

2018 TCR #6

World and life



**TCR Russia:
fierce competition
at Kazan Ring**



First points for the Giulietta in WTCR



The tricky streets of Bangsaen



TCR Baltic trophy awarded at Palanga

THE TCR SNAPSHOT



The final sprint in TCR Italy

Where: Mugello Circuit

What: Tavano wins Race 1 from Baldan, by 0.043 seconds



What's next in the world of TCR

27/29 July	TCR Italy	Imola
3/4 August	IMSA Continental Sportscars Challenge	2H Road America
4/5 August	TCR Germany	Nürburgring
4/5 August	TCR UK	Oulton Park
10/12 August	Pirelli World Challenge	Utah MSTP Campus
11/12 August	TCR Russia	Moscow Raceway
17/19 August	TCR Europe & TCR Benelux	Assen
18 August	VLN	Nürburgring
18/19 August	TCR Germany	Zandvoort
18/19 August	TCR Scandinavia	Karlskoga
17/18 August	IMSA Continental Sportscars Challenge	2H Virginia Int. Raceway

2018 TCR
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Michael Johnson claims his first victory

One month after claiming his first podium result – which was celebrated by the Snapshot in the previous issue of this magazine – Michael Johnson became the first paraplegic driver to win a TCR race.

Johnson and his co-driver Stephen Simpson scored a photo finish victory in the 2 Hours of Lime Rock, the sixth round of the IMSA Continental Tire SportsCar Challenge, at the wheel of the JDC-Miller Motorsport Audi RS3 LMS.

25-year-old Johnson was paralyzed from the waist down in a motorcycle incident when he was 12. *“I have been thinking about this win, coming in professional car racing since I broke my back. This is all the hard work over the years coming together and everyone gets to see that. It makes me so proud that I can prove to everyone that I’m the same as everyone else and that I deserve to be here, and I love to be here.”*

Simpson and Johnson have experienced highs and lows in 2018. The duo missed the first two races of

the season after an incident at Daytona in January broke Johnson’s leg and resulted in significant damage to the car. Yet they returned stronger than ever and their Lime Rock victory followed back-to-back podium finishes at Watkins Glen and Bowmanville Park.

“I’m so proud, all the talking and now showing people that I can finally get them real results. It clearly shows that it can be done and I am so proud that I can show other people, and talk to them, that dreams can come true with

lots of hard work,” Johnson said. It was Simpson who took the chequered flag, beating Kenton Koch by 0.066 seconds for the third closest finish in Continental Challenge history: *“We were both sliding around a lot and Lime Rock Park is a fantastic racetrack. I loved racing around here and I always do but there’s also not too many overtaking places apart from Turn 1, so I knew I had to try something a little bit different... I did back off in the last couple of corners to make sure I got a good run coming down the hill and out of the final turn.”*

Simpson, though, credits his teammate of three years and the JDC-Miller crew: *“Michael did a fantastic job today, but not just today, over the last couple of months. He really kicked things off and got us in a good position at the start and then the JDC-Miller*

Motorsports guys gave us a great car. It really was a team effort and I’m pleased to get the team and Michael’s first win. It was an exciting end there and it was another good finish.” *“It’s pretty crazy how it all worked out,”* said Johnson. *“All the hard work we have been putting into this program is*



finally paying off and it just shows with the numbers and the results we have been getting. Hopefully we can keep the results coming with getting that win every time.”



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Tarquini leaps back into the lead

THE ITALIAN DRIVER SCORED HIS FOURTH RACE WIN IN SLOVAKIA







The WTCR's inaugural season becomes more thrilling and hard-fought after each event.

The races at the Slovakia Ring proved the most entertaining so far, with the drivers delivering a great show, with countless overtaking moves.

Just as in Vila Real, there was another giant pile up. Not as catastrophic, but big enough to eliminate nine cars.

This is the price to pay when 26 drivers at the wheel of cars with similar performance negotiate every corner as though it was the last turn of the last lap.

The incident at the start of Race 3 was caused by Gabriele Tarquini, who hit Benjamin Lessennes and so triggered a chain reaction. The Italian driver was given a drop of five positions on the grid for the next race, but as a fortunate coincidence for him, amongst the victims of his mistake there were some of his more dangerous competitors in the title fight: Jean-Karl Vernay and Esteban Guerrieri were both out of the race, while Yann Ehrlacher rejoined, but did not score.

The icing on the cake for Tarquini was Yvan Muller's retirement; the Frenchman had escaped the carnage, but lost a front wheel just before the end of the safety car period.

Therefore, Tarquini retained the lead in the standings that he had retaken the day before by winning Race 2, his fourth victory of the season. The BRC Racing man has now scored 202 points, three more than Muller.

But the title fight is not limited to the pair. In fact, the first nine drivers in the classification are covered by 72 points. Considering that a maximum of 87 points is at stake in each event and how easy it is to have a scoreless weekend, the battle is still wide open. This was proved in Slovakia by Pepe Oriola and Norbert Michelisz; they each claimed their first WTCR victory – increasing the number of race winners to 11 from 18 races – and relaunched their bids for the title.

Another interesting fact that emerged from the Slovak event was the increased performance of the Alfa Romeo Giulietta cars. For the first time

the Italian machines were able to fight for the top positions. Fabrizio Giovanardi and Team Mulsanne's new recruit Kevin Ceccon – a rookie in Touring Car – scored points and could have even finished on the podium. Which was testament to the passionate commitment of the Romeo Ferraris staff.





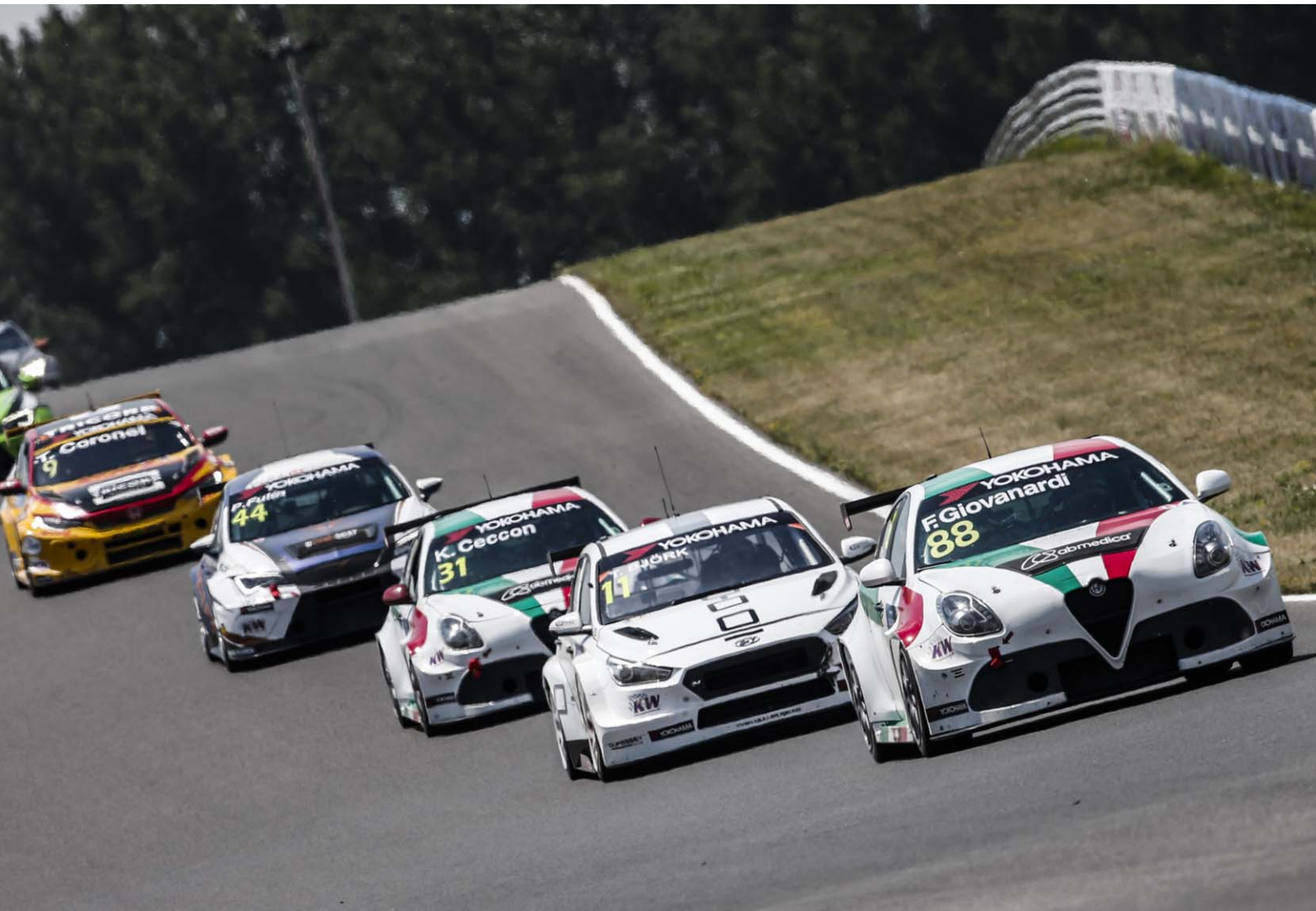
In the first race Oriola claimed his and Cupra's maiden WTCR victory in an authoritative way, while Vernay and Tarquini completed the podium ahead of Aurélien Comte and a charging Giovanardi.

The starting grid had been reshuffled after the Hyundai cars of Michelisz

and Muller – second and third in Qualifying – were excluded for a technical infringement and dropped to the back. Muller's teammate Thed Björk (7th in Qualifying) was excluded as well, but he had been already demoted because of an engine change. Tarquini made a poor start from pole

and dropped behind Comte, Oriola and Vernay. In a few laps Comte had to give way to his three pursuers; then, after a safety car intervention, Oriola built a small cushion and won from Vernay and Tarquini, while Comte managed to resist Giovanardi's final assault.







Race 2 was a lights-to-flag victory for Tarquini from Norbert Nagy and Muller. Unlike in Race 1, Tarquini was the best to sprint ahead when the red lights went out and led pole sitter Nagy into Turn 1. The young Hungarian was then able to keep Muller at bay to retain second place, scoring his and Zengő Motorsport's first podium result.

Behind the leading trio there were tough battles for the other positions, with plenty of overtaking moves and contacts. Eventually, Oriola finished fourth, a few inches ahead of Benjamin Lessennes, John Filippi and Michelisz who recovered from tenth on the reverse grid.

Michelisz finally grabbed his first victory in Race 3; he made good use of the pole and led from Muller who overtook Comte for second, while Frédéric Vervisch moved up to fourth on the outside line.

When the race restarted after the giant pile-up on the first lap, nine drivers were missing: Tarquini, Vernay, Shedden, Bennani, Nagy, Lessennes, Filippi, Guerrieri and Berthon. Then Muller lost a front wheel and went straight into the gravel just before the green flag.



SLOVAKIA RING - ROUND 16, SATURDAY 14 JULY 2018

DRIVER	CAR	TEAM	
1 Pepe Oriola	Cupra TCR	Campos Racing	11 laps in 26:24.640
2 Jean-Karl Vernay	Audi RS3 LMS	Audi Sport Leopard Lukoil	1.734
3 Gabriele Tarquini	Hyundai i30 N TCR	BRC Racing Team	2.374
4 Aurélien Comte	Peugeot 308 TCR	DG Sport Compétition	5.525
5 Fabrizio Giovanardi	Alfa Romeo Giulietta TCR	Team Mulsanne	5.774
6 Yann Ehrlacher	Honda Civic FK7 TCR	All-inkl.com Münnich Motorsport	7.357
7 Tom Coronel	Honda Civic FK7 TCR	Boutsen Ginion Racing	7.725
8 Denis Dupont	Audi RS3 LMS	Comtoyou Racing	8.190
9 Aurélien Panis	Audi RS3 LMS	Comtoyou Racing	8.993
10 Nathanaël Berthon	Audi RS3 LMS	Comtoyou Racing	9.813

Fastest lap: Pepe Oriola, 2:12.386, average 161.00 kph, lap 3

SLOVAKIA RING - ROUND 17, SATURDAY 14 JULY 2018

DRIVER	CAR	TEAM	
1 Gabriele Tarquini	Hyundai i30 N TCR	BRC Racing Team	9 laps in 19:54.840
2 Norbert Nagy	Cupra TCR	Zengő Motorsport	2.150
3 Yvan Muller	Hyundai i30 N TCR	M Racing YMR	3.354
4 Pepe Oriola	Cupra TCR	Campos Racing	4.750
5 Benjamin Lessennes	Honda Civic FK7 TCR	Boutsen Ginion Racing	5.313
6 John Filippi	Cupra TCR	Campos Racing	5.892
7 Norbert Michelisz	Hyundai i30 N TCR	BRC Racing Team	5.895
8 Frédéric Vervisch	Audi RS3 LMS	Comtoyou Racing	13.578
9 Esteban Guerrieri	Honda Civic FK7 TCR	All-inkl.com Münnich Motorsport	14.194
10 Yann Ehrlacher	Honda Civic FK7 TCR	All-inkl.com Münnich Motorsport	14.540

Fastest lap: Gabriele Tarquini, 2:11.061, average 162.60 kph, lap 2

SLOVAKIA RING - ROUND 18, SUNDAY 15 JULY 2018

DRIVER	CAR	TEAM	
1 Norbert Michelisz	Hyundai i30 N TCR	BRC Racing Team	13 laps in 32:25.458
2 Aurélien Comte	Peugeot 308 TCR	DG Sport Compétition	2.005
3 Frédéric Vervisch	Audi RS3 LMS	Comtoyou Racing	8.273
4 Thed Björk	Hyundai i30 N TCR	M Racing YMR	8.312
5 Petr Fulín	Cupra TCR	Fulín Race Academy	8.796
6 Kevin Ceccon	Alfa Romeo Giulietta TCR	Team Mulsanne	9.150
7 Fabrizio Giovanardi	Alfa Romeo Giulietta TCR	Team Mulsanne	9.382
8 Tom Coronel	Honda Civic FK7 TCR	Boutsen Ginion Racing	9.729
9 Pepe Oriola	Cupra TCR	Campos Racing	11.065
10 Zsolt Dávid Szabó	Cupra TCR	Zengő Motorsport	11.721

Fastest lap: Norbert Michelisz, 2:11.487, average 162.10 kph, lap 5



Michelisz led from Comte, Vervisch, Giovanardi, Björk, Cecon, Tom Coronel, Petr Fulín and Zsolt Dávid Szabó.

The BRC Racing driver pulled away to head towards his first victory, Comte was safe in second position, while there was a tough fight for third.

Björk overtook Giovanardi for fourth after a couple of tough contacts; the Italian was also hit by Fulín and dropped behind the Czech and his own teammate Cecon.

Björk proceeded to attack Vervisch who put in a great defensive drive, resisting the Swede's blows and beating him to the line by 39 thousandths of a second. Fulín was classified fifth ahead of a brilliant Cecon, Giovanardi, Coronel and Oriola who overtook Szabó for ninth.

The results of Race 2 and 3 remain suspended, pending an appeal lodged by Münnich Motorsport and Boutsen Ginion Racing against the exclusion of their Honda cars for the same technical infringement that resulted in the disqualification of three Hyundai cars from the first Qualifying. WTCR's next event will be at Ningbo in China on September 29/30.

Winning with us



Victory and fastest lap on competitive debut

TCR International Series 2017
Zhejiang Circuit, China



1-2-3 result to complete dominant WTCR opener

FIA WTCR 2018
Circuit Moulay El Hassan, Morocco



Back-to-back wins to start TCR Europe campaign

TCR Europe 2018,
Circuit Paul Ricard, France



Double pole position and two wins on the Nordschleife

FIA WTCR 2018,
Nürburgring, Germany



Third 1-2 finish in first six races of the year

Pirelli World Challenge,
Lime Rock Park, USA



i30 N TCR teams leading the way at half-season

FIA WTCR 2018,
Vila Real, Portugal



i30 N

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A Thai nightmare for Team Engstler

VONGPRAI AND LO SZE HO WIN AT BANGSAEN

The Liqui Moly Team Engstler and its three drivers remain the pack to beat in the TCR Asia series, but the Bangsaen street circuit is clearly not their favourite.

Last year, the German team's leading driver and eventual champion Kantadhee Kusiri was eliminated in a pileup at the start of the first race. This year's event was no luckier: after dominating Qualifying, Luca Engstler scored only a third place in Race 1 and then crashed in Race 2, while Mitchell Cheah crashed in Race 1 and so saw his lead in the standings reduced to just three points. Their rivals had reasons to rejoice. It was a day for Thai drivers in Race 1, as Pattarapol Vongprai drove the Vattana Motorsport Honda Civic to overall victory ahead of the SEAT cars of Nattanid Leewattanavaragul and Jakraphan Davee.

In the second race, Lo Sze Ho took his maiden win in the Maximum Racing Honda Civic and climbed to second in the TCR Asia classification behind Cheah, nine points ahead of Engstler. In Race 1 Engstler made a poor start from pole, with Lo Sze Ho taking the lead. The young German retook command on lap 3 and pulled away, with Lo Sze Ho followed by Pattarapol, Leewattanavaragul, Davee and Cheah. The latter hit the barriers and prompted the safety-car to come out. At the restart, Engstler pulled away again, but after a second safety car period he had to take a drive through penalty for a starting procedure infringement; this took Lo Sze Ho by surprise and the Hong Kong driver ran wide, dropping to fourth behind Pattarapol, Leewattanavaragul

and Davee; he retired with a technical issue shortly after. The leading trio headed for the chequered flag with no further surprises, with the Elegant Racing duo of Alex Liu and Kelvin Wong fourth and fifth overall respectively as they topped the TCR Asia classification ahead of Engstler. At the start of Race 2, pole sitter Wong stalled and his teammate Liu took an early lead before he was sent into a spin by Cheah and then passed by Engstler, Lo Sze Ho, Moran and Davee who delivered a lively fight.

On lap 4 Engstler outbraked himself and crashed. On the following lap, Lo Sze Ho's attack on Cheah was successful, and the Hongkonger pulled away at an impressive pace, leaving Cheah and Diego Moran fighting for second. Behind them there was the battle for TCR Thailand, with Davee closely chased by Vongprai and Leewattanavaragul.

On lap 10 Moran overtook Cheah and moments later Vongprai crashed while trying to overtake Davee. This brought the safety car out and during the full-course yellow period

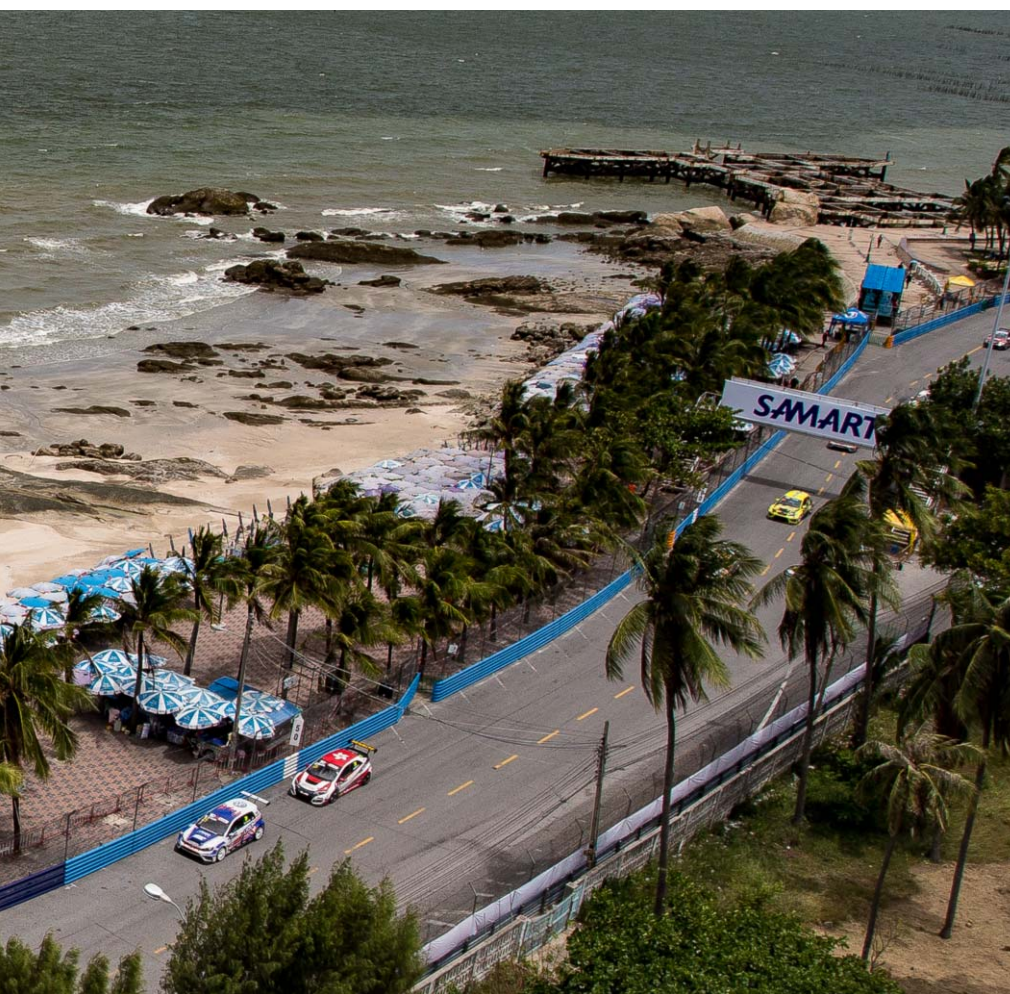
Leewattanavaragul spun and rejoined at the back.

At the restart, with two laps left, Lo Sze Ho kept the situation under control and won from Moran and Cheah. Davee finished fourth and took victory in TCR Thailand. Wong recovered to fifth ahead of Nattachak Hanjitkasem and Leewattanavaragul who completed the TCR Thailand podium.

Vongprai retained the lead in TCR Thailand with 108 points, just one clear of Davee; Chariya Nuya is third, 17 points behind.

TCR Asia will resume at Yeongam in Korea on 25/26 August, in the inaugural event of TCR Korea, while TCR Thailand will come to an end at Buriram on 27/28 October.





TCR Asia
International Series

Bangsaen, Round 5, Saturday 14 July
1. Alex Liu (SEAT León); 2. Kelvin Wong (SEAT León); 3. Luca Engstler (Volkswagen Golf GTI)

Bangsaen, Round 6, Sunday 15 July
1. Lo Sze Ho (Honda Civic FK2); 2. Diego Moran (Volkswagen Golf GTI); 3. Mitchell Cheah (Volkswagen Golf GTI)

TCR Thailand
Touring Car Championship

Bangsaen, Round 5, Saturday 14 July
1. Pattarapol Vongprai (Honda Civic FK2); 2. Nattanid Lewattanavaragul (SEAT León); 3. Jakraphan Davee (SEAT León)

Bangsaen, Round 6, Sunday 15 July
1. Jakraphan Davee (SEAT León); 2. Nattachack Hanjitsasem (Honda Civic FK2); 3. Nattanid Lewattanavaragul (SEAT León)

Tavano is the new leader

EDOARDO CAPPELLO SCORES A SURPRISE VICTORY AT MUGELLO



One win and a third place at in TCR Italy's fourth race meeting at Mugello propelled Salvatore Tavano and his SEAT Motorsport Italia Cupra into the lead of the standings.

After being deprived of pole position by a penalty for causing a full-course yellow in Qualifying, Tavano took his maiden win in Race 1, beating Nicola Baldan by only 43 thousandths of a second at the end of a hectic race. Ferrara started well from fourth on the grid ahead of Eric Scalvini and Tavano; he took the lead on the opening lap, overtaking the pole sitter Baldan, while Tavano passed Scalvini for third. After a brief safety car period to recover the Cupra of Peter Gross from the gravel following contact with Andrea Larini, Ferrara

was able to pull away. However, on lap 5 his pace faded and the Alfa Romeo Giulietta began to drop down the order until it retired with brake problems.

For the rest of the race, Baldan chased Tavano and on the last lap they ran abreast until the end, with the Cupra beating the Hyundai by 43 thousandths of a second.

Scalvini was classified third, ahead of Marco Pellegrini and Matteo Greco who won the DSG Trophy.

The second race saw a surprise victory by Edoardo Cappello on only his second appearance in the Otto Motorsport Giulietta.

Federico Paolino took the lead from pole on the reverse grid, but the race was disrupted by the safety car in

order to recover Cesar Machado's Honda that was stranded in the gravel after contact with Eric Scalvini's Hyundai.

At the restart on lap 4, Cappello overtook Paolino at T1 and pulled away; soon afterwards, Paolino was passed by Baldan, Greco and Tavano who began to chase the leader.

On lap 6 Baldan managed to overtake Greco for second and began closing in on Cappello; one lap later Greco handed third position to his teammate Tavano.. The final laps were thrilling, with Cappello and Baldan driving bumper-to-bumper for most of the time until the Alfa Romeo took the chequered flag only two tenths ahead of the Hyundai; Tavano and Greco followed in third and fourth, with the latter winning the DSG Trophy once again.



These results and Ferrara's scoreless weekend meant that Tavano moved to the top of the standings, 7.5 points clear of Ferrara, and 18 over Greco; Baldan climbed to fourth, a further five points adrift.

TCR Italy will resume next weekend at Imola.

TCR Italy
Touring Car Championship

Mugello, Round 7, Saturday 14 July
1. Salvatore Tavano (Cupra); 2. Nicola Baldan (Hyundai i30 N); 3. Eric Scalvini (Hyundai i30 N)

Mugello, Round 8, Sunday 15 July
1. Edoardo Cappello (Alfa Romeo Giulietta); 2. Nicola Baldan (Hyundai i30 N); 3. Salvatore Tavano (Cupra)

Ladygin chases Bragin in the points

DUDUKALO CLAIMS HIS FIRST VICTORY AT KAZAN

Competition in the TCR Russia series is fiercer than ever and the two races that took place at the Kazan Ring last week proved that there are at least a dozen drivers with the potential of claiming podium results.

Race victories went to Aleksey Dudukalo (Lukoil Racing) and Kirill Ladygin (LADA Sport Rosneft), while TAIFF Motorsport's Dmitry Bragin focused on consistency and he twice finished in second position to score the points that enabled him to maintain the leadership in the standings.

In Race 1, Dudukalo converted his pole position into his first victory of the season and led an Audi 1-2-3 as Bragin and Irek Minnakhmetov completed the podium.

The LADA Vesta cars of Vladimir Sheshenin and Ladygin moved up quickly to fourth and fifth, while there were several contacts as the midfielders fought for the positions.

As the gaps were stretched, the race became mostly processional until the safety car was deployed on lap 10 to recover Magomed Dagiev's SEAT León from the gravel and racing then resumed for one last lap. Dudukalo resisted Bragin's final assault and won by 0.179 second, with Minnakhmetov a close third and the LADA duo of Sheshenin and Ladygin in fourth and fifth; Anton Badoev's Cupra was classified sixth.

At the start of the second race, Badoev started from pole and took the lead at the wheel of his Cupra from Ladygin, Minnakhmetov and Bragin. Race 1 winner Dudukalo and Mikhail Grachev collided at Turn 1 and rejoined at the back of the field.

During the first lap Bragin overtook

Minnakhmetov for third and soon afterwards the latter stopped on the track with a technical issue. On lap 4, Ladygin took the lead from Badoev who was then also passed by Bragin. For the rest of the race, Bragin tried to get close enough to the leader to attempt an overtaking move, but Ladygin was able to maintain a cushion of a little more than one second to prevent an attack.

Ladygin, Bragin and Badoev finished in that order, with Andrej Maslennikov taking fourth from Roman Golikov on the final lap.

The victory meant that Ladygin reduced his gap from Bragin in the

standings to eight points; Vladimir Sheshenin lies third, 29 points off the leader and four ahead of Ivan Lukashevich.

TCR Russia will resume at Moscow Raceway on 11/12 August.



Kazan Ring, Round 7, Saturday 21 July
1. Aleksey Dudukalo (Audi RS3 LMS); 2. Dmitry Bragin (Audi RS3 LMS); 3. Irek Minnakhmetov (Audi RS3 LMS)

Kazan Ring, Round 8, Sunday 22 July
1. Kirill Ladygin (LADA Vesta); 2. Dmitry Bragin (Audi RS3 LMS); 3. Anton Badoev (Cupra)







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Taylor ends Lloyd's invincibility

THE LEADER GETS A POINTS PENALTY AT CASTLE COMBE



Daniel Lloyd's winning streak in TCR UK was finally stopped by Pyro Motorsport's Oliver Taylor, who claimed pole position and won Race 1 at Castle Combe.

At the start of Race 1, Taylor sprinted from pole to take command ahead of Andreas Bäckman, Lewis Kent and Lloyd. Behind them there was contact at Turn 2 between Finlay Crocker and Jessica Bäckman; Crocker went off into the gravel while Stewart Lines could not avoid the spinning car and retired. The safety car was deployed and, when the race resumed, Lloyd began chasing the cars in front; he benefitted from Kent's mistake on lap 10 to climb to third and then overtook Bäckman for second on lap 12. Later he began to bite into Taylor's leading margin. For a few laps, Taylor was able to keep Lloyd at bay, but towards the end of the race the Volkswagen Golf got closer and eventually pushed the Honda wide, overtaking it with a controversial move that was considered unfair and resulted in Lloyd being demoted to second after the race.

Lloyd took his revenge in Race 2, scoring his seventh win from eight races. He started from pole and resisted the early pressure from Carl Swift who was later passed by Taylor, but finished third and so claimed his first TCR UK podium.

Lloyd led from the start, facing early pressure from Carl Swift. Race 1 winner Taylor made progress and eventually hunted down first Kent and then Swift to take the chequered flag in second place, 1.7 seconds adrift of Lloyd.

By the time Taylor made it to second, Lloyd was enjoying a seven second advantage, which was then nullified by a safety car period following contact between Jessica Bäckman and Lines. The pair were battling for fifth and sixth positions when they tangled at the last turn and made heavy contact with the barrier. Lines was later disqualified and received four penalty points for the incident.

When the field returned to green flag racing, Lloyd got the jump on Taylor while Swift held third position. The Cupra racer finished the race third, but

initially received a five-second penalty for exceeding track limits; however he appealed after the race and the penalty was withdrawn, which reinstated his first podium result.

Lloyd was also given 15 penalty points for the contact with Taylor in Race 1, which reduced his leading margin in the standings to 82 points over the Pyro Motorsport Honda driver.

The next pair of TCR UK races will be at Oulton Park on Saturday 4th August.





TCR UK
 Touring Car Championship

Castle Combe, Round 7, Sunday 15 July
 1. Oliver Taylor (Honda Civic FK7); 2.
 Daniel Lloyd (Volkswagen Golf GTI); 3.
 Andreas Bäckman (Volkswagen Golf GTI)

Castle Combe, Round 8, Sunday 15 July
 1. Daniel Lloyd (Volkswagen Golf GTI); 2.
 Oliver Taylor (Honda Civic FK7); 3. Carl
 Swift (Cupra)



Wilkins and Eversley win at Portland

THE HONDA VS HYUNDAI FIGHT CONTINUED IN OREGON

The fourth race meeting of the Pirelli World Challenge, at the Portland International Raceway, provided another sparring match between the RealTime Racing Honda Civic of Ryan Eversley and the pairing of Mark Wilkins and Michael Lewis in the Brian Herta Autosport Hyundai i30 N cars. In Race 1, Wilkins and Lewis left it until the dying minutes to steal victory from Eversley who had led for the majority of the race. Eversley, Wilkins, Lewis and RealTime's new recruit Michael Cooper ran together as a pack for most of the forty minutes. On lap 29, and with only three minutes remaining, the leaders encountered backmarkers and Eversley was slowed. Wilkins saw his chance and passed Eversley for the lead, with Lewis also passing the Honda for second place one lap later. Despite Eversley struggling with what

appeared to be a lack of grip on the final lap, he held Cooper at bay to finish third – the top four drivers separated by just 3.5 seconds. Behind the quartet, the Audi of Matt Fassnacht finished fifth ahead of Michael Hurczyn's Volkswagen, however after the race the former was demoted to eighth by a time penalty. Eversley then won the second race despite being under pressure from Lewis. Newcomer Cooper achieved his first podium by finishing third, while Race 1 winner Wilkins failed to start due to a technical issue. After Wilkins' Hyundai stopped on the formation lap with a fuel pressure problem, Eversley took the lead at the start from Lewis and Cooper. In the early stages the trio pulled away from the rest of the field that was led by the Volkswagen cars of Hurczyn and Nate Vincent. Cooper lost ground in

the final part of the race when he spun after making contact with a slower car. During the last laps, Lewis was threatening Eversley's lead, but the Honda driver was able to keep him at bay and won by eight tenths of a second. The Golf cars of Hurczyn, Vincent and Mason Filippi were classified fourth, fifth and sixth ahead of Anthony Geraci's Audi, but it was then Filippi's time to receive a time penalty and drop to 10th. Eversley's third victory of the season, together with Wilkins' withdrawal, means that the Honda driver has stretched his leading margin in the standings to 19 points over Lewis, while Wilkins dropped to third, 30 points behind. The next event of the Pirelli World Challenge will be at the Utah Motorsport Campus on August 11/12.





PIRELLI
WC
 World Challenge

Portland Int. Raceway, Round 7, Saturday
 14 July 2018
 1. Mark Wilkins (Hyundai i30 N); 2
 Michael Lewis (Hyundai i30 N); 3. Ryan
 Eversley (Honda Civic FK7);

Portland Int. Raceway, Round 8, Sunday
 15 July 2018
 1. Ryan Eversley (Honda Civic FK7); 2.
 Michael Lewis (Hyundai i30 N); 3.
 Michael Cooper (Honda Civic FK7)

Young trio wins the TCR Baltic Trophy at Palanga

The 2018 TCR Baltic Trophy was awarded in the Aurum 1006Km Race at Palanga, Lithuania.

Victory went to the ALM Motorsport Cupra TCR driven by a trio of young drivers who represented the three Baltic countries: Justas Jonušis (16-years old from Lithuania), Robin Vaks (18 from Estonia) and Reinis Nitišs (22 from Latvia).

Seven teams competed in the class within a field of 37, and impressed with their performance. In fact, for most of the 8-hour and 43-minute race, the top three TCR cars ranked fourth, fifth and sixth in the overall classification.

Eventually the ALM Motorsport Cupra took fourth place behind three Porsche GTs, the DHL Racing Team Cupra DSG was classified fifth and the London Grill Racing Team Cupra DSG finished eighth. In Qualifying, Dutch driver Kevin Abbring topped the TCR class and set the sixth fastest lap overall, bringing the Hyundai i30 N entered under the banner of the Hegelmann Transporte Group to the Super Pole.

The Hyundai led the class for the first half of the race, in fourth position overall, and was closely chased by the DHL Racing Team and the ALM Motorsport cars. After four hours, the gaps were 12 seconds between the first two and 42 seconds between second and third. After 6 hours the DHL Racing Team took the lead, seven seconds ahead of ALM Motorsport, while the Hyundai dropped to third.

One hour later the ALM Motorsport moved up to the front just before the Hyundai pitted after losing a front wheel. Despite

the crew's efforts, that was the end of the race for Abbring and his Lithuanian teammates Deividas Jocius, Egidijus Valeiša and Mindaugas Liatukas, while the retirement promoted the London Grill Racing car to third.

With less than one hour to go, the DHL Cupra lost two laps in the pits while the brake pads were changed, which meant

that Ramunas Čapkauskas, Audrius Stasiulevičius, Kasparas Vaškėlis and Saulius Girdauskas had to settle for second.

This was a winning Touring Car debut for karting driver Jonušis and Vaks, while Nišs – a former European Rallycross champion – had driven an Audi RS3 LMS in the 24H Dubai earlier this year.



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Simpson beats Koch on the line after two hours



The sixth round of the IMSA Continental Tire Challenge at Lime Rock Park delivered a thrilling race in the TCR class, with Stephen Simpson beating Kenton Koch on the line by 0.066 second after two hours of close competition.

This was the first victory for the #54 JDC-Miller Motorsports Audi RS3 LMS that Simpson shares with paraplegic driver Michael Johnson and was the peak of a consistent progression that saw them finishing fourth, third and second in the three previous events.

Their victory and the second position claimed by Koch and Tom O’Gorman, who started from pole position in the #12 eEuroparts.com Racing Audi, marked the first defeat for Compass Racing who had won all the five previous races. Kuno Wittmer and Rodrigo Sales finished third in the #74 Compass Racing Audi, 8.6 seconds behind the winner and ahead of the sister #77 car of Tom Long and Britt Casey Jr. O’Gorman and Casey enlivened

the first 30 minutes of the race by delivering a close battle for the lead. At the 60-minute mark, the first five cars in the class were covered by seven seconds, with Long leading from Koch, Wittmer, Simpson and Gavin Ernstone in the #61 Roadshagger Racing Audi. Ten minutes later, the #12 took the lead ahead of the #54 and, from that moment on, Koch and Simpson ran bumper-to-bumper. On the last-but-one lap Simpson overtook Koch at the exit of the final turn, but Koch retook the lead at the end of the pit straight. However, at the end of the last lap, Simpson repeated the manoeuvre and crossed the line inches ahead of Koch. Long and Casey are still leading the standings, but their advantage over Wittmer and Sales is down to one point only; the #10 eEuroparts.com Racing Audi of Lee Carpentier and Kieron O’Rourke moved up to third with a gap of 28 points. The next round of the series will be the 2 Hours of Road America on 4th August.



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Dome Racing Honda wins the Autopolis 5 hours

The DOME Racing Honda Civic #98 won the TCR class in the Autopolis 5-hour race, the fourth round of the Japanese Super Taikyu series.

This was the first victory of the season for the #98 car shared by Taiyo Iida, Hiroki Kato and Kazuho Takahashi that had set pole position only one tenth of a second faster than the Raceline Performance Volkswagen Golf GTI of Philippe Devesa and Shogo Mitsuyama.

In the early stages of the race, the winning Honda faced strong competition from the #45 Team DreamDrive Audi RS3 LMS driven by Naoto Takeda, Takuya Shirasaka and Shozo Tagahara, but the German car lost contact after going off into the gravel trap and eventually finished sixth.

Eventually the Civic FK8 of Iida, Kato and Takahashi completed the five-hour race in an impressive ninth position overall, behind a bunch of powerful GTs and beat the Modulo Racing sister car #97 of Tadao Uematsu, Shinji Nakano, Hiroki Otsu and Takashi

Kobayashi. Devesa and Mitsuyama completed the podium in the Racingline Performance Golf GTI. In the TCR class standings, the #98 Honda kept the lead with 110.5

points, while the #97 moved up to second with 76, 13 clear of the #45 Audi.

The series will resume at Motegi on September 22/23.



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WTCR

(after rounds 18 of 30)



Drivers		
1	Gabriele Tarquini	Hyundai i30 N TCR 202 pts
2	Yvan Muller	Hyundai i30 N TCR 199
3	Norbert Michelisz	Hyundai i30 N TCR 176
4	Yann Ehrlacher	Honda Civic FK7 TCR 171
5	Jean-Karl Vernay	Audi RS3 LMS 166
6	Thed Björk	Hyundai i30 N TCR 164
7	Pepe Oriola	Cupra TCR 154
8	Esteban Guerrieri	Honda Civic FK7 TCR 134
9	Rob Huff	Volkswagen Golf GTI TCR 130
10	Aurélien Comte	Peugeot 308 TCR 109
11	Frédéric Vervisch	Audi RS3 LMS 100
12	Gordon Shedden	Audi RS3 LMS 70
13	Mehdi Bennani	Volkswagen Golf GTI TCR 63
14	Benjamin Lesennes	Honda Civic FK7 TCR 58
15	Mat'o Homola	Peugeot 308 TCR 38

Teams		
1	BRC Racing Team	385 pts
2	M Racing - YMR	375
3	All-Hkl.com Münnich Motorsport	311
4	Audi Sport Leopard Lukoil Team	250
5	Sébastien Loeb Racing	207

TCR Europe

(after rounds 8 of 14)



Drivers		
1	Mikel Azcona	Cupra TCR 112 pts
2	Dušan Borković	Hyundai i30 N TCR 111
3	Dániel Nagy	Hyundai i30 N TCR 87
4	Josh Files	Honda Civic FK7 TCR 68
5	Jean-Karl Vernay	Audi RS3 LMS 62
6	Attila Tassi	Honda Civic FK7 TCR 60
7	Kris Richard	Hyundai i30 N TCR 54
8	Francisco Mora	Hyundai i30 N TCR 44
9	Stian Paulsen	Cupra TCR 44
10	Julien Briché	Peugeot 308 TCR 38

DSG Challenge		
1	Marie Baus-Coppens	Cupra TCR DSG 104 pts
2	Giovanni Altoè	Audi RS3 LMS DSG 100
3	Ferenc Ficzá	Cupra TCR DSG 25

Teams		
1	Target Competition	184 pts
2	PCR Sport	144
3	MIRA	132

TCR Asia

(after rounds 6 of 10)



Drivers		
1	Mitchell Cheah Min Jie	Volkswagen Golf GTI TCR 102 pts
2	Lo Sze Ho	Honda Civic FK2 TCR 97
3	Luca Engstler	Volkswagen Golf GTI TCR 88
4	Diego Moran	Volkswagen Golf GTI TCR 79
5	Kelvin Wong Kiang Kuan	SEAT León TCR 71
6	Alex Liu Lic Ka	SEAT León TCR 51
7	Douglas Khoo Kok Hui	SEAT León TCR 37
8	Abdul Kaathir	Honda Civic FK2 TCR 22
9	Clement Tong Yat Him	Honda Civic FK2 TCR 16
10	Akash Neil Nandy	Honda Civic FK2 TCR 13

South East Asia Cup		
1	Mitchell Cheah Min Jie	Volkswagen Golf GTI TCR 106 pts
2	Lo Sze Ho	Honda Civic FK2 TCR 92
3	Pattarapol Vongprai	Honda Civic FK2 TCR 77

Teams		
1	Liqui Moly Team Engstler	243 pts
2	Elegant Racing Team	131
3	Maximum Racing	122

TCR China

(after rounds 3 of 18)



Drivers		
1	Sunny Wong/Alex Hui	Volkswagen Golf GTI TCR 42 pts
2	Henry Ho/Eurico De Jesus	Honda Civic FK8 TCR 30
3	Miguel Kong/Kevin Lam	Honda Civic FK8 TCR 20
4	Lai Wee Sing/Lv Xin Min	Volkswagen Golf GTI TCR 19
5	Carson Tang	Audi RS3 LMS 17
6	Tian Li Ying/Li Xue Feng	Volkswagen Golf GTI TCR 11
7	Terence Tse	Honda Civic FK2 TCR 11
8	Wang Hao	Audi RS3 LMS 10
8	Li Lin	Volkswagen Golf GTI TCR 10
10	Pat Wong	Honda Civic FK2 TCR 7

Teams		
1	MacPro Racing	53 pts
2	DRT Racing	18
3	LEO Racing	10

TCR Benelux

(after rounds 6 of 10)



Drivers		
1	Danny Kroes	Cupra TCR 94 pts
2	Maxime Potty	Volkswagen Golf GTI TCR 79
3	Loris Cencetti	Hyundai i30 N TCR/ Honda Civic FK7 TCR 77
4	Julien Briché	Peugeot 308 TCR 69
5	Jean-Karl Vernay	Audi RS3 LMS 61
6	Cedric Piro	Honda Civic FK7 TCR / Hyundai i30 N TCR 56
7	Jaap van Lagen	Audi RS3 LMS 55
8	Stefano Comini	Honda Civic FK7 TCR 45
9	Marie Baus-Coppens	Cupra TCR DSG 42

Teams		
1	Leopard Lukoil Team	120 pts
2	PCR Sport	98
3	JSB Compétition	86

ADAC TCR Germany

(after rounds 6 of 14)



Drivers		
1	Harald Proczyk	Opel Astra TCR 185 pts
2	Niels Langeveld	Audi RS3 LMS 163
3	Luca Engstler	Volkswagen Golf GTI TCR 159
4	Antti Buri	Audi RS3 LMS 123
5	Mike Halder	Honda Civic FK7 TCR 113
6	Benjamin Leuchter	Volkswagen Golf GTI TCR 108,5
7	Max Hesse	Audi RS3 LMS 99
8	Luke Wankmüller	Opel Astra TCR 94
9	Simon Reicher	Audi RS3 LMS 91
10	Michelle Halder	Cupra TCR 72,5

Rookie Challenge		
1	Luke Wankmüller	Opel Astra TCR 41 pts
2	Max Hesse	Audi RS3 LMS 38,5
3	Michelle Halder	Cupra TCR 29,5

Teams		
1	HP Racing International	273 pts
2	Liqui Moly Team Engstler	187
3	Racing One	162

TCR Portugal

(after rounds 4 of 8)



Drivers		
1	Pedro Salvador	Cupra TCR 90 pts
2	Francisco Abreu/Rafael Lobato	Peugeot 308 TCR 70
3	Francisco Carvalho	Audi RS3 LMS 66
4	Armando Parente/José Cautela	Volkswagen Golf GTI DSG 55
5	Gustavo Moura	Audi RS3 LMS 36
5	Manuel Gião	Kia c'eed TCR 36
7	Francisco Mora	Cupra TCR 18

TCR Ibérico

(after rounds 1 of 4)



Drivers		
1	Pedro Salvador	Cupra TCR 27 pts
2	Rafael Lobato	Peugeot 308 TCR 20
3	Armando Parente	Volkswagen Golf GTI DSG 17
3	Francisco Abreu	Peugeot 308 TCR 17
5	Francisco Carvalho	Audi RS3 LMS 14
6	Manuel Gião	Kia c'eed TCR 12

TCR Italy

(after rounds 8 of 14)



Drivers		
1	Salvatore Tavano	Cupra TCR 86.5 pts
2	Luigi Ferrara	Alfa Romeo Giulietta TCR 78
3	Matteo Greco	Cupra TCR DSG 69.5
4	Nicola Baldan	Hyundai i30 N TCR 64.5
5	Jürgen Schmarl	Honda Civic FK2 TCR 42
6	Eric Scalvini	Hyundai i30 N TCR 41
7	Andrea Larini	Cupra TCR 35
8	Enrico Bettera	Audi RS3 LMS 33
9	Marco Pellegrini	Honda Civic FK2 TCR 31.5
10	Edoardo Cappello	Alfa Romeo Giulietta TCR 31

DSG Trophy

1	Giovanni Altoè	Audi RS3 LMS DSG 116 pts
2	Massimiliano Gagliano	Cupra TCR DSG 53.5
3	Francesco Savoia	SEAT León TCR DSG 47

U25 Trophy

1	42 Racing	77 pts
2	Target Competition	52
3	BRC Racing Team	31.5

TCR Middle East

(after rounds 6 of 6)



Drivers		
1	Luca Engstler	Volkswagen Golf GTI TCR 119 pts
2	Giacomo Altoè	Audi RS3 LMS DSG 92
3	Florian Thoma	Volkswagen Golf GTI TCR 70
4	Mat'ò Homola	Volkswagen Golf GTI DSG 64
5	Kai Jordan	Volkswagen Golf GTI TCR 60
6	Lorenzo Veglia	Volkswagen Golf GTI DSG 41
7	Jordi Oriola	Volkswagen Golf GTI DSG / Audi RS3 LMS DSG 38
8	Giovanni Altoè	Audi RS3 LMS DSG 30
9	Martin Ryba	Volkswagen Golf GTI TCR 9
10	Alberto Vescovi	Audi RS3 LMS DSG 7

Teams

1	Liqui Moly Team Engstler	191 pts
2	Pit Lane Competizioni 1	138
3	Pit Lane Competizioni 2	122

TCR Russia

(after rounds 8 of 14)



1	Dmitry Bragin	Audi RS3 LMS 127 pts
2	Kirill Ladygin	LADA Vesta TCR 119
3	Vladimir Sheshenin	LADA Vesta TCR 98
4	Ivan Lukashevich	SEAT León TCR DSG / Audi RS3 LMS 93
5	Roman Golikov	Volkswagen Golf GTI DSG 86
6	Aleksey Dudukalo	Audi RS3 LMS 85
7	Klim Gavrilov	Audi RS3 LMS / Volkswagen Golf GTI TCR 79
8	Lev Tolkachev	SEAT León TCR 79
9	Anton Badoev	Cupra TCR 76
10	Mikhail Grachev	LADA Vesta TCR 70

SMP Trophy

1	Roman Golikov	Volkswagen Golf GTI DSG 154 pts
2	Anton Badoev	Cupra TCR 139
3	Lev Tolkachev	SEAT León TCR 134

Teams

1	LADA Sport Rosneft	204 pts
2	Lukoil Racing Team	188
3	STK TAIIF Motorsport	149

TCR Scandinavia

(after rounds 6 of 12)



Drivers		
1	Robert Dhalgren	Cupra TCR 111 pts
2	Andreas Wernersson	Volkswagen Golf GTI TCR 80
3	Johan Kristoffersson	Volkswagen Golf GTI TCR 78
4	Daniel Haglöf	Cupra TCR 77
5	Fredrik Ekblom	Volkswagen Golf GTI TCR 73
6	Philip Morin	Cupra TCR 60
7	Tobias Brink	Audi RS3 LMS 51
8	Mattias Andersson	Honda Civic FK2 TCR 47
9	Hugo Nerman	Volkswagen Golf GTI TCR 24
10	Micke Ohlsson	Audi RS3 LMS 14

Teams

1	PWR Racing - SEAT Dealer Team	188 pts
2	VW Dealer Team Bauhaus	102
3	Lestrup Racing Team	90

Juniors

1	Hugo Nerman	Volkswagen Golf GTI TCR 113 pts
2	Philip Morin	Cupra TCR 91
3	Oliver Söderström	Volkswagen Golf GTI TCR 72

TCR Swiss Trophy

(after rounds 6 of 10)



Drivers		
1	Luigi Ferrara	Alfa Romeo Giulietta TCR 50 pts
2	Josh Files	Honda Civic FK7 TCR 37
3	Antti Buri	Audi RS3 LMS 36
4	Harald Proczyk	Opel Astra TCR 35
5	Mikel Azcona	Cupra TCR 33
6	Enrico Bettera	Audi RS3 LMS 33
6	Attila Tassi	Honda Civic FK7 TCR 33
6	Jaap van Lagen	Audi RS3 LMS 33
9	Benjamin Leuchter	Volkswagen Golf GTI TCR 30
10	Niels Langeveld	Audi RS3 LMS 29

TCR Thailand

(after rounds 6 of 8)



Drivers		
1	Pattarapol Vongprai	Honda Civic FK2 TCR 108 pts
2	Jakraphan Davee	SEAT León TCR DSG 107
3	Chariya Nuya	Honda Civic FK2 TCR 91
4	Nattanid Leewattanavaragul	SEAT León TCR DSG 70
5	Nattachak Hanjitkasen	Honda Civic FK2 TCR 62

Teams

1	Vattana Motorsport	108 pts
2	Alphafactory Racingteam by Pulzar	107
3	Billionaire Boy Racing	91

TCR UK

(after rounds 8 of 14)



Drivers		
1	Daniel Lloyd	Volkswagen Golf GTI TCR 342 pts
2	Oliver Taylor	Honda Civic FK2 TCR / Honda Civic FK7 TCR 260
3	Andreas Bäckman	Volkswagen Golf GTI TCR 206
4	Jessica Bäckman	Volkswagen Golf GTI TCR 156
5	Lewis Kent	Hyundai i30 N TCR 150
6	Carl Swift	Cupra TCR 98
7	Howard Fuller	Honda Civic FK2 TCR 95
8	Darelle Wilson	Vauxhall Astra TCR 93
8	Josh Price	Honda Civic FK2 TCR 89
10	Derek Palmer Jr	Alfa Romeo Giulietta TCR 68

Teams

1	WestCoast Racing	604 pts
2	Pyro Motorsport	260
3	Maximum Motorsport	160

Pirelli World Challenge

(after rounds 8 of 12)



Drivers		
1	Ryan Eversley	Honda Civic FK7 TCR 183 pts
2	Michael Lewis	Hyundai i30 N TCR 166
3	Mark Wilkins	Hyundai i30 N TCR 154
4	Mason Filippi	Volkswagen Golf GTI TCR 113
5	Nate Vincent	Volkswagen Golf GTI TCR 110
6	Michael Hurczyn	Volkswagen Golf GTI TCR 110
7	Anthony Geraci	Audi RS3 LMS DSG 106
8	Jérmy Daniel	Audi RS3 LMS DSG 95
9	JT Coupal	Audi RS3 LMS DSG 92
10	Dwight Merriman	Volkswagen Golf GTI TCR 88

Teams		
1	Brian Herta Autosport	194 pts
2	RealTime Racing	180
3	FPC Euro by HRD	129

IMSA Continental Challenge

(after rounds 6 of 10)



Drivers		
1	Tom Long/Britt Casey jr.	Audi RS3 LMS DSG 191 pts
2	Rodrigo Sales/Kuno Wittmer	Audi RS3 LMS DSG 190
3	Kieron O'Rourke/Lee Carpentier	Audi RS3 LMS DSG 163
4	Roy Block/Pierre Kleinubing	Audi RS3 LMS DSG 159
5	Luke Rumburg/Tanner Rumburg	Volkswagen Golf GTI TCR 133
6	Stephen Simpson/Michael Johnson	Audi RS3 LMS DSG 125
7	Don Istook	Audi RS3 LMS DSG 120
8	Mikey Taylor	Audi RS3 LMS DSG 71
9	Tom O'Gorman/Kenton Koch	Audi RS3 LMS DSG 60
10	Justin Piscitell/Matt Fassnacht	Audi RS3 LMS DSG 30

Teams		
1	Compass Racing #74	191 pts
2	Compass Racing #77	190
3	eEuroparts.com Racing #10	163

24H TCE Series - Continents

(after rounds 2 of 3)



Teams		
1	Team Altran Peugeot #908	Peugeot 308 Racing Cup 44 pts
2	Team Altran Peugeot #308	Peugeot 308 Racing Cup 43
3	Bonk Motorsport #115	Audi RS3 LMS DSG 38
4	Liqui Moly Team Engstler #130	Volkswagen Golf GTI TCR 30
5	Stanco-Tanner Motorsport #212	SEAT León TCR DSG 30
6	Kawasaki Racing by Bas Koeten Racing #155	Cupra TCR 29
7	LMS Racing by Bas Koeten Racing #129	SEAT León TCR DSG 28
8	NKPP Racing by Bas Koeten Racing #175	Cupra TCR DSG 26
9	Red Camel-Jordans.nl #303	SEAT León TCR DSG 25
10	Lap 57 Motorsport #57	Audi RS3 LMS DSG 24

24H TCE Series - Europe

(after rounds 3 of 5)



Teams		
1	NKPP Racing by Bas Koeten Racing #175	Cupra TCR DSG 62 pts
2	Red Camel-Jordans.nl #303	SEAT León TCR DSG 59
3	Kawasaki Racing by Bas Koeten Racing #155	Cupra TCR 53
4	LMS Racing by Bas Koeten Racing #129	Cupra TCR DSG 44
5	Holmgaard Motorsport #102	Volkswagen Golf GTI DSG 37
6	Team Bleekemolen #100	SEAT León TCR 26
7	Team Altran Peugeot #908	Peugeot 308 Racing Cup 24
8	Bonk Motorsport #115	Audi RS3 LMS DSG 24
9	Team Altran Peugeot #308	Peugeot 308 Racing Cup 21
10	Stanco-Tanner Motorsport #212	SEAT León TCR DSG 18

SUPER TAIKYU

(after rounds 4 of 6)



Drivers		
1	Motul Racing with Dome #97	Honda Civic FK8 TCR 110.5 pts
2	Floral Racing with Dome #98	Honda Civic FK8 TCR 76
3	Audi Team DreamDrive #45	Audi RS3 LMS 63
4	Audi Team DreamDrive Noah #75	Audi RS3 LMS 59
5	BRP Audi Mie #19	Audi RS3 LMS 57
6	Audi Team Mars #65	Audi RS3 LMS 43
7	Adenau Racingline Performance #10	Volkswagen Golf GTI TCR 41.5

Campeonato España Resistencia

(after rounds 3 of 5)



Drivers		
1	David Cébrian/Max Llobet	SEAT León TCR 127 pts
2	Gianluigi Vicinanza/Alex Cosin	Cupra TCR DSG 113
3	Joan Vinyes/Jaime Font	Cupra TCR DSG 104
4	Lluc Ibañez/Maxime Guillemat	Cupra TCR DSG 104
5	Antonio Aristi/Harriet Arruabarrena	Cupra TCR DSG 82
6	Ferrán Monje/Fernando Monje	Cupra TCR DSG 80
7	Guillermo Aso	Cupra TCR DSG 76
8	Raul Martínez/Ruben Martínez	Cupra TCR DSG 73
9	Manuel Sapag	Cupra TCR 56
10	Alberto Vescovi/Roberto Ferri	Audi RS3 LMS 54.5



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Three questions to... **Salvatore Tavano**

You have made your comeback to racing after five years of inactivity. How much did the success of the TCR category and the consequent growth of the Italian Championship influence you to return to the wheel of a Touring Car?

"I grew up as a racing driver with front-wheel driven cars. Which is one of the reasons why Tarcisio Bernasconi of SEAT Motorsport Italia had the idea of offering me the opportunity to come back. The success of TCR Italy is eye-catching. It is clear that excellent work has been done in the organisation and promotion, but the TCR concept is the key. It's a formula that has re-launched Touring Car

racing at a global level and it's not surprising that it is also successful in Italy, a country with a long standing motorsport tradition. The whole framework was very appealing and gave me some powerful motivations for wanting to be a racing driver again."

In the past you were successful with Super Production (2003 Italian champion), Super Touring (3rd in the 2005 Italian Championship) and Super 2000 (race winner in the 2006 WTCC); how do you rate the TCR cars compared to those?

"For sure the adoption of the turbo has changed a lot in terms of driving

style and approach to the competition. Automotive technology has made giant steps forward since I drove in what were the top Touring Car classes fifteen years ago. I have to say that a TCR car offers both brilliant performance and the emotion to drive. And all this at very affordable costs. In this respect it has been a huge advance compared to the cars I have driven before."

Returning to race after a few years in a high-level championship is not easy. And yet you proved you have lost none of your skill, to the point that you have jumped on top of the standings after Mugello. Did you expect this? And how do you see the rest of the season?

"We are an ambitious group, the SEAT Motorsport Italia crew and I. We have worked a lot from the very beginning to reach this goal. We began with one car that I shared with Matteo Greco, who proved to be mature for his age and was up to the task. From the event at Mugello we split, each of us now has his own car and this relieved me of the responsibility of sharing the car. We knew that the races at Mugello were an opportunity and we made the most out of it. Now it won't be easy to keep this position, because competition is fierce. Ferrara and Balzan have all the cards to be our strongest competitors, and I think that the title fight will be limited to the three of us. Though I wouldn't rule out Scalvini just yet..."

