

# 2018 TCR #7

## World and life



### TCR Germany: a close battle for the title



TCR Europe: a large crowd at Assen



TCR Korea's inaugural event



Pirelli WC: the title goes down to the wire

# THE TCR SNAPSHOT



## How to make the sponsor happy!

**Where:** Road America at Elkhart Lake

**What:** Tom O’Gorman’s Audi returns to the pits after collecting a banner in the IMSA Continental Challenge race



## What’s next in the world of TCR

1 September	VLN	Nürburgring
1/2 September	TCR China	Ningbo
1/2 September	TCR Russia	Kazan Ring
1/2 September	Pirelli World Challenge	Watkins Glen
7/8 September	IMSA Continental Sports cars Challenge	2H Laguna Seca
7/9 September	24H TCE Series	24H Barcelona
8/9 September	TCR Germany	Sachsenring
8/9 September	TCR Scandinavia	Rudskogen
8/9 September	TCR UK	Croft
14/16 September	TCR Italy	Vallelunga
15/16 September	TCR Portugal & TCR Ibérico	Braga

**2018 TCR**  
World and life

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## The Cupra e-Racer began its testing programme

The development of the Cupra e-Racer – the first ever fully electric competition Touring Car that was unveiled at the Geneva International Motorshow in March – has moved on to the dynamic phase.

The first step was to check the integration of the electric battery pack in a short test at Grobnik, in Croatia. The battery pack is made up of 6,072 round cell batteries, which is equivalent to a battery for 9,000 mobile phones.

A few days later, the Cupra technical team directed by engineer Xavi Serra, moved to Parcmotor Castellolí, near Barcelona to begin with the actual track test programme.

Former WTCC race winner and Cupra testing and development driver Jordi Gené took the wheel of the car for a series of dynamic tests that were used to verify the maximum output of the electric motors, power management with regards to the temperatures of all the elements and especially the batteries, and its driveability, by closely examining accelerator response, the brake

system and energy recovery.

The goal of these sessions is to continue making adjustments and maximise performance and reliability of every component.

During the next round of testing in September, engineers and technicians are going to focus on the lap times of the electric racing car, in view of the participation in the first ever E-TCR championship.

Cupra Racing director Jaime Puig explained: "We want to prove that this is the future of competition and that an E-TCR car can be as

competitive as a petrol-powered Touring Car and even more. We hope the track tests we are performing will encourage other brands to commit to the E-TCR championship."

Gené was pleasantly surprised by his first foray into the world of electric competition cars: "It delivers impressive acceleration, and the excellent distribution of its batteries gives it a low centre of gravity with a much better than expected driving feel. The only scope for improvement we see is with the braking, as it is obviously a heavier car and more difficult to stop with precision."

Dr. Matthias Rabe, SEAT Vice-president for Research and Development attended the test and commented: "With the Cupra e-Racer we want to bring racing to the next level, proving that we can reinvent motorsport and achieve success. We are proud of the team that is making this electric touring race car possible."

While waiting to compete in the new E-TCR championship, the Cupra e-Racer could make his racing debut soon. "The first objective is to compete in a race this year, we will do it if we are

well prepared, face to face with the rest of those involved in the TCR series; of course out of the competition," Puig concluded.



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# Hungarian Rhapsody at Assen



NAGY JOINS BORKOVIĆ  
AND AZCONA  
IN THE TITLE FIGHT





The first edition of the TCR Europe held as full-fledged series is set for a thrilling finale. The last events of the season, at Monza and Barcelona, will be worth being watched closely, as the battle for the title promises to be breathtaking until the very end. Instead of clarifying the situation at the top of the standings, the two races of the fifth meeting of the series, at the historic and beautiful TT Circuit

Assen in the Netherlands, delivered more suspense and yielded the seventh and eighth different winners out of ten rounds!

Dániel Nagy and Attila Tassi, who had been shining since the start of the season, finally were able to climb onto the highest spot of the podium, giving Hungarian fans plenty to cheer. Nagy, at the wheel of the M1RA Hyundai i30 N, took an authoritative

win in Race 1 after passing Jean-Karl Vernay's Leopard Lukoil Team Audi RS3 LMS, which had inherited pole position because pole-sitter Josh Files and his Honda Civic had to serve a three-position grid penalty from the previous round at the Hungaroring. Vernay, whose car had been severely damaged in Free Practice after jumping on a concrete kerb, could offer only little resistance to the Hungarian.





Files took a brilliant start from fourth on the grid and chased the leading duo until he started to suffer from a steering problem. From that moment onwards, his pace faded and he dropped back, eventually finishing in tenth position at the end, while Kris Richard took third. Richard's Target Competition teammate Dušan Borković delivered a thrilling performance, as he was able to recover and finish sixth, a result that helped him to retake the lead in the standings with a margin of five points over Mikel Azcona who was joined by Nagy on equal points. Race 2 was even livelier, but had a similar script, with Tassi taking the lead from Azcona after a few laps and then delivering the victory in the Honda Civic of the Hell Energy Racing with KCMG squad. Second was an unexpected and very useful result for Azcona, who maintained his second position in the standings, only two points behind Borković, who salvaged a third place in what he defined "a crazy race" and that saw him swapping blows and paints with his teammate Richard. Azcona, whose PCR Sport CUPRA wasn't completely at ease on the Dutch track, again proved his maturity:






**ASSEN – ROUND 9, SATURDAY 18 AUGUST 2018**

	DRIVER	CAR	TEAM	
1	Dániel Nagy	Hyundai i30 N TCR	M1RA	14 laps in 25:08.183
2	Jean-Karl Vernay	Audi RS3 LMS	Leopard Lukoil Team	2.310
3	Kris Richard	Hyundai i30 N TCR	Target Competition	3.973
4	Stefano Comini	Honda Civic FK7 TCR	Autodis Racing by THX	5.477
5	Attila Tassi	Honda Civic FK7 TCR	Hell Energy Racing with KCMG	6.146
6	Dušan Borković	Hyundai i30 N TCR	Target Competition	7.863
7	Maxime Potty	Volkswagen Golf GTI TCR	Comtoy Racing	9.135
8	Stian Paulsen	Cupra TCR	Stian Paulsen Racing	14.979
9	Mikel Azcona	Cupra TCR	PCR Sport	15.001
10	Josh Files	Honda Civic FK7 TCR	Hell Energy Racing with KCMG	18.203

**Fastest lap: Dániel Nagy, 1:46.463, average 154.00 kph, lap 2**

**ASSEN – ROUND 10, SUNDAY 19 AUGUST 2018**

	DRIVER	CAR	TEAM	
1	Attila Tassi	Honda Civic FK7 TCR	Hell Energy Racing with KCMG	13 laps in 25:57.016
2	Mikel Azcona	Cupra TCR	PCR Sport	1.053
3	Dušan Borković	Hyundai i30 N TCR	Target Competition	6.867
4	Stefano Comini	Honda Civic FK7 TCR	Autodis Racing by THX	12.093
5	Stian Paulsen	Cupra TCR	Stian Paulsen Racing	13.444
6	Kris Richard	Hyundai i30 N TCR	Target Competition	13.787
7	Jean-Karl Vernay	Audi RS3 LMS	Leopard Lukoil Team	13.977
8	Maxime Potty	Volkswagen Golf GTI TCR	Comtoy Racing	15.267
9	Jens Reno Møller	Honda Civic FK7 TCR	Reno Racing	15.421
10	Reece Barr	Hyundai i30 N TCR	Target Competition	16.094

**Fastest lap: Attila Tassi, 1:45.592, average 155.30 kph, lap 6**

“There was no point in trying to keep at bay Tassi, who had a faster pace. That would have allowed all the others to catch us up. It was wiser to let Tassi past and secure second, and I am surprised I could almost keep his pace.”

Nagy did not finish due to a suspected engine issue and dropped to third in the standings, 20 points behind the leader, but still within striking distance. Tassi (39 points back) and Vernay (44) should not be ruled out for the final battle for the title, considering how effective they can be when things go in the right direction for them.

There were more interesting things to be noted at Assen. Stefano Comini managed to have a trouble-free weekend and collected two excellent

fourth positions at the wheel of the Autodis Racing by THX Honda Civic. The Swiss driver proved he has the pace to aim for a victory and shared the wins in the TCR Benelux Trophy with Vernay, although the happiest man after Assen in the three-country series was Maxime Potty. The young Belgian driver and his Comtoy Volkswagen Golf GTI scored points in both races and jumped on top of the trophy's classification, four points clear of Vernay and six from Danny Kroes. Both Richard and Stian Paulsen also scored good points in both races. The Swiss took his second podium of the season in Race 1 and rounded off his weekend with P6 in Race 2, while the flamboyant Norwegian, in his independently-run CUPRA, delivered a well-deserved fifth in Race 2.



Among those who left the Netherlands with a sense of frustration was certainly Files who started the weekend as the fastest man in Qualifying, but the steering issue in Race 1 and a gearbox failure in Race 2 left him disappointed and almost out of contention for the title fight. Local star Danny Kroes (PCR Sport CUPRA) had no better luck in front of his home crowd, while Julien Briché's JSB Compétition Peugeot 308 could not be at the level of previous outings on a track - designed mostly for motorbikes - where power is crucial.

Last but not least, Assen saw the debut in the series of former WTCC race winner Peter Terting, who has joined Autodis Racing by Piro Sport to drive the Hyundai previously entrusted to Cedric Piro. At 34, the German has lost nothing of his warm personality and admitted: "I have been eager to join one of the top TCR series for a long time and after years of sharing a car with other drivers, I am really thrilled to be racing again in a sole-driver competition."

The TCR Europe Series will return to action at Monza, on September 22 and 23, for the penultimate stop of the season.

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# Engstler retakes the points lead

ANDREW KIM AND B.H. KANG ARE TCR KOREA'S FIRST WINNERS

TCR Asia and TCR Korea raced together at Yeongam's Korea International Circuit; the event both counted as rounds 7 and 8 for the Asian series and inaugurated the new Korean championship.

Reigning TCR Asia champion Kantadhee Kusiri and Luca Engstler shared overall victories, while Andrew Kim and Kang Byung Hui opened TCR Korea's record book with one win apiece.

In Race 1, Kusiri completed a winning comeback despite making a poor start

from the pole and dropping to fourth behind Engstler, Lo Sze Ho and Mitchell Cheah. The Thai recovered quickly, overtook Lo Sze Ho and Cheah, stole the lead from Engstler on lap 4 and pulled away. Engstler was happy to settle for second, as he scored the 25 points for the win because Kusiri was a guest driver.

The TCR Korea race began with pole sitter Indigo Racing's Kang Byung Hui spinning at T1 and rejoining at the back. His teammate Cho Hoon Hyun led

in the early stages, but was soon passed by Brand New Racing's Andrew Kim who eventually finished third overall behind Kusiri and Engstler. Guest driver Alex Hui won the fight for the fourth position overall, overtaking Kelvin Wong in the last lap; in TCR Korea, Kim Byoung Hyun claimed the second position from Cho Hoon Hyun. In a very wet Race 2, Engstler scored a crucial victory that helped him to stretch his leading margin in the TCR Asia standings to 11 points over his





Liqui Moly Team Engstler colleague Cheah. The young Malaysian finished the race in third position overall, behind Kusiri.

Alex Liu took the lead at the start, but spun and dropped to third behind Cheah and Chariya Nuya. Engstler elbowed his way through from fifth and, after a safety car period, stole the lead from Cheah on lap 7. The leading pair was joined by Kusiri and the three of them delivered a close fight; Kusiri moved up to second and closed the gap, but despite his efforts couldn't find a way to pass Engstler and finished second, three tenths behind.

Kang Byung Hui made up for a disappointing Race 1 and gave Hyundai its first victory in TCR Korea by finishing fifth overall with a comfortable margin ahead of Kang Dong Woo and Kim Byoung Hyun; he also walked out of Yeongam as the first leader in the standings, with 42 points, one more than Andrew Kim and eight of ahead Kim Byoung Hyun.

TCR Korea's second event will take place on 29/30 September at the Inje Speedium, while TCR Asia will come to a conclusion with rounds 9 and 10 at the Shanghai International Circuit on October 6 and 7.



## TCR Asia International Series

Yeongam, Round 7, Sunday 26 August  
1. Kantadhee Kusiri (Cupra); 2. Luca Engstler (Volkswagen Golf GTI); 3. Alex Hui (Volkswagen Golf GTI)

Yeongam, Round 8, Sunday 26 August  
1. Luca Engstler (Volkswagen Golf GTI); 2. Kantadhee Kusiri (Cupra); 3. Mitchell Cheah (Volkswagen Golf GTI)



## TCR Korea Touring Car Championship

Yeongam, Round 1, Sunday 26 August  
1. Andrew Kim (Volkswagen Golf GTI); 2. Kim Byoung Hyun (Honda Civic FK7); 3. Cho Hoon Hyun (Hyundai i30 N)

Yeongam, Round 2, Sunday 26 August  
1. Kang Byung Hui (Hyundai i30 N); 2. Kang Dong Woo (Hyundai i30 N); 3. Kim Byoung Hyun (Honda Civic FK7)



# The title fight becomes red hot

## NIELS LANGEVELD JUMPS ON TOP OF THE STANDINGS

Harald Proczyk had kept the leadership in the standings from the opening round at Oschersleben, but in the two latest events at the Nürburgring and Zandvoort his rivals relaunched their chances in the title fight.

Racing One's Niels Langeveld claimed one victory and a second place in his home event at Zandvoort that, added to another second place at the Nürburgring, propelled him to the top of the standings, nine points ahead of Proczyk. At the same time, Luca Engstler and Mike Halder have closed the gaps from the leader to 22 and 39 points respectively, when 170 are still on offer in the two race meetings left at Sachsenring (September 8/9) and Hockenheim (September 22/23).

Engstler switched from the Volkswagen Golf GTI to the Hyundai i30 N before the Nürburgring and finally scored his maiden victory in TCR Germany at Zandvoort; as for Halder, he finished first and second in the Nürburgring races and claimed

another appearance on the podium at Zandvoort.

To add spice to the show, the four contenders drive four different cars: Audi, Opel, Hyundai and Honda in the current order.

In Nürburgring's Race 1, Halder took command from pole position and resisted the pressure from Lukas Niedertscheider's Peugeot 308 until the Austrian was given a drive-through penalty for a jump-start. With Halder in control, Dominik Fugel and Langeveld settled for second and third ahead of Max Hesse, Michelle Halder and Benjamin Leuchter. The race was mostly processional until the end, with only Engstler and Proczyk trying to elbow their way through the field. On his first race in the Hyundai, Engstler recovered from 16th on the grid to ninth.

At the start of Race 2, Fugel sprinted from fourth on the grid and squeezed between pole sitter Wankmüller and Leuchter; the latter moved into second at Turn 1. Two pairings were

leading the field: Fugel and Leuchter were fighting for victory, while Halder overtook Wankmüller for third. He then joined the leading duo and on lap 11 managed to outbrake Leuchter at the chicane, but the latter was able to retake the position. What promised to be a thrilling battle for victory was then frustrated by the crash of Daniel Davidovac's Opel that prompted the safety car into action; then, with five minutes left, the race was red flagged.





**TCR Germany**  
Touring Car Championship

Nürburgring, Round 7, Saturday 4 August  
1. Mike Halder (Honda Civic FK7); 2. Dominik Fugel (Honda Civic FK7); 3. Niels Langeveld (Audi RS3 LMS)

Nürburgring, Round 8, Sunday 5 August  
1. Dominik Fugel (Honda Civic FK7); 2. Benjamin Leuchter (Volkswagen Golf GTI); 3. Mike Halder (Honda Civic FK7)

Zandvoort, Round 9, Saturday 18 August  
1. Niels Langeveld (Audi RS3 LMS); 2. Antti Buri (Audi RS3 LMS); 3. Harald Proczyk (Opel Astra)

Zandvoort, Round 10, Sunday 19 August  
1. Luca Engstler (Hyundai i30 N); 2. Théo Coicaud (Hyundai i30 N); 3. Niels Langeveld (Audi RS3 LMS)





Langeveld took an authoritative win in front of his home crowd in Zandvoort's Race 1, which was pretty uneventful. The safety car was deployed after an incident at the start between Michelle Halder, Niedertscheider and Kai Jordan; when the race restarted on lap 5, Langeveld pulled clear ahead of Antti Buri, Proczyk, Mike Halder and Engstler. The Dutchman built a 3-second advantage and the positions remained frozen until the end.

In the second race, Engstler took his and Hyundai's maiden win in the series and Coicaud provided the icing on the cake as he finished second in the sister car. At the start, Engstler kept the advantage of pole on the reversed grid, preceding Loris Prattes, Coicaud, Wankmüller, Mike Halder and Proczyk, but the safety car was deployed when Hesse crashed into the barriers after making contact with Langefeld. At the restart, on lap 4, Engstler pulled away and Coicaud passed Prattes for second. Langeveld put in a great show, as he took P8 from Buri and then climbed to P7 passing Simon Reicher. The Dutchman had Proczyk as the next target, while Prattes served a drive-through for a jump-start. On lap 7, Langeveld passed Proczyk with a superb overtaking manoeuvre. The Dutchman seemed unstoppable and added Halder and Wankmüller to the list, moving up to third. By lap 13 Langeveld was on the tail of Coicaud's car, with both not far from the leader Engstler. Still, nothing would change over the final laps, as a light drizzle started to fall, making the track slippery.





# 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



US customers take 4th 1-2 finish in 8 races

Pirelli World Challenge,  
Portland International Raceway, USA



Double victory to end WTCR European season

FIA WTCR 2018,  
Slovakiaring, Slovakia



**i30 N1**

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**HYUNDAI MOTORSPORT**  
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# Tavano thanks his lucky star

LUIGI FERRARA SPOILS A GREAT OPPORTUNITY AT IMOLA

There are moments in a season when everything goes well for a driver, and those moments can sometimes mark the turning point in a title fight. That is what happened in the two latest events of TCR Italy at Mugello and Imola, when Salvatore Tavano was able to make the most out of Luigi Ferrara's bad luck and mistakes to take control of the championship. After claiming his maiden victory and the lead in the standings at Mugello, where Ferrara was stopped by brake failure on his way to winning the first race, Tavano had another very positive weekend at Imola. The SEAT Motorsport Italia driver finished third in Race 1 and won Race 2, extending his leading margin in the Drivers' championship to 40.5 points over

Ferrara who has slipped to third, 8.5 points behind Tavano's teammate Matteo Greco.

Ferrara can only blame himself for losing another dominant victory in Imola's Race 1, as he was hit by a penalty for not respecting the safety car procedure that dropped him from first to 16th. To add insult to injury, in Race 2 he had to pit with a flat tyre during a great recovery, managed to salvage a ninth place, but was penalised again for an infringement during a safety car period and dropped out of the points. He remains in contention, but with much reduced chances.

The icing on the cake for Tavano was to see two other potential rivals, Nicola Baldan and Eric Scalvini,

eliminate each other in an absurd incident during the Qualifying session. While zigzagging to warm up the tyres, Scalvini hit Baldan and sent his car rolling over. As a consequence, the reigning champion was hospitalized with a broken collarbone, while Scalvini was excluded from the meeting for causing the incident. The first race then saw pole sitter Enrico Bettera chasing Ferrara who had taken the lead at the start from second place on the grid; Bettera was able to set the race's fastest lap, but could not overtake Ferrara. However he inherited the victory – his maiden win in TCR Italy – following Ferrara's penalty, while Massimiliano Mugelli and Tavano completed the podium. Luca Rangoni claimed a brilliant



fourth position in his maiden appearance at the wheel of the Top Run-built Subaru WRX STI. In Race 2, Tavano made a brilliant start from sixth on the reverse grid and overtook his teammate Greco during the opening lap to lead for the whole race, resisting the pressure of Rangoni who finished a surprising second in the Subaru ahead of Greco. The race was disrupted twice by the safety car and eventually resumed for a final lap sprint that was full of action, as the drivers behind the leading trio battled for the positions. Mugelli and Edoardo Cappello clashed and went off, while Andrea Larini took advantage of the commotion to finish fourth ahead of Massimiliano Gagliano and Bettera. The TCR Italy championship will resume after the summer break at Vallelunga on September 14/16.



**TCR Italy**  
Touring Car Championship

Imola, Round 9, Saturday 28 July  
1. Enrico Bettera (Audi RS3 LMS); 2. Massimiliano Mugelli (Honda Civic FK7); 3. Salvatore Tavano (Cupra)

Imola, Round 10, Sunday 29 July  
1. Salvatore Tavano (Cupra); 2. Luca Rangoni (Subaru WRX STI); 3. Matteo Greco (Cupra DSG)



# Bragin moves closer to the title

## GAVRILOV AND DUDUKALO WIN AT MOSCOW RACEWAY

Just as in 2017, the TCR Russia event at Moscow Raceway was a happy hunting ground for Dmitri Bragin who has extended his lead in the standings. The TAIF Motorsport driver claimed two third places over the weekend, while LADA Sport Rosneft's Kirill Ladygin, his closest rival in the title fight, remained scoreless.

Race victories went to Klim Gavrilov in the Carville Racing Volkswagen Golf GTI and Aleksey Dudukalo in the Lukoil Racing Audi RS3 LMS.

In Race 1, Gavrilov started from pole position and led the field into Turn 1, followed by Andrej Maslennikov, Bragin and Vitaliy Dudin.

As the mid-fielders negotiated T1, Timur Shigabutdinov's Audi and Grigory Burlutskiy's SEAT made contact, the former lost control and was collected by the LADA Vesta cars of Ladygin and Vladimir Sheshenin, while Pavel Yashin's CUPRA spun. Of the drivers involved, only Yashin and Ladygin were able to rejoin.

Gavrilov was then in control, with Maslennikov comfortably in second position. The fight for third place was decided at the end of lap 9, when Dudin tried to overtake Bragin, but outbraked himself and went off into the gravel.

Dudukalo then claimed a lights-to-flag victory in the second race; it was a 1-2 finish for Lukoil Racing with Ivan Lukashevich crossing the line in second place, while Bragin completed an all-Audi podium.

At the start, Dudukalo and Lukashevich made good use of their front row positions to take command; they were followed by Roman Golikov's Volkswagen, Bragin and





Maslennikov's SEAT León DSG. Bragin overtook Golikov for third at the end of lap 1 and joined the leading duo. Dudukalo was able to create a small gap, while Lukashevich defended his second position from Bragin until the end. Gavrilov emerged from the group and began fighting for fourth with Golikov and Maslennikov. On lap 6 Maslennikov overtook Golikov who then also lost fifth to Gavrilov on lap 9. Over the last three laps, Maslennikov and Gavrilov delivered an entertaining battle for fourth; eventually Gavrilov was able to pass on the final lap.



Bragin has significantly strengthened his leadership in the standings. Having scored 159 points, he now leads from Lukashevich by 36; Dudukalo climbed to third a further three points adrift, one ahead of Ladygin and two over Gavrilov. TCR Russia will resume on the first weekend of September at Sochi.

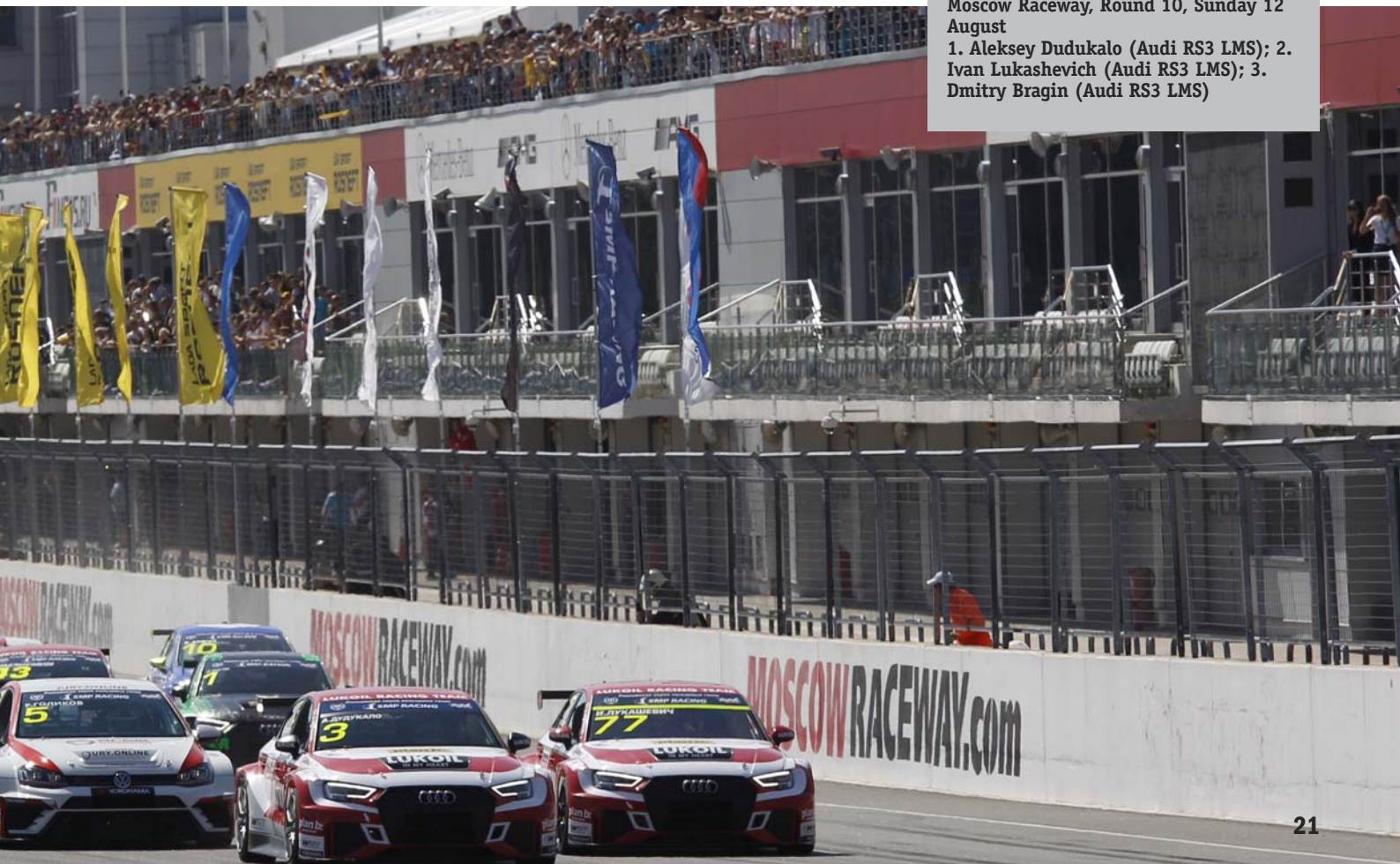


Moscow Raceway, Round 9, Saturday 11 August

1. Klim Gavrilov (Volkswagen Golf GTI);
2. Andrej Maslennikov (SEAT León DSG);
3. Dmitry Bragin (Audi RS3 LMS)

Moscow Raceway, Round 10, Sunday 12 August

1. Aleksey Dudukalo (Audi RS3 LMS);
2. Ivan Lukashevich (Audi RS3 LMS);
3. Dmitry Bragin (Audi RS3 LMS)



# Technical earthquake at Karlskoga

PWR RACING CARS DEPRIVED OF RACE VICTORIES



TCR Scandinavia was dramatically shaken up during the fourth event of the season at Karlskoga, where all the PWR Racing Cupra cars were excluded for a technical infringement after winning both races over the weekend.

Following protests from WestCoast Racing and Mattias Andersson, the Swedish scrutineers argued that the exhaust system of the cars did not conform to the regulations and so excluded Daniel Haglöf (first), Philip Morin (second) and Robert Dahlgren (fifth) from Race 1 and Mikaela Åhlin-Kottulinsky (first) from Race 2.

This technical earthquake completely reshuffled the championship standings that are now led by KMS' Johan Kristoffersson with 123 points, one more than the defending champion Dahlgren and ten ahead of Lestrup Racing Team's Andreas Wernersson, while Haglöf has

dropped to fourth, 30 points behind the leader.

However, the situation remains uncertain as PWR Racing has appealed against the decisions, fully supported by Cupra Racing.

PWR Racing claimed an emphatic 1-2 in Race 1 after pole-sitter Morin led for the first half of the race until his teammate Haglöf dived up the inside on lap 9; the pair then holding those positions until the end.

Nearly all of the action happened during the first half of the race, with Kristoffersson passing Dahlgren for third place early on the opening lap and Wernersson also passing Dahlgren for fourth position two laps later. On the penultimate lap, Kristoffersson was unable to capitalize on an opportunity to pass Morin going into Turn 1, so the Volkswagen driver had to





settle for third place.

However, Kristoffersson was declared the race winner after Haglöf and Morin were excluded; this also promoted Wernersson and Tobias Brink to second and third respectively.

In Race 2, Åhlin-Kottulinsky started from pole position and was then never threatened, becoming the first lady driver to win a race in a major TCR series. Behind her, the fast-starting Andersson passed Oliver Söderström but was then unable to threaten for the lead, with Åhlin-Kottulinsky pulling away.

On lap 3, Fredrik Ekblom ran wide and dropped from 4th to 18th place, allowing Kristoffersson to move up to 4th and Wernersson to 5th. The pair soon passed Söderström for 3rd and 4th places respectively.

Åhlin-Kottulinsky's exclusion meant that Andersson inherited the victory – his second of the season – while Kristoffersson and Wernersson were promoted to second and third.

The next round of the championship is at Rudskogen in Norway on September 8th/9th.

**TCR Scandinavia**  
Touring Car Championship

Karlskoga, Round 7, Sunday 19 August  
1. Johan Kristoffersson (Volkswagen Golf GTI); 2. Andreas Wernersson (Volkswagen Golf GTI); 3. Tobias Brink (Audi RS3 LMS)

Karlskoga, Round 8, Sunday 19 August  
1. Mattias Andersson (Honda Civic FK2); 2. Johan Kristoffersson (Volkswagen Golf GTI); 3. Andreas Wernersson (Volkswagen Golf GTI)





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# Sutton's hat trick at Oulton Park

FOR THE FIRST TIME LLOYD IS OFF THE PODIUM



Ashley Sutton completed a hat trick on his first appearance in TCR UK at Oulton Park. The reigning BTCC champion, who replaced Finlay Crocker in the Verizon Connect Racing Honda Civic FK7, was in a league of his own; he claimed pole position and won both races. The championship dominator Daniel Lloyd had his worst weekend of the season; he was second in Race 1, but failed to finish on the podium in Race 2. On top of this he was handed another 15-point penalty and a drop of five positions on the grid of the

next race for a collision with Stewart Lines in Race 2. This meant that his leading margin in the standings went down to 78 points ahead of Oliver Taylor.

Sutton converted his pole position into his maiden victory in Race 1 that was shortened to 15 minutes after an incident between Robert Gilmour and Carl Swift on the first lap that required some time to recover the wrecked cars and repair the barriers.

When the race restarted, Sutton took the lead, while Derek Palmer's Alfa



Romeo Giulietta jumped into second position ahead of Taylor and Andreas Bäckman. Lloyd had a bad start from second on the grid, but overtook his teammate Bäckman for fourth on the opening lap.

While Sutton pulled away, Palmer, Taylor and Lloyd delivered an entertaining fight for the other podium positions. Lloyd overtook Taylor for third, but he was unable to pass Palmer who crossed the line in second place. However, Palmer was handed a five-second penalty for track limits while Taylor got a 10-second penalty for a grid infringement, and so they dropped to fourth and eighth respectively, while Lloyd and Bäckman inherited second and third.

Sutton then encoored with a lights-to-

flag victory in Race 2. Behind him there were thrilling fights for the other podium positions that eventually fell to Taylor and Lewis Kent, while points leader Lloyd ended fourth.

Kent's Hyundai jumped into second place at the start, behind Sutton and ahead of Jessica Bäckman; the Swedish girl went wide at the chicane during the first lap and dropped to seventh, while Palmer, Lines, Lloyd and Taylor began fighting for the positions from third to sixth.

Palmer was able to pull away and began to reduce his gap to Kent, but on lap 6 he went off at Lodge Corner and retired. One lap later, Lines and Lloyd made contact at Cascades; Lines spun and rejoined at the back

while Taylor took advantage of the situation and passed Lloyd for third. In the final part of the race, the pair was able to catch Kent who eventually went wide at the last turn and lost second place to Taylor. TCR UK will resume at Croft on September 8 and 9.



**Oulton Park, Round 9, Saturday 4 August**  
 1. Ashley Sutton (Honda Civic FK7); 2. Daniel Lloyd (Volkswagen Golf GTI); 3. Andreas Bäckman (Volkswagen Golf GTI)

**Oulton Park, Round 10, Saturday 4 August**  
 1. Ashley Sutton (Honda Civic FK7); 2. Oliver Taylor (Honda Civic FK7); 3. Lewis Kent (Hyundai i30 N)





# Hyundai cars dominate in Utah

LEWIS AND WILKINS FINISH 1-2 IN BOTH RACES

The Brian Herta Autosport pairing of Michael Lewis and Mark Wilkins dominated the Pirelli World Challenge's fifth event at Grantsville's Utah Motorsports Campus.

Lewis won both races at the wheel of his Hyundai i30 N car, shadowed by his teammate Wilkins in second place, while the current championship leader Ryan Eversley and his RealTime Racing Honda Civic were classified third.

These results mean that the title fight will be going down to the wire. In fact, Eversley managed to maintain the lead in the standings with 223 points, but Lewis has closed the gap to just seven points, while Wilkins is third, 25 points behind. In Race 1, Lewis started from pole position, led from lights to flag and claimed his third victory of the season. Wilkins followed him closely for most of the race until he lost contact when they hit some backmarkers and eventually crossed

the finish line 2.6 seconds behind Lewis. Eversley lost second place to Wilkins soon after the start and wasn't able to keep the pace set by the two Hyundai cars; he was then forced to settle for third, far behind the leaders. His new teammate Mason Filippi started from fourth on the grid, but lost two places during the opening lap to Michael Hurczyn and Matt Fassnacht. On lap 3, Fassnacht's Audi RS3 LMS overtook Hurczyn's Volkswagen Golf GTI for fourth and the latter continued to have a close fight with Filippi for fifth; they ran two abreast for a long time until the pace of Filippi's Honda Civic began to fade. Eventually RealTime's new recruit dropped down the order and finished 10th. Lewis and Wilkins encored in Race 2; they started well from the front row and began to pull away. Eversley stalled from third on the grid and dropped to seventh behind Hurczyn,





Fassnacht, Jarett Andretti and JT Coupal. On the opening lap Anthony Geraci's Audi and Nate Vincent's Volkswagen collided and retired. Over a handful of laps the Lewis-Wilkins duo built a comfortable margin; behind them Fassnacht overtook Hurczyn for third, while Eversley began to recover. On lap 9, Eversley passed Fassnacht for third, but again he wasn't able to close the gap to the leading pair.

However, on lap 17 the safety car was deployed to recover a car in the TCA class and the field regrouped. When the race resumed for the two final laps, Lewis and Wilkins pulled away again, while Eversley and Fassnacht had a close fight for third position; eventually Fassnacht made a slight mistake and so settled for fourth ahead of Hurczyn and Filippi. The final event of the Pirelli World Challenge will take place at Watkins Glen on September 1 and 2.



Utah Motorsports Campus, Round 9,  
Saturday 11 August 2018  
1. Michael Lewis (Hyundai i30 N); 2.  
Mark Wilkins (Hyundai i30 N); 3. Ryan  
Eversley (Honda Civic FK7)

Utah Motorsports Campus, Round 10,  
Sunday 12 August 2018  
1. Michael Lewis (Hyundai i30 N); 2.  
Mark Wilkins (Hyundai i30 N); 3. Ryan  
Eversley (Honda Civic FK7)

# Wittmer-Sales take the advantage



The Compass Racing pairing of Rodrigo Sales and Kuno Wittmer took the advantage in the standings of the IMSA Continental Tire Challenge's TCR class. With just two rounds left, they lead by four points ahead of their teammates Tom Long and Britt Casey Jr (257 points to 253).

In the two latest events of the series – the Road America 120 at Elkhart Lake and the Biscuitville Grand Prix at Virginia International Raceway – Sales and Wittmer claimed a victory (their third in the season) and a second place at the wheel of the #74 Audi RS3 LMS. At Elkhart Lake they headed into the

lead after the mid-race pit stops and stayed there until the chequered flag. However, it wasn't without a dose of drama at the end, as teammate Casey Jr. in the #77 Audi closed the gap and pulled alongside Wittmer in the final laps, but he was never quite able to move ahead and so settled for second. Finishing on the podium for the fourth consecutive race were Michael Johnson and Stephen Simpson in third place behind the wheel of the #54 JDC-Miller Motorsports Audi.

It was a black day for the eEuroparts.com Racing team that had both its Audi cars – including the #12 of Tom O'Gorman-Kenton Koch that started from pole position – eliminated in the early minutes of the race, as they were caught in a pile-up caused by cars of the GS class.

Two weeks later O'Gorman and Koch took their revenge and scored the first victory for the team, though it was anything but a lights-to-flag win. O'Gorman started from pole and made a trip into the tyre barrier during an early race rainstorm; he managed to get the Audi back on course and he and Koch methodically worked their way back to the front.

Eventually Koch claimed the lead from Long's Audi with only 15 laps remaining; Koch and O'Gorman went on to win by a lap over the #74 of Wittmer and Sales, while Long and Casey came home third.



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# Norwegian quartet wins VLN's fifth round



The 6-hour ADAC Ruhr-Pokal-Rennen, the fifth round of the VLN series, saw the Møller Bil Motorsport Audi RS3 LMS of Norwegian drivers Håkon Schjærin, Atle Gulbrandsen, Anders Lindstad and Kenneth Østvold victorious in the TCR class.

After claiming pole position with a lap of 8:42.551 that gave them the 26th position on the overall grid, the four Norwegian drivers completed 39 laps of the Nordschleife to be classified an outstanding 20th overall out of the 162 cars that took the start.

Of the nine participants in the TCR class, only three took the chequered flag. Benedikt Gentgen, Martin Pischinger and Wolfgang Haugg finished second in the FEV Racing CUPRA, one lap behind the winners, while the podium was completed by the Lubner Motorsport Opel Astra shared by Thorsten Wolter, Rudolf

Rhyn, Thomas Jäger and Michael Brüggenkamp on 35 laps. Among the retirees were the two Mathilda Racing cars – a CUPRA and a Volkswagen Golf GTI – driven by the

dominators of the TCR class Andreas Gülден and Morits Oestreich. The sixth round of the series – the 41. RCM DMV Grenzlandrennen – will take place on September 1st.





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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 10 of 14)



Drivers		
1	Dušan Borković	Hyundai i30 N TCR 134 pts
2	Mikel Azcona	Cupra TCR 132
3	Dániel Nagy	Hyundai i30 N TCR 114
4	Attila Tassi	Honda Civic FK7 TCR 95
5	Jean-Karl Vernay	Audi RS3 LMS 90
6	Kris Richard	Hyundai i30 N TCR 78
7	Josh Files	Honda Civic FK7 TCR 74
8	Stian Paulsen	Cupra TCR 58
9	Maxime Potty	Volkswagen Golf GTI TCR 51
10	Francisco Mora	Hyundai i30 N TCR 44

DSG Challenge		
1	Giovanni Altoè	Audi RS3 LMS DSG 150 pts
2	Marie Baus-Coppens	Cupra TCR DSG 140
3	Ferenc Ficza	Cupra TCR DSG 25

Teams		
1	Target Competition	231 pts
2	Hell Energy Racing by KCMG	169
3	PCR Sport	164

## TCR Asia

(after rounds 8 of 10)



Drivers		
1	Luca Engstler	Volkswagen Golf GTI TCR 143 pts
2	Mitchell Cheah Min Jie	Volkswagen Golf GTI TCR 132
3	Lo Sze Ho	Honda Civic FK2 TCR 98
4	Diego Moran	Volkswagen Golf GTI TCR 94
5	Kelvin Wong Kiang Kuan	SEAT León TCR / Cupra TCR 92
6	Alex Liu Lic Ka	SEAT León TCR / Cupra TCR 69
7	Douglas Khoo Kok Hui	SEAT León TCR / Cupra TCR 61
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	330 pts
2	Elegant Racing Team	169
3	Maximum Racing	123

## TCR China

(after rounds 3 of 15)



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 8 of 10)



Drivers		
1	Maxime Potty	Volkswagen Golf GTI TCR 113 pts
2	Jean-Karl Vernay	Audi RS3 LMS 109
3	Danny Kroes	Cupra TCR 107
4	Julien Briche	Peugeot 308 TCR 94
5	Stefano Comini	Honda Civic FK7 TCR 90
6	Loris Cencetti	Hyundai i30 N TCR / Honda Civic FK7 TCR 85
7	Cedric Piro	Honda Civic FK7 TCR / Hyundai i30 N TCR 56
8	Marie Baus-Coppens	Cupra TCR DSG 59
9	Jaap van Lagen	Audi RS3 LMS 55
10	Peter Terting	Hyundai i30 N TCR 16

Teams		
11	Leopard Lukoil Team	168 pts
2	Comtoy Racing	119
3	PCR Sport	111

## ADAC TCR Germany

(after rounds 10 of 14)



Drivers		
1	Niels Langeveld	Audi RS3 LMS 286 pts
2	Harald Proczyk	Opel Astra TCR 277
3	Luca Engstler	Volkswagen Golf GTI TCR / Hyundai i30 N TCR 264
4	Mike Halder	Honda Civic FK7 TCR 247
5	Antti Buri	Audi RS3 LMS 209
6	Benjamin Leuchter	Volkswagen Golf GTI TCR 183.5
7	Luke Wankmüller	Opel Astra TCR 178
8	Max Hesse	Audi RS3 LMS 171
9	Simon Reicher	Audi RS3 LMS 151
10	Dominik Fugel	Honda Civic FK7 TCR 142

Rookie Challenge		
1	Luke Wankmüller	Opel Astra TCR 73 pts
2	Max Hesse	Audi RS3 LMS 70.5
3	Michelle Halder	Cupra TCR 48.5

Teams		
1	HP Racing International	446 pts
2	Team Honda ADAC Sachsen	371
3	Racing One	279

## 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 10 of 14)



Drivers			
1	Salvatore Tavano	Cupra TCR	118.5 pts
2	Matteo Greco	Cupra TCR / Cupra TCR DSG	86.5
3	Luigi Ferrara	Alfa Romeo Giulietta TCR	78
4	Nicola Baldan	Hyundai i30 N TCR	64.5
5	Enrico Bettera	Audi RS3 LMS	61
6	Jürgen Schmarl	Honda Civic FK2 TCR	53
7	Andrea Larini	Cupra TCR	47
8	Eric Scalvini	Hyundai i30 N TCR	41
9	Massimiliano Mugelli	Honda Civic FK7 TCR	38
10	Marco Pellegrini	Honda Civic FK2 TCR	31.5

## Under 25 Trophy

1	Eric Scalvini	Hyundai i30 N TCR	117.5 pts
2	Matteo Greco	Cupra TCR / Cupra TCR DSG	113
3	Giovanni Altoè	Audi RS3 LMS DSG	108

## DSG Trophy

1	Giovanni Altoè	Audi RS3 LMS DSG	116 pts
2	Francesco Savoia	SEAT León TCR DSG	81
3	Massimiliano Gagliano	Cupra TCR DSG	80.5

**TCR Korea**

(after rounds 2 of 6)



Drivers			
1	Charlie Kang Byung Hu	Hyundai i30 N TCR	42 pts
2	Andrew Kim	Volkswagen Golf GTI TCR	41
3	Kim Byoung Hyun	Honda Civic FK7 TCR	34
4	Kang Dong Woo	Hyundai i30 N TCR	29
5	Cho Hoon Hyun	Hyundai i30 N TCR	27
6	Lee Do Hyeon	Hyundai i30 N TCR	18

## Teams

1	Indigo Racing	69 pts
2	Brand New Racing	41
3	Dream Racer Racing Team	34

**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 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 Glão	Kia c'eed TCR	36
7	Francisco Mora	Cupra TCR	18

**TCR Russia**

(after rounds 10 of 14)



1	Dmitry Bragin	Audi RS3 LMS	159 pts
2	Ivan Lukashevich	SEAT León TCR DSG / Audi RS3 LMS	123
3	Aleksey Dudukalo	Audi RS3 LMS	120
4	Kirill Ladygin	LADA Vesta TCR	119
5	Klim Gavrilov	Audi RS3 LMS / Volkswagen Golf GTI TCR	118
6	Roman Golikov	Volkswagen Golf GTI DSG	107
7	Vladimir Sheshenin	LADA Vesta TCR	102
8	Anton Badoev	Cupra TCR	89
9	Lev Tolkachev	SEAT León TCR	87
10	Mikhail Grachev	LADA Vesta TCR	84

## SMP Trophy

1	Roman Golikov	Volkswagen Golf GTI DSG	199 pts
2	Anton Badoev	Cupra TCR	164
3	Lev Tolkachev	SEAT León TCR	157

## Teams

1	Lukoil Racing Team	252 pts
2	LADA Sport Rosneft	218
3	STK TAIF Motorsport	181

**TCR Scandinavia**

(after rounds 8 of 12)



Drivers			
11	Johan Kristoffersson	Volkswagen Golf GTI TCR	123 pts
2	Robert Dahlgren	Cupra TCR	122
3	Andreas Wernersson	Volkswagen Golf GTI TCR	113
4	Daniel Haglöf	Cupra TCR	93
5	Fredrik Eklöf	Volkswagen Golf GTI TCR	85
6	Mattias Andersson	Honda Civic FK2 TCR	78
7	Tobias Brink	Audi RS3 LMS	77
8	Philip Morin	Cupra TCR	66
9	Hugo Nerman	Volkswagen Golf GTI TCR	28
10	Oliver Söderström	Volkswagen Golf GTI TCR	26

## Juniors

1	Hugo Nerman	Volkswagen Golf GTI TCR	139 pts
2	Oliver Söderström	Volkswagen Golf GTI TCR	122
3	Philip Morin	Cupra TCR	109

## Teams

1	PWR Racing - SEAT Dealer Team	215 pts
2	VW Dealer Team Bauhaus	151
3	Lestrup Racing Team	139

**TCR Swiss Trophy**

(after rounds 8 of 10)



Drivers			
1	Attila Tassi	Honda Civic FK7 TCR	68 pts
2	Mikel Azcona	Cupra TCR	53
3	Luigi Ferrara	Alfa Romeo Giulietta TCR	50
4	Josh Files	Honda Civic FK7 TCR	38
5	Antti Buri	Audi RS3 LMS	36
6	Harald Proczyk	Opel Astra TCR	35
7	Enrico Bettera	Audi RS3 LMS	33
7	Jaap van Lagen	Audi RS3 LMS	33
9	Dusan Borković	Hyundai i30 N TCR	33
10	Kris Richard	Hyundai i30 N TCR	33

**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 10 of 14)



Drivers		
1	Daniel Lloyd	Volkswagen Golf GTI TCR 396 pts
2	Oliver Taylor	Honda Civic FK2 TCR / Honda Civic FK7 TCR 318
3	Andreas Bäckman	Volkswagen Golf GTI TCR 258
4	Lewis Kent	Hyundai i30 N TCR 204
5	Jessica Bäckman	Volkswagen Golf GTI TCR 200
6	Stewart Lines	Cupra TCR 100
7	Derek Palmer jr	Alfa Romeo Giulietta TCR 99
8	Carl Swift	Cupra TCR 99
9	Howard Fuller	Honda Civic FK2 TCR 95
10	Darelle Wilson	Vauxhall Astra TCR 93

Teams		
1	WestCoast Racing	731 pts
2	Pyro Motorsport	320
3	Maximum Motorsport	238

## Pirelli World Challenge

(after rounds 8 of 12)



Drivers		
1	Ryan Eversley	Honda Civic FK7 TCR 225 pts
2	Michael Lewis	Hyundai i30 N TCR 218
3	Mark Wilkins	Hyundai i30 N TCR 200
4	Michael Hurczyn	Volkswagen Golf GTI TCR 144
5	Mason Filippi	Volkswagen Golf GTI TCR / Honda Civic FK7 TCR 139
6	Nate Vincent	Volkswagen Golf GTI TCR 122
7	Matt Fassnacht	Audi RS3 LMS DSG 119
8	Anthony Geraci	Audi RS3 LMS DSG 118
9	JT Coupal	Audi RS3 LMS DSG 118
10	Dwight Merriman	Volkswagen Golf GTI TCR 110

Teams		
1	Brian Herta Autosport	244 pts
2	RealTime Racing	222
3	FPC Euro by HRD	163

## IMSA Continental Challenge

(after rounds 8 of 10)



Drivers		
1	Rodrigo Sales/Kuno Wittmer	Audi RS3 LMS DSG 257 pts
2	Tom Long/Britt Casey jr.	Audi RS3 LMS DSG 253
3	Kieron O'Rourke/Lee Carpentier	Audi RS3 LMS DSG 213
4	Roy Block/Pierre Kleinubing	Audi RS3 LMS DSG 210
5	Stephen Simpson/Michael Johnson	Audi RS3 LMS DSG 183
6	Luke Rumburg/Tanner Rumburg	Volkswagen Golf GTI TCR 159
7	Don Istook	Audi RS3 LMS DSG 142
8	Tom O'Gorman/Kenton Koch	Audi RS3 LMS DSG 121
9	Mikey Taylor	Audi RS3 LMS DSG 93
10	Justin Piscitell/Matt Fassnacht	Audi RS3 LMS DSG 30

Teams		
1	Compass Racing #74	257 pts
2	Compass Racing #77	253
3	eEuroparts.com Racing #10	213

## 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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*the last race of the last round! My worst moment in the season was the qualifying in Most, when my car ran on three cylinders and a damper broke; we qualified P13 and I couldn't believe this was happening. Then my best moment came in Zandvoort, ten days ago. The speed of my car was incredible and we had such a good setup! I was flying on my home track, in front of my sponsors and fans; in Race 2 I recovered from P10 to P3 and took the lead in the championship! My rivals are all very good drivers, but I don't fear anyone and I'm convinced that with the Audi's speed I can defeat them all. Of course, this is motorsport and many things can happen, a flat tyre, a crash, mistakes...but I'm sure we can do it!"*

## Three questions to... **Niels Langeveld**

**This is your second season in TCR Germany and with the Audi RS3 LMS; how do you like the car and the category?**

*"I really enjoy every second driving in TCR. It's one of the fastest growing categories in motorsport and I am very pleased and happy that this class was born. It is so challenging and exactly the right step I needed for my career after the Clio Cup. I'm also very happy that I remained for another year with Audi, because they do their absolute best to give all teams a competitive car. Audi Sport is always willing to help and give the maximum*

*support if we ask them for it. Audi is absolute the best choice I have made and I already feel myself as a member of their family!"*

**TCR Germany is a very competitive series, with a lot of ups and downs for all the drivers. The title fight is very close, with you, Harald Proczyk, Luca Engstler and Mike Halder separated by small gaps; how do you see the two final rounds and who is the rival you fear most?**

*"It's very close, indeed. It will probably be decided on the last lap of*

**You tried to take part in the TCR Europe event at Zandvoort earlier this year; are you thinking of switching to an international series in the near future?**

*"Yes, I really wanted to compete in TCR Europe or WTCR at Zandvoort. It was a pity we couldn't do it. I would like to have the chance to show what we can do at an international level. I'm quite sure we can drive among the top runners in both series. Maybe next year, we will see. For the time being I'm totally focused on finishing TCR Germany and, hopefully, grabbing the champion's crown!"*

