for the Vesta and showed its potential with a one-two finish in Race 1 that was followed by the TCR Technical Department's decision to reduce the LADA's power to 95%. The second round at the Smolensk Ring was dramatic for LADA, as both cars faced suspension problems, while the reigning champion Dmitry Bragin reinforced his position in defending his previous year's title. Bragin started the season with a new Audi but after two events, due to the Balance of Performance, he and the TAIF Motorsport team decided to switch back to the SEAT León. Then he retook the Audi for the two final events of the season at Moscow Raceway and Kazan Ring. Even a new rule set by the Russian motorsport authority that obliges a driver who changes model of car between the

events to start Race 1 from the back of the grid didn't confuse him. Eventually he scored four victories with the Audi and one with the SEAT, so successfully retaining the title. *"The TCR Russia series has become a very interesting championship and victory depends not only on your speed, but also on strategy like swapping cars during the season. You should weigh the advantage of a lighter car against your chances of recovering from the last starting position. My most serious competitors were the Lukoil Racing and LADA Sport Rosneft teams. But you must take into consideration every driver. Everyone is competitive and it's the evidence of the high level of the series. I'm looking forward to defend my title again next year,"* said Bragin. With two race victories, Vladimir Sheshenin finished as runner-up,

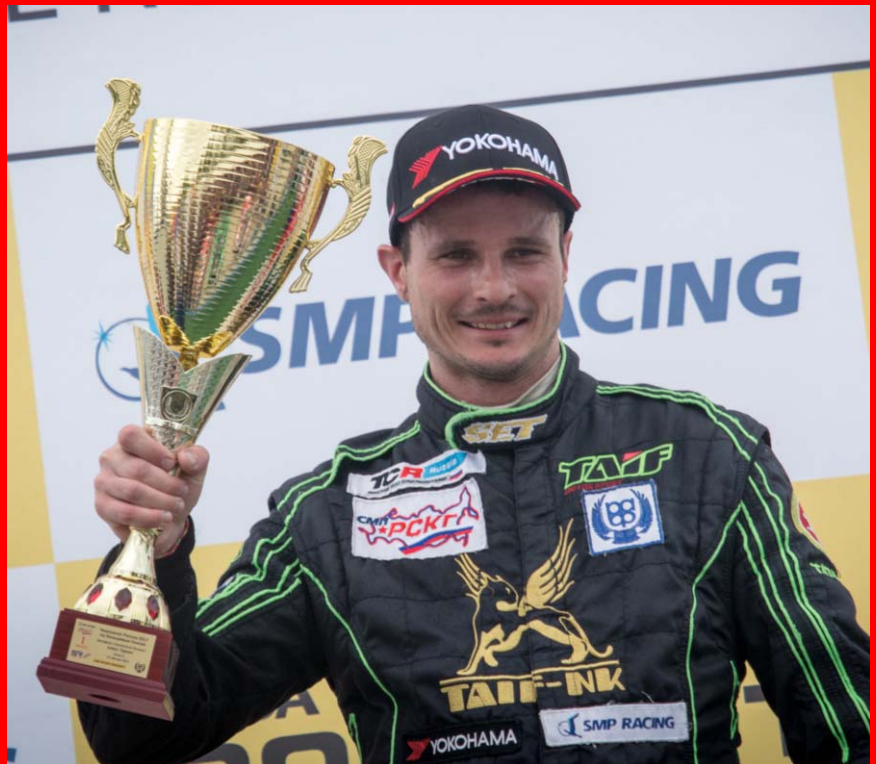


which was a great result for LADA's maiden season in the series, while his teammate Kirill Ladygin managed to win three races, but was less consistent and so was classified fifth.

Lukoil Racing teammates Aleksey Dudukalo (the 2015 champion and 2016 vice-champion) and Nikolay Karamyshev were ranked third and fourth in the standings at the wheel of their SEAT cars.

And actually the SEAT Leon lived up to its reputation of being a fast and reliable car, being easy to drive and offering the possibility to different kinds of drivers to win races, such as Lukoil Racing's new 'young gun' Klim Gavrilov and a gentleman driver like Denis Grigoriev.

Besides the overall classification, the TCR Russia promoter established the SMP RCRS Trophy, a special prize for gentlemen drivers who haven't yet achieved top results in circuit racing. Irek Minnakhmetov, a Russian rallycross champion in his second season in TCR Russia emerged as the winner at the wheel of his Audi RS3 LMS.



THE CHAMPION AT A GLANCE

born: 19 May 1982 in Togliatti

career highlights

2006: 2nd in the LADA Revolution Cup
 2014: 1st in the FIA European Touring Car Cup, SMT
 2015: 1st in the Russian Circuit Racing Series, Touring Light
 2016: 1st in the TCR Russia (RCRS Touring)
 2017: 1st in the TCR Russia (RCRS Touring)

TCR RUSSIA - STATISTICS

RACE WINS

5 Dmitry Bragin, RUS (AMG TAIF Motorsport – SEAT León / Audi RS3 LMS)
 3 Kirill Ladygin, RUS (LADA Sport Rosneft – LADA Vesta)
 2 Vladimir Sheshenin, RUS (LADA Sport Rosneft – LADA Vesta)
 1 Vitaliy Dudin, RUS (Akhmat Racing Team – SEAT León)
 1 Klim Gavrilov, RUS (Lukoil Racing – SEAT León)
 1 Denis Grigoriev, RUS (Innocenti AMG Motorsport – SEAT León)
 1 Nikolay Karamyshev, RUS (Lukoil Racing – SEAT León)

POLE POSITIONS

3 Kirill Ladygin, RUS (LADA Sport Rosneft – LADA Vesta)
 1 Dmitry Bragin, RUS (AMG TAIF Motorsport – Audi RS3 LMS)
 1 Klim Gavrilov, RUS (Lukoil Racing – SEAT León)
 1 Nikolay Karamyshev, RUS (Lukoil Racing – SEAT León)
 1 Vladimir Sheshenin, RUS (LADA Sport Rosneft – LADA Vesta)



Robert Dahlgren

After the Scandinavian Touring Car Championship made a switch to TCR regulations for 2017, the series would see a huge interest from teams and drivers and boast a grid of more than 20 cars with Audi, Honda, SEAT, KIA and Volkswagen competing. The list of drivers wasn't put to shame either, including WRX champion Johan Kristoffersson, multiple STCC champion Fredrik Ekblom and touring car ace Robert Dahlgren to name a few. But not only did 2017 become a year of huge success and new regulations for the STCC, it also became the year of a new champion.

After 13 years with Volvo, competing in the STCC, WTCC and V8 Supercars,

Robert Dahlgren made a switch to PWR Racing and SEAT in the fight for the title. A nearly flawless performance with a total of seven wins and 16 podiums, being the only driver to score points in all of the 21 races, made him, PWR Racing and SEAT champions for the first time.

"I promised Robert when he joined the team that we would win the championship. But with our biggest rivals having competed in the STCC for a total of 15 seasons, 11 more than us, it proved a very challenging task. With such a high level of competition, I'm extremely proud to have claimed the championship title in the series' maiden season with TCR regulations," says

team founder and CEO Daniel Haglöf. Dahlgren echoes: *"After winning quite a few championships in my career, the STCC proved to be a tough one. But with the support from SEAT Sweden, SEAT Sport and with a great atmosphere in the team this was one of my most enjoyable seasons so far. As you expect starting with new regulations, we have learnt a lot over the course of this season and so have the other teams, but to be able to beat them all shows our fighting spirit, eagerness to win and of course the great potential of the SEAT León TCR. I will continue to compete with PWR Racing in the STCC and our common goal is to keep winning the*



championship for many years to come."

As the STCC continues into its 22nd season, in 2018, the series expects to see new teams, drivers and car brands join the battle to become TCR Scandinavia Champions. With Finnish team LMS Racing competing in both TCR Scandinavia and TCR Germany during 2017, the STCC encourages more teams to do the same during 2018.

"Our switch to TCR regulations has proved to be a huge success. The cars allow great fights on track and fits our Scandinavian circuits very well. On top of that we've gotten positive feedback on many aspects of the cars from the teams running them. All in all we're very happy and really look forward to 2018 and future seasons," explains Daniel Sporre, in charge of the series' Business Development.



THE CHAMPION AT A GLANCE

Born: 1 December 1979 in Skellefteå

f <https://www.facebook.com/RobertDahlgren.Official/>

career highlights

- 1998: 1st in the Nordic and Scandinavian Formula Ford Championships
- 2000: 2nd in the European Formula Ford Championship
- 2001: 1st in the Slick 500 Formula Ford Championship
- 2004: 2nd in the Swedish Touring Car Championship (Volvo S60)
- 2006: 5th in the Swedish Touring Car Championship (Volvo S60)
- 2007: 2nd in the Swedish Touring Car Championship (Volvo S60)
- 2008: 5th in the Swedish Touring Car Championship (Volvo C30)
- 2010: 2nd in the Swedish Touring Car Championship (Volvo C30)
- 2011: 11th in the FIA World Touring Car Championship (Volvo C30)
- 2013: 3rd in the Scandinavian Touring Car Championship (Volvo S60)
- 2016: 2nd in the Scandinavian Touring Car Championship (Volvo S60)
- 2017: 1st in the TCR Scandinavia (SEAT León)

TCR SCANDINAVIA - STATISTICS

RACE WINS

- 7 Robert Dahlgren, SWE (PWR Racing - SEAT León)
- 6 Johan Kristoffersson, SWE (Kristoffersson Motorsport - Volkswagen Golf)
- 5 Fredrik Ekblom, SWE (Kristoffersson Motorsport - Volkswagen Golf)
- 2 Fredrik Blomstedt, SWE (Kristoffersson Motorsport - Volkswagen Golf)
- 1 Daniel Haglöf, SWE (PWR Racing - SEAT León)

POLE POSITIONS

- 8 Johan Kristoffersson, SWE (Kristoffersson Motorsport - Volkswagen Golf)
- 7 Fredrik Ekblom, SWE (Kristoffersson Motorsport - Volkswagen Golf)
- 3 Robert Dahlgren, SWE (PWR Racing - SEAT León)
- 2 Fredrik Blomstedt, SWE (Kristoffersson Motorsport - Volkswagen Golf)
- 1 Mattias Andersson, SWE (Team Honda Racing - Honda Civic)
- 1 Daniel Haglöf, SWE (PWR Racing - SEAT León)



Pasarit Promsombat & Char

After a promising maiden season in 2016, TCR Thailand marked time in its second year. The series lost some of its best drivers and teams who went to compete in TCR Asia, but, as it is part of the popular Thailand Super Series, it keeps attracting the attention of the fans and competitors of other categories. Once again TCR Thailand crowned two champions, for the PRO and the AM classes respectively.

The PRO class started with a close fight between two experienced SEAT drivers, Pasarit Promsombat of RMI Racing Team by Sunoco and Kittipol Pranoj Na Ayudhya who was at the wheel of the very same León run by the Singha Motorsport Team Thailand with which Carlo van Dam had claimed the 2016 title. Unfortunately after his car was extensively damaged in Bangsaen's Race 1 pile-up, Pranoj discontinued his participation leaving Promsombat as the sole contender for the title.

"Despite the fact that this was my first time in a TCR car, I was surprised by how quickly I was able to be competitive in the SEAT. It was a challenging experience; different from any other kind of races I had done before. The highlight

of the season for me and for the team was joining the TCR International Series in Buriram. It was really great for all of us. For next year we plan to expand our presence in TCR Thailand, with more cars. And we also aim to take part in the TCR Asia series. We are excited and looking forward to 2018," Promsombat said.

The battle for the crown of the AM class was far closer, with Chariya Nuya in the Billionaire Boys Racing Honda Civic and Nattanid Leewattanavaragul in the Morin Racing SEAT León. They shared victories – three each – in the first three rounds of the season and the lady driver in the SEAT found herself leading the standings before the International Series event at Buriram. Eventually Nuya, who had already shown off on the occasion of a one-off appearance in 2016 with an authoritative win at Pattaya, claimed four consecutive victories in the final races and grabbed the title with a margin of 19 points.

Miss Nattanid retains the satisfaction of being the first lady driver to score an overall victory in a TCR series, when she won Race 2 at Bangsaen ahead of Promsombat.





Chariya Nuya



THE CHAMPIONS AT A GLANCE

Pasarit Promsombat

born: 5 March 1983 in Bangkok

[f https://www.facebook.com/yo.potenza](https://www.facebook.com/yo.potenza)

career highlights

2009: 1st in the Thailand Super Car Series (Honda Civic)

2010: 1st in the Thailand Super Car Series, Class 2000 (Honda Civic)

2013: 1st in the Honda Racing Festival Thailand (Honda Jazz)

2014: 1st in the Thailand Super Series (Honda Jazz)

2015: 1st in the Thailand Super Series (Honda Civic DC5)

2016: 1st in the Thailand Super Series (Honda CRZ)

2017: 1st in the TCR Thailand, Class PRO (SEAT León)



Chariya Nuya

born: 25 October 1987 in Bangkok

[f https://www.facebook.com/chariya.win](https://www.facebook.com/chariya.win)

career highlights

2016: 4th in the TCR Thailand, Class AM (Honda Civic)

2017: 1st in the TCR Thailand, Class AM (Honda Civic)

TCR THAILAND - STATISTICS

RACE WINS

4 Chariya Nuya, THA (Billionaire Boys Racing – Honda Civic)

3 Pasarit Promsombat, THA (RMI Racing Team – SEAT León)

2 Nattanid Leewattanavaragul, THA (Morin Racing Team – SEAT León)

1 Kittipol Pranoj Na Ayudhya, THA (Singha Motorsport Team Thailand – SEAT León)

POLE POSITIONS

2 Pasarit Promsombat, THA (RMI Racing Team – SEAT León)

1 Nattachak Hanjitkasen, THA (TBN MK Ihere Racing – Honda Civic)

1 Chariya Nuya, THA (Billionaire Boys Racing – Honda Civic)

1 Kittipol Pranoj Na Ayudhya, THA (Singha Motorsport Team Thailand – SEAT León)



TCR^{24H} Series TCR^{24H} TC Series

Team Altran Peugeot & Monlau Competición

It could be argued that both the 24H Series organised by Creventic saw some of the tightest battle for TCR honours in 2017.

In the 24H Series Team Altran Peugeot finished a comfortable 1-2 in the TCR Team's standings. However, five of the first six rounds were won by different outfits, and while the French team would ultimately be the only one that secured multiple class victories this season, the first would be in Austria in round three and the second would not appear until round six in Portugal. This was no runaway championship. "It was a very special feeling to be crowned Champions, as it was the result of so much hard work put in by every single member of the team. We won the title in 2016 (running Peugeot 208 Gti cars in the class A3) and being able to repeat that result is amazing. But this year's title means even more, because we were running a pair of brand new Peugeot 308 Racing Cup cars

from Peugeot Sport that had never competed in any long distance races before. It was a big task to learn everything about this new car and make it a quick and reliable challenger for this year's championship. We actually thought it was going to be a

season to learn before aiming again for the title in 2018. That's why the title won this season was simply unexpected," said team principal Olivier Perez.

In the Drivers' championship, Team Altran Peugeot also placed the pairing





of Thierry Blais and Kim Holmgaard in first position, Thierry Boyer in second and Stéphane Ventaja in third.

It was a similar story in the Touring Car-focused 24H TCE Series, where Monlau Competición was the only team to secure multiple victories in the 12 hours of Magny-Cours and the 24 hours of Misano, but the Spanish team eventually beat its nearest rival Bas Koeten Racing by just three points.

"Our main objective was to do our best as a team, since we were newcomers to the series," explained race engineer Mark-Phillip Tamaño Santos. *"But we felt strong when we arrived at Silverstone and we led the first hours of that race, then took our first win at the second round. To win the title doesn't always depend on a team's performance, so after each race we always discussed how we had performed, what we had done better,*

and what we could improve. That I think helped us grow stronger from race-to-race."

Sharing the Monlau Competición SEAT León, José Manuel Pérez Aicart, Alba Cano Ramírez and Jurgen Smet won the TCR Drivers' title, but the team went into the final round (12H of Spa-Francorchamps) with a lead of only one point. Eventually they salvaged a 10th place that secured both titles.

"We had poor luck early on and spent



15 minutes in the garage, but our main objective was to bring the TCR titles home, so we just controlled our race and kept an eye on our main rivals. We didn't take any more risks and it paid off."

TCR cars have definitely become an important part of the field in both of Creventic's series, especially in the 24H TCE Series where they claimed outright victories and 11 podium positions out of five races.

24H SERIES - STATISTICS

RACE WINS

- 2 Team Altran Peugeot (Peugeot 308)
- 1 Bonk Motorsport (Audi RS3 LMS)
- 1 Cad Speed Racing (Audi RS3 LMS)
- 1 Modena Motorsports (SEAT León)
- 1 TTC Racing (SEAT León)

POLE POSITIONS

- 2 Car Collection Motorsport (Audi RS3 LMS)
- 2 Speed Factory Racing (Audi RS3 LMS)
- 1 Modena Motorsports (SEAT León)
- 1 Team Altran Peugeot (Peugeot 308)

24H TCE SERIES - STATISTICS

RACE WINS

- 2 Monlau Competición (SEAT León)
- 2 Team Bleekemolen (SEAT León)
- 1 LMS Racing (Audi RS3 LMS)

POLE POSITIONS

- 4 Monlau Competición (SEAT León)
- 1 Red Camel-Jordans.nl (SEAT León)





Mathilda Racing

In their first season in a dedicated class, TCR cars proved to be a popular fixture in the VLN Langstreckenmeisterschaft, the endurance series that takes place exclusively on the Nürburgring Nordschleife, the legendary "Green Hell".

Mathilda Racing dominated the class with a Volkswagen Golf GTI, so resuming a long association with the German brand. The Cologne-based team has been an enthusiastic supporter of the introduction of TCR cars in the VLN, as team manager Michael Paatz explained: "We ourselves would not have expected such a rapid ascent. Only three years ago Mathilda Racing could not win against the factory supported teams in the SP3T class. When the TCR class was instituted, the tide turned. We quickly realized what potential this concept has and we were among the first ones to embrace it."

Despite little time to get acquainted with their new machine, young gun Benjamin Leuchter and 'Ring

specialist Andreas Gülden, the two drivers of Mathilda Racing's point car, had an incredible season, which yielded a total of 5 wins out of 9 events, including one at the prestigious Nürburgring 24 Hours where they were joined by Constantin Kletzer and Dennis Wüsthoff, finishing a brilliant 29th overall, ahead of many GT cars.

"The atmosphere in the team was sensational," remembers Gülden, "We all longed for the TCR class victory and worked tirelessly on the car." For 'Benny' Leuchter, who at the end of the season made an impressive debut in the TCR International Series in Dubai for WestCoast Racing, there is an additional reason to fall in love with TCR: "Not only are these cars extremely fun to drive, they are also easily recognizable, allowing fans to identify with them, unlike in other series and even the DTM. I was really impressed by how much support our Golf got around the Nordschleife at every race!"



VLN TCR - STATISTICS

RACE WINS

- 5 Mathilda Racing (Volkswagen Golf)
- 2 Kissling Motorsport (Opel Astra)
- 1 Möller Bil Motorsport (Audi RS3 LMS)
- 1 FEV Racing (SEAT León)

POLE POSITIONS

- 7 Mathilda Racing (Volkswagen Golf)
- 1 Kissling Motorsport (Opel Astra)
- 1 Möller Bil Motorsport (Audi RS3 LMS)

<http://www.mathilda-racing.de>

[f https://www.facebook.com/MathildaRacing/](https://www.facebook.com/MathildaRacing/)



Motul Dome Racing Project

TCR cars made their first appearance in Japan, as the popular Super Taikyu endurance series included the ST-TCR class that attracted five teams with Audi, Honda and Volkswagen cars. Despite the few entries, all the rounds were closely fought and the title battle was only decided at the final event in Okayama. The two Honda Civic cars run by the Dome Racing Project won five out of the six rounds, missing only the season's longest race, the Fuji 10 Hours that went to the Racingline Performance Volkswagen Golf.

Strong competition also came from the Team DreamDrive Audi RS3 LMS that started from pole position four times but was often slowed down by incidents or technical issues. Dome team principal, Yoshinori Arimatsu commented: *"Even though we decided to commit very late and without any previous tests, we were able to finish in 1-2 in the opening race. It was a great moment for us, after we had worked hard to get ready in just one week! It was also our first time in Touring Cars in the last twenty years. We are amazed how well the TCR Technical Regulations have been written and it has been so good an experience to run the Civic TCR!"*

Among those who raced the two Civic cars were the likes of Shinji Nakano and Takuya Kurosawa whose previous experience include Formula One and ChampCar respectively.

"I really have enjoyed all the races!" said Nakano, while Kurosawa echoed: *"I was delighted to win the title in the inaugural TCR season in the Super Taikyu. Especially because it was not easy!"*

Kurosawa shared the #98 champion car with Keiji Ishikawa and Hiroki Kato.

<http://www.dome.co.jp>

[f https://www.facebook.com/Dome.Racing.Team/](https://www.facebook.com/Dome.Racing.Team/)

SUPER TAIKYU ST-TCR STATISTICS

RACE WINS

- 3 Motul Dome Racing Project (Honda Civic)
- 2 Modulo Dome Racing Project (Honda Civic)
- 1 Racingline Performance (Volkswagen Golf)

POLE POSITIONS

- 4 Audi Team DreamDrive (Audi RS3 LMS)
- 1 Modulo Racing Project (Honda Civic)
- 1 Racingline Performance (Volkswagen Golf)



TCR International Series

(after rounds 20 of 20)



Drivers

1	Jean-Karl Vemay	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 Lessennes	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 Sitrail	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	Team WRT	515 pts
2	Boutsen Ginion Racing	468
3	Delahaye Racing	436

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	WolfPower 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 Glão	SEAT León	82
6	João Carvalho	SEAT León	74
7	César Machado / Manuel Pedro Fernandes	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 Fernandes	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 Scalvini	Honda Civic Type-R	158
3	Kevin Giacón	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 Giacón	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 Kajaja	Alfa Romeo Giulietta	79
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 Śliadecka	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 Fernández	SEAT León	34

TCR Thailand

(after rounds 10 of 10)



Drivers PRO

1	Pasart 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	Nattadit Leewattanavaragul	SEAT León TCR	189
3	Nattachak Hanjittkasen	Honda Civic Type-R	135
4	Rattarin Leenuthaphong	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 Olivieri	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 Ramírez	SEAT León	77 pts
2	Kristian Jepsen / Jan Sorensen	SEAT León	73
3	Felix Wimmer / Matthias Kaiser	SEAT León	68
4	Alvaro 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



**2017
All TCR
Drivers**

1	Abbring	Kevin	NED
2	Abello	Miguel	ESP
3	Abkhazava	Shota	GEO
4	Abreu	Francisco	POR
5	Ahlberg	Andreas	SWE
6	Ahlin-Kottulinsky	Mikaela	SWE
7	Akiyoshi	Kei	JPN
8	Al Owais	Mohammed	UAE
9	Allen	John	USA
10	Altoè	Giacomo	ITA
11	Altoè	Giovanni	ITA
12	Andersson	Andreas	SWE
13	Andersson	Mattias	SWE
14	Andrakhonov	Maksim	RUS
15	Andree	Ulrich	GER
16	Annervi	Marcus	SWE
17	Arai	Toshihiro	JPN
18	Argenti	Andrea	ITA
19	Arnold	Zach	USA
20	Aronov	Maxim	RUS
21	Artemyev	Alexandr	KAZ
22	Astin	Kane	GBR
23	Atkinson	Simon	GBR
24	Badoev	Anton	RUS
25	Bai	Ya Xin	CHN
26	Bajo	Alvaro	ESP
27	Baldan	Nicola	ITA
28	Bamonte	Luigi	ITA
29	Baptista	João	POR
30	Barberini	Cosimo	ITA
31	Barth	Fredy	SUI
32	Batista	Nuno	POR
33	Beche	Mathias	SUI
34	Bergonzini	Matteo	ITA
35	Bernula	István	HUN
36	Bessem	Gijs	NED
37	Bettera	Enrico	ITA
38	Blaise	Thierry	FRA
39	Bleekemolen	Michael	NED
40	Bleekemolen	Sebastian	NED
41	Blomstedt	Fredrik	SWE
42	Bock	Hermann	GER
43	Bolzoni	Silvano	ITA
44	Bonk	Hermann	GER
45	Bonk	Michael	GER
46	Boonyakiat	Settasit	THA
47	Borković	Dušan	SRB
48	Bouwhuis	Niels	NED
49	Boyer	Thierry	FRA
50	Bragin	Dmitry	RUS
51	Braun	Georg	GER
52	Bretschneider	Jürgen	GER
53	Breukers	Ivo	BEL
54	Breukers	Rik	BEL
55	Brezina	Robin	GER
56	Brink	Tobias	SWE
57	Brinkmann	Manuel	GER
58	Briody	Jim	USA
59	Bryant-Meisner	John	SWE
60	Bulbon	Paritát	THA
61	Burghardt	Axel	GER
62	Buri	Antti	FIN
63	Byford	Martin	GBR
64	Cai	Hong Yu	CHN
65	Calcum	Dino	GER
66	Campani	Alex	ITA
67	Cano Ramírez	Alba	ESP
68	Cappellari	Daniele	ITA
69	Caprasso	Frédéric	BEL
70	Carlsen	Michael	DEN
71	Carvalho	João	POR
72	Cate	Peter	GBR
73	Cautela	José	POR
74	Cerruti	Michela	ITA
75	Chen	Jian Hong	TPE
76	Chen	Wei An	CHN
77	Chia	Christian	CAN
78	Chini	Massimiliano	ITA
79	Chkondali	Thierry	FRA
80	Čížek	Petr	CZE
81	Colciago	Roberto	ITA
82	Colon	Pascal	FRA
83	Comini	Stefano	ITA
84	Comte	Aurélien	FRA
85	Coomber	Ricky	GBR
86	Coronel	Tom	NED
87	Corthals	Pierre-Yves	BEL
88	Costamagna	Marco	ITA
89	Cottingham	James	GBR
90	Coupal	Jason	USA

91	Covarel	Jean-Charles	FRA
92	Crocker	Finlay	GBR
93	Cunha	Patrick	POR
94	Dahlgren	Robert	SWE
95	Dal Degan	Loris	ITA
96	Danz	Fabian	SUI
97	Darbom	Joakim	SWE
98	Davidovski	Viktor	MKD
99	Davidson	Graham	GBR
100	de Borst	Dennis	NED
101	de Groot	Melvin	NED
102	de Heus	Bert	NED
103	de Kimpe	Jonas	BEL
104	de Leval	Romain	BEL
105	de Souza	Filipe Clemente	MAC
106	Dejonghe	Sam	BEL
107	Demis Benvenuti	Ivan	ITA
108	Demoustier	Grégoire	FRA
109	Deng	Bao Wei	CHN
110	Derue	Michel	FRA
111	Descombes	Philippe	FRA
112	Despriet	Vincent	BEL
113	Detry	Mathieu	BEL
114	Devesa	Philippe	FRA
115	Diez Villaroel	Jesús	ESP
116	Dijkhof	Christian	NED
117	Dionisio	Ermanno	ITA
118	Donazzan	Armando	ITA
119	Donniacuo	Lorenzo	BEL
120	Drinkwater	David	GBR
121	Dudin	Vitaliy	RUS
122	Dudukalo	Aleksey	RUS
123	Dullaart	Floris	NED
124	Dupont	Denis	BEL
125	Dussolliet	Sébastien	FRA
126	Eberle	Pascal	SUI
127	Ebisawa	Shinichi	JPN
128	Edland	Roy	NOR
129	Eklblom	Fredrik	SWE
130	Ellis	Phillip	GBR
131	Ende	Duncan	USA
132	Engstler	Luca	GER
133	Fahlström	Peter	SWE
134	Faria	José Pedro	POR
135	Fedeli	Carlotta	ITA
136	Fernandes	Manuel Pedro	POR
137	Ferrara	Luigi	ITA
138	Ferri	Roberto	ITA
139	Ficza	Ferenc	HUN
140	Files	Josh	GBR
141	Filippi	John	FRA
142	Fjordbach	Anders	DEN
143	Florindo	Edgar	POR
144	Fong	Lik Sun, Alex	HKG
145	Font Casas	Jaime	ESP
146	Fredriksson	Robin	SWE
147	Fretin	Thomas	FRA
148	Frid	Joakim	SWE
149	Fridman	Lev	RUS
150	Fulín	Petr	CZE
151	Fulín	Petr jr.	CZE
152	Fumal	Armand	BEL
153	Fung	Kar Chue, Alex	HKG
154	Fuster	Jaime	ESP
155	Fuster	Jesús	ESP
156	Gabbiani	Gian Maria	ITA
157	Gagliano	Massimiliano	ITA
158	Galofatto	Renato	ITA
159	Gallana	Rafaél	FRA
160	Gasser	Martin	AUT
161	Gavrilov	Klim	RUS
162	Gdovic	Brandon	USA
163	Gené	Jordi	ESP
164	Gentgen	Benedikt	GER
165	Gerome	Jean-Alexandre	FRA
166	Gerome	Jean-Michel	FRA
167	Giacon	Domiziano	ITA
168	Giacon	Jonathan	ITA
169	Giacon	Kevin	ITA
170	Gião	Manuel	POR
171	Giovanardi	Fabrizio	ITA
172	Globybté	Ernesta	LTU
173	Goede	Stefan	GER
174	Golikov	Roman	RUS
175	Gomes	Ricardo	POR
176	Gordon-Colebrooke	Andrew	GBR
177	Goroyan	Artur	RUS
178	Griffin	Julian	GBR
179	Griffioen	Sjaco	NED
180	Grigoriev	Denis	RUS

181	Gross	Peter	AUT
182	Guilbert	Enzo	FRA
183	Guillot	Marc	FRA
184	Gulbrandsen	Atle	NOR
185	Gülden	Andreas	GER
186	Gutiérrez	Francesc	ESP
187	Gyorgy	Anett	HUN
188	Haas	Gerhard	SUI
189	Haglóf	Daniel	SWE
190	Halder	Mike	GER
191	Hallmanns	Arndt	GER
192	Han	Hui Lin	CHN
193	Hanjtkasen	Nattachak	THA
194	Haugg	Wolfgang	GER
195	He	Xiao Le	CHN
196	Heinrich	Guido	GER
197	Hesse	Max	GER
198	Hezemans	Grégoire	NED
199	Hilders	Harry	NED
200	Hill	Cody	AUS
201	Ho	Wai Kun, Henry	MAC
202	Hodson	Lea	GBR
203	Hofer	Max	AUT
204	Holdener	Oliver	SUI
205	Holmgaard	Jonas	DEN
206	Holmgaard	Kim	DEN
207	Holmgaard	Magnus	DEN
208	Holstein	Erik	IRL
209	Hömborg	Bernd	GER
210	Homola	Mat'o	SVK
211	Horn	Markus	GER
212	Hsieh	Samuel	HKG
213	Hu	Hao	CHN
214	Huang	Chu Han	CHN
215	Huff	Rob	GBR
216	Hui	Ka Tai, Alex	HKG
217	Humbert	Pierre	GER
218	Hundeborn	Raphael	GER
219	Hutchinson	Finlay	GBR
220	Ishikawa	Keiji	JPN
221	Ito	Shinichi	JPN
222	Ittiritpong	Narasak	THA
223	Ivanovas	Igoris	LTU
224	Jäger	Mike	GER
225	Jäger	Thomas	AUT
226	Jedlőczy	Márk	HUN
227	Jensen	Martin	DEN
228	Jepsen	Kristian	DEN
229	Jepsen	Morten	DEN
230	Jewell	Marcus	GBR
231	Jiang	Tengy	CHN
232	Jones	Adam	GBR
233	Jones	Gavin	GBR
234	Jordan	Kai	GER
235	Jost	Ronny	SUI
236	Kaathir	Abdul	MAS
237	Kablys	Dainius	LTU
238	Kaibach	Sandro	GER
239	Kaiser	Matthias	LIE
240	Kajaia	Davit	GEO
241	Kang	Byung Hui, Charlie	KOR
242	Kangas	Olli	FIN
243	Kankkunen	Nico	FIN
244	Karamyshev	Nikolay	RUS
245	Katoh	Hiroki	JPN
246	Kaye	James	GBR
247	Kharuk	Oleg	RUS
248	Khoo	Kok Hui, Douglas	MAS
249	Kim	Andrew	KOR
250	Kirsch	Steve	GER
251	Kletzer	Constantin	AUT
252	Kluge	Knut	GER
253	Knap	Simon	NED
254	Kocsis	Josef	GER
255	Koeten	Bas	NED
256	Koster	Dillon	NED
257	Kouchi	Hidenori	JPN
258	Kralev	Plamen	BUL
259	Kramwinkel	Thomas	GER
260	Kranenberg	Christian	GER
261	Kresnik	Klaus	AUT
262	Kressner	Reuben	SWE
263	Kristoffersson	Johan	SWE
264	Kroes	Danny	NED
265	Kurosawa	Takuya	JPN
266	Kusiri	Kantadhee	THA
267	Kuzdas	Siegfried	AUT
268	Kwong	Hoi Fung, Eric	HKG
269	Laaksonen	Kari-Pekka	FIN
270	Ladygin	Kirill	RUS

271	Lai	Wee Sing	MAS	361	O'Brien	William	HKG	451	Stothart	Neil	GBR
272	Lalušić	Mladen	SRB	362	Oestreich	Markus	GER	452	Strandberg	Dennis	SWE
273	Langels	Detlef	GER	363	Oestreich	Moritz	GER	453	Strycek	Volker	GER
274	Langeveld	Niels	NED	364	Ohlsson	Micke	SWE	454	Supaphong	Grant	THA
275	Lappalainen	Joonas	FIN	365	Okumura	Koichi	JPN	455	Suter	Fredy	SUI
276	Larsson	Simon	SWE	366	Olsson	Mats	SWE	456	Szabó	Zsolt Dávid	HUN
277	Laskiewicz	Maciej	POL	367	Oriola	Pepe	ITA	457	Szeto	Ivan	HKG
278	Lautenschlager	Tom	GER	368	Oscarsson	Nicklas	SWE	458	Tagahara	Shozo	JPN
279	Lee	Man Kee, Henry	HKG	369	Østvold	Kenneth	NOR	459	Takeda	Nahoto	JPN
280	Leenutaphong	Rattanin	THA	370	Paatz	Michael	GER	460	Tanner	Stefan	SUI
281	Leewattanavaragul	Nattanid	THA	371	Paillard	Régis	FRA	461	Tarquini	Gabriele	ITA
282	Legel	Marc	GER	372	Paisse	Grégory	BEL	462	Tassi	Attila	HUN
283	Leitão	Eduardo	POR	373	Pajuranta	Juuso-Matti	FIN	463	Taylor	Robert	GBR
284	Leitão	Ricardo	POR	374	Panis	Aurélien	FRA	464	Tedeschi	Felice	ITA
285	Lejeune	Paul	BEL	375	Parhofer	Monika	GER	465	Tharani	Prashanth	IND
286	Lémeret	Stéphane	BEL	376	Parti	Maximilian	GER	466	Thellung	Alessandro	ITA
287	Lemmer	Mark	GBR	377	Parti	Rainer	GER	467	Thoma	Florian	SUI
288	Lemvard	Jack	THA	378	Paulsen	Stian	NOR	468	Thong	Wei Fung, Shaun	HKG
289	Lessennes	Benjamin	BEL	379	Päverud	Marcus	NOR	469	Thong	Wei Heen, Jasper	HKG
290	Leuchter	Benjamin	GER	380	Pelatti	Sandro	ITA	470	Thunberg	Carl	SWE
291	Lewis	Carey	GBR	381	Pérez Alcart	José Manuel	ESP	471	Tian	Li Ling	CHN
292	Li	Hui Wei	CHN	382	Perrin	Stéphane	FRA	472	Tjia	Francis	NED
293	Li	Lin	CHN	383	Pesović	Rudolf	SRB	473	Tjia	Marcel	NED
294	Lin	Li Feng	CHN	384	Pettitt	Frank	GBR	474	Tolkachev	Lev	RUS
295	Lindstad	Anders	NOR	385	Pfister	Andreas	GER	475	Tong	Siu Kau	HKG
296	Littman	JM	GBF	386	Philpot	Bradley	GBR	476	Tortelier	Laetitia	FRA
297	Liu	Lic Ka, Alex	MAC	387	Piccin	Samuel	ITA	477	Tóth	Csaba	HUN
298	Llobet	Lluís	ESP	388	Piepmeyer	Volker	GER	478	Truffer	Claudio	SUI
299	Llobet	Max	ESP	389	Poon	Tak Chun, Paul	HKG	479	Tsuchiya	Keiichi	JPN
300	Lloyd	Daniel	GBR	390	Potty	Maxime	BEL	480	Ueno	Yoshimitsu	JPN
301	Lo	Kai Bong, Andrew	HKG	391	Poulsen	Kristian	DEN	481	Ulivieri	Philippe	FRA
302	Lobato	Rafael	POR	392	Poulsen	Per	DEN	482	Valente	Hugo	FRA
303	Löhnert	Marcus	GER	393	Poulsen	Roland	DEN	483	van Buuren	Meindert	NED
304	Löhnert	Roman	GER	394	Pranoj Na Ayudhya	Kittipol	THA	484	van Dam	Carlo	NED
305	Look	Kenneth	HKG	395	Preisig	Jasmin	SUI	485	van de Poele	Alexis	BEL
306	Lu	Chuan	CHN	396	Proczyk	Harald	AUT	486	van den Berge	Martin	NED
307	Ludmann	Jens	GER	397	Promsombat	Pasarit	THA	487	van der Linde	Sheldon	RSA
308	Luostarinen	Hannu	FIN	398	Qi	Pei Wen	CHN	488	van Laere	Sven	BEL
309	Ma	Qing Hua	CHN	399	Radermecker	Vincent	BEL	489	van Lagen	Jaap	NED
310	Machado	César	POR	400	Rappange	Rob	NED	490	van Oord	Jaap	NED
311	Malaševićius	Nerijus	LTU	401	Rdest	Gosia	POL	491	van Oostrum	Mirko	EST
312	Markert	Sven	GER	402	Reicher	Simon	AUT	492	van Oranje	Bernhard	NED
313	Martin de Andrés	Gonzalo	ESP	403	Rhyn	Rudolf	SUI	493	Vannini	Graziano	ITA
314	Martroussian	Aram	IRN	404	Riaux	François	FRA	494	Ventaja	Stéphane	FRA
315	Mathiassen	Jacob	DEN	405	Richard	Kris	SUI	495	Verhagen	Michael	NED
316	Matijosaitis	Dainius	LTU	406	Rikil	Peter	SUI	496	Vernay	Jean-Karl	FRA
317	Meier	Patrick	SUI	407	Ringelberg	Aart-Jan	NED	497	Verrocchio	Daniele	ITA
318	Meijer	Willem	NED	408	Rodrigues	José	POR	498	Vervisch	Frédéric	BEL
319	Menu	Alain	SUI	409	Roman	Guillaume	FRA	499	Vescovi	Alberto	ITA
320	Michelisz	Norbert	HUN	410	Rühl	Lutz Marc	GER	500	Vesnić	Milovan	SRB
321	Michigami	Ryo	JPN	411	Sachiuchi	Idenori	JPN	501	Viberti	Alberto	ITA
322	Miljević	Boris	BIH	412	Salom	Faust	ESP	502	Vilkas	Keštutis	LTU
323	Minnakhmetov	Irek	RUS	413	Sandberg	Maurits	NED	503	Vinyes	Amalia	AND
324	Misiūra	Eugenijus	LTU	414	Sanz	Lala	ESP	504	Vinyes	Joan	AND
325	Mitsuyama	Shogo	JPN	415	Sathienthirakul	Munkong	THA	505	Vögeli	Roger	SUI
326	Molino	Roberto	ITA	416	Scalvini	Eric	ITA	506	Vorländer	Dirk	GER
327	Møller	Jens Reno	DEN	417	Schaap	Michel	NED	507	Vouilloz	Orham	SUI
328	Mondron	Edouard	BEL	418	Schandorff	Frederik	DEN	508	Wakisaka	Juichi	JPN
329	Mondron	Guillaume	BEL	419	Schilliger	Daniel	SUI	509	Wallenberg	Peter Åke	SWE
330	Monroy	José	POR	420	Schjærin	Håkon	NOR	510	Wang	Hao	CHN
331	Montalbano	Giuseppe	ITA	421	Schmal	Jürgen	AUT	511	Wärnelöv	Albin	SWE
332	Montalbano	Vincenzo	ITA	422	Schmid	Roland	SUI	512	Wasel	Matthias	GER
333	Möntmann	Andreas	GER	423	Schmitz	Christian	GER	513	Weisberg	John	USA
334	Mora	Francisco	POR	424	Schreiber	Christjohannes	SUI	514	Wernersson	Andreas	SWE
335	Moran	Diego	ECU	425	Schrey	Michael	GER	515	Wheeler	Daniel	GBR
336	Morbidelli	Gianni	ITA	426	Sentis	Mathieu	FRA	516	White	Paul	GBR
337	Morgan	Alex	GBR	427	Severs	Rob	NED	517	Wieninger	Stefan	GER
338	Morien	Mika	NED	428	Sharapov	Marat	RUS	518	Wiesmeier	Günther	AUT
339	Morris	Tony	GBR	429	Shedden	Gordon	GBR	519	Willert	Marcel	GER
340	Mosca	Andrea	ITA	430	Shen	John	CAN	520	Wimmer	Felix	AUT
341	Mosca	Tommaso	ITA	431	Shen	Wayne	CAN	521	Windischberger	Christian	AUT
342	Mota	Fábio	POR	432	Sheshenin	Vladimir	RUS	522	Wolf	Toni	GER
343	Moura	Gustavo	POR	433	Shibata	Yusaku	JPN	523	Wolfe	Jason	USA
344	Moutran	Ramzi	UAE	434	Shigabudinov	Timur	RUS	524	Wong	Kiang Kuan	MAC
345	Mugelli	Massiliano	ITA	435	Shirasaka	Takuya	JPN	525	Wong	Yat Shin, Sunny	HKG
346	Mus	Maarten	NED	436	Sieljes	Paul	NED	526	Woodman	Ashley	GBR
347	Nagy	Dániel	HUN	437	Simonsen	Benny	DEN	527	Wüsthoff	Dennis	GER
348	Nagy	Norbert	HUN	438	Sládecka	Filip	SVK	528	Xavier	Gustavo	SUI
349	Nakano	Shinji	JPN	439	Smet	Jürgen	ESP	529	Yamawaki	Daisuke	JPN
350	Nardilli	Davide	ITA	440	Smith	Robert	GBR	530	Yan	Cheuk Wai, Andy	HKG
351	Nash	James	GBR	441	Soeryadjaya	Michael	IDN	531	Yashin	Pavel	RUS
352	Nataloni	Nello	ITA	442	Sorensen	Jan	DEN	532	Yoshida	Hiroki	JPN
353	Nearn	Robert	GBR	443	Spencer	Gavin	GBR	533	Zhang	Ya Qi	CHN
354	Nett	Joachim	GER	444	Spescha	Adrian	SUI	534	Zhang	Zhendong	CHN
355	Nett	Jürgen	GER	445	Sritral	Tin	THA	535	Zhou	Hao Wen	CHN
356	Niedertscheider	Lukas	AUT	446	Steenmetz	René	NED	536	Zimmermann	Tim	GER
357	Nilsson	Jesper	SWE	447	Stefanovski	Igor	MKD	537	Zin	Nicolò	ITA
358	Nilsson	Stefan	SWE	448	Steibel	Sebastian	GER				
359	Nimč	Václav	CZE	449	Stiffner	Hans Peter	SUI				
360	Nuya	Chariya	THA	450	Stiffner	Yanik	SUI				

