

2018 TCR #9

World and life



WTCR: China double-header at Ningbo and Wuhan



TCR Europe: Vernay dominates at Monza



TCR Germany: Prochyzk secures the title



TCR Scandinavia: Kristoffersson is champion

THE TCR SNAPSHOT



Who's going wrong?

Where: Autodromo di Monza

What: Eric Scalvini, Luigi Ferrara and Salvatore Tavano
are looking into each other's eyes



What's next in the world of TCR

20 October	VLN	Nürburgring
19/21 October	TCR Europe & TCR Benelux	Barcelona
26/27 October	NGK United Arab Emirates Series	Abu Dhabi
26/28 October	TCR Thailand	Buriram
26/28 October	California 8H	Laguna Seca
27/28 October	WTCR	Suzuka
27/28 October	TCR China	Shanghai Tianma
27/28 October	TCR Portugal	Portimão
3/4 November	TCR Korea	Yeongam
3/4 November	Super Taikyu	Okayama
3/4 November	Campeonato España Resistencia	Barcelona

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The triple crown of TCR Russia's czar

Competition in TCR is so close that winning any title is not an easy task, let alone three in a row. And yet, this is exactly what Dmitry Bragin has managed to do.

From 2016 nobody has been able to dethrone TCR Russia's czar who has just achieved his triple crown of titles.

"I haven't realized yet that I'm champion once again. Right after the championship finale I took part in the Akhmat endurance race and in an autocross event. So I haven't had the time to think about it!"

However, he considers this season as the most impressive in his career. *"I think the value of this new title is higher than the previous ones. Of course it was not easy, but in 2016 we had only a few strong competitors, then in 2017 there were more participants, but the LADA Sport team faced a few problems with the new Vesta TCR. Now the LADA cars are more reliable and fast, while Lukoil Racing has switched to the Audi RS3 LMS like us; this resulted in fierce and thrilling competition."*

Bragin has a lot of respect for his rivals. *"At the beginning of the season the entry list was quite impressive. The Lukoil drivers were good and the LADA team had been reinforced with Mikhail Grachev. You couldn't say who would be the leaders and the outsiders; everybody*

could be a serious competitor. The victory of Roman Golikov's Volkswagen Golf in the first event also proved that the DSG cars were fast. And I have to remark on Anton Badoev's progress, he improved race after race and in the second part of the season was consistently among the top-six."

Competition was close, with less than one second covering the top 10/15 drivers in qualifying, but Bragin is convinced that the balance was not always fair. *"Lev Tolkachev and Anton Badoev drove Cupra cars with a sequential gearbox and didn't have much weight. During the season Klim Gavrilov switched from the Audi to the Golf for the same reason. The fact is that we use both the TCR Compensation Weight and the Drivers' success ballast of the Russian Automobile Federation. Altogether it's a lot of weight."*

Bragin is already looking forward to next season. *"I'm sure that we'll have*

more entries and new cars. TAIF Motorsport is in contact with Honda and Hyundai, so possibly we are going to run two Civic and two i30 N cars. And I know that LADA will improve the Vesta. My team principal Timur Shigabutdinov is waiting for a proposal from LADA Sport, so maybe we will use two Vesta cars..."

The Russian championship is growing fast, but RAF regulations only allow drivers with a Russian license to score points. Bragin thinks that this should be changed to attract foreign drivers. *"Should drivers and teams from Europe enter the championship, they will bring technical knowledge and new challenges. I'm convinced that Touring Car competition with*



TCR regulations and TCR Russia in particular is more exciting than the current Formula 1. Now we've got more TV coverage and more spectators at the events, and I hope that SMP Racing will do their best to attract even larger crowds."



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The two faces of China

NINGBO AND WUHAN DELIVERED DIFFERENT RESULTS





NINGBO - ROUND 19, SATURDAY 29 SEPTEMBER 2018

DRIVER	CAR	TEAM	
1 Thed Björk	Hyundai i30 N TCR	M Racing YMR	13 laps in 24:27.793
2 Esteban Guerrieri	Honda Civic FK7 TCR	Allinkl.com Münnich Motorsport	4.098
3 Frédéric Verisch	Audi RS3 LMS	Comtoyou Racing	6.509
4 Gabriele Tarquini	Hyundai i30 N TCR	BRC Racing Team	7.459
5 Mehdi Bennani	Volkswagen Golf GTI TCR	Sébastien Loeb Racing	12.512
6 Rob Huff	Volkswagen Golf GTI TCR	Sébastien Loeb Racing	12.920
7 Yvan Muller	Hyundai i30 N TCR	M Racing YMR	15.681
8 Yann Ehrlacher	Honda Civic FK7 TCR	Allinkl.com Münnich Motorsport	18.262
9 Denis Dupont	Audi RS3 LMS	Comtoyou Racing	21.330
10 Aurélien Panis	Audi RS3 LMS	Comtoyou Racing	22.571

Fastest lap: Thed Björk, 1:52.317, average 128.50 kph, lap 4

NINGBO - ROUND 20, SUNDAY 30 SEPTEMBER 2018

DRIVER	CAR	TEAM	
1 Yvan Muller	Hyundai i30 N TCR	M Racing YMR	13 laps in 24:32.355
2 Mehdi Bennani	Volkswagen Golf GTI TCR	Sébastien Loeb Racing	2.620
3 Esteban Guerrieri	Honda Civic FK7 TCR	Allinkl.com Münnich Motorsport	8.569
4 Denis Dupont	Audi RS3 LMS	Comtoyou Racing	9.965
5 Rob Huff	Volkswagen Golf GTI TCR	Sébastien Loeb Racing	12.526
6 Frédéric Verisch	Audi RS3 LMS	Comtoyou Racing	12.629
7 Thed Björk	Hyundai i30 N TCR	M Racing YMR	12.796
8 Nathanaël Berthon	Audi RS3 LMS	Comtoyou Racing	12.961
9 Pepe Oriola	Cupra TCR	Campos Racing	15.337
10 Aurélien Panis	Audi RS3 LMS	Comtoyou Racing	18.019

Fastest lap: Yvan Muller, 1:52.356, average 128.40 kph, lap 3

NINGBO - ROUND 21, SUNDAY 30 SEPTEMBER 2018

DRIVER	CAR	TEAM	
1 Thed Björk	Hyundai i30 N TCR	M Racing YMR	18 laps in 54:20.993
2 Gabriele Tarquini	Hyundai i30 N TCR	BRC Racing Team	1.928
3 Denis Dupont	Audi RS3 LMS	Comtoyou Racing	4.020
4 Frédéric Verisch	Audi RS3 LMS	Comtoyou Racing	7.235
5 Norbert Michelisz	Hyundai i30 N TCR	BRC Racing Team	8.855
6 Rob Huff	Volkswagen Golf GTI TCR	Sébastien Loeb Racing	10.572
7 Pepe Oriola	Cupra TCR	Campos Racing	11.061
8 Nathanaël Berthon	Audi RS3 LMS	Comtoyou Racing	12.118
9 Aurélien Panis	Audi RS3 LMS	Comtoyou Racing	12.871
10 Mehdi Bennani	Volkswagen Golf GTI TCR	Sébastien Loeb Racing	13.737

Fastest lap: Thed Björk, 1:51.640, average 129.30 kph, lap 12

The WTCR's double-header in China had two faces that made the fight for the Drivers' title even closer, when two events have left, at Suzuka and Macau.

At Ningbo, the Hyundai cars of MRacing-YMR made a clean sweep: Thed Björk set pole positions for races 1 and 3 that he won, while Yvan Muller was victorious in Race 2.

One week later the event at Wuhan's street circuit was dominated by the Audi cars. Leopard Lukoil teammates Jean-Karl Vernay and Gordon Shedden shared pole positions and victories in Race 1 and Race 3 respectively, with Frédéric Verisch and Denis Dupont completing an all-Audi podium in the third race. Only Mehdi Bennani and his Sébastien Loeb Racing Volkswagen Golf GTI were able to disrupt Audi's supremacy, with victory in Race 2. The three-race format of the WTCR events and the large amount of points awarded at each of them means that 174 points are still at stake, which leaves a mathematical chance of becoming champion to 15 drivers. Though – just to make an example – is highly unlikely that the 15th-placed Dupont will be able to recover his 172-point gap.

Looking at the standings, only the top-eight have reasonable chances to stay in contention. Gabriele Tarquini has kept the leadership with 241 points despite he remained scoreless in Wuhan, but his margin has been reduced to seven points over the pair of his Hyundai colleagues Björk and Muller. Pepe Oriola, Vernay, Esteban Guerrieri and Verisch had closed their gaps from the leader to 34, 36, 42 and 49 points respectively, while Norbert Michelisz has dropped from fourth to seventh, 46 points behind his own teammate.

Yann Ehrlacher and Rob Huff, who were among the most credible contenders before the trip to China, have dropped to ninth and tenth, their chances nearly faded.

Björk made good use of his pole to lead Race 1 at Ningbo, while Guerrieri muscled his way past Verisch who also lost third to Michelisz before the latter retired with a technical problem.

Bennani overtook Huff for fifth and tried



to close the gap from Tarquini. From lap 3, the race was mostly processional and Björk scored his third win of the season from Guerrieri, Vervisch and Tarquini who stretched his leading margin in the standings to 9 points over Muller who was seventh.

In the second race, Muller started better than pole sitter Bennani who was followed by Ehrlacher, Vervisch and Dupont. Behind them, Huff, Guerrieri and Björk delivered a fierce battle for sixth.

As Muller pulled away from Bennani, Vervisch and Ehrlacher had a tough fight that ended in a contact that dropped them both, promoting Guerrieri, Dupont, Björk and Huff to third, fourth, fifth and sixth respectively. Later, in the attempt to pass Oriola, Ma Qing Hua t-boned Ehrlacher's car; they both retired.

Muller won from Bennani, Guerrieri and Dupont; with Tarquini and Ehrlacher victims of race incidents, the Frenchman took the lead in the standings with a 14-point margin over the Italian.

However, Muller retired from Race 3 after a collision with Vernay and this propelled Tarquini on top of the classification once again. The Italian finished second behind Björk and built a margin of eight points over the Swede.

As Björk took the lead at the start, Michelisz, Tarquini and Guerrieri had a battle for second; the Hungarian and the Argentine made contact, Michelisz dropped out of the points and Guerrieri retired. The final laps were enlivened by the Tarquini-Dupont duel, with the Italian being able to defend the position.





Vernay converted his pole into a lights-to-flag victory in Wuhan's Race 1 with Oriola and Shedden joining him on the podium. The French took the lead at the start from Oriola, while Dupont and Nathanaël Berthon – third and fourth – collided.

The safety car was deployed after Tom Coronel crashed into the back of Fabrizio Giovanardi's car. When racing resumed, Vernay pulled away, Oriola was safe in second place, while Ehrlacher defended third from Gordon Shedden and Vervisch. Before the end, Shedden stole third from Ehrlacher who was then dropped to 18th by a penalty for jump-start. In Race 2, Bennani scored his maiden victory, beating Aurélien Comte at the last turn. The Moroccan led from the start, but during the two final laps was under pressure from Comte and Berthon. A few hundredths metres from the end Comte hit a tyre stack, pushed the rival's car and went through. However, he was wide at the last turn and handed the first position back to Bennani, but managed to keep second ahead of Berthon. Shedden became the thirteenth



WUHAN - ROUND 22, SATURDAY 6 OCTOBER 2018

	DRIVER	CAR	TEAM	
1	Jean-Karl Vernay	Audi RS3 LMS	Leopard Lukoil Team	20 laps in 29:29.430
2	Pepe Oriola	Cupra TCR	Campos Racing	4.913
3	Gordon Shedden	Audi RS3 LMS	Leopard Lukoil Team	5.513
4	Frédéric Vervisch	Audi RS3 LMS	Comtoyou Racing	10.070
5	Aurélien Comte	Peugeot 308 TCR	DG Sport Compétition	11.102
6	Kevin Ceccon	Alfa Romeo Giulietta TCR	Team Mulsanne	11.531
7	Esteban Guerrieri	Honda Civic FK7 TCR	All-inkl.com Münnich Motorsport	17.044
8	Nathanaël Berthon	Audi RS3 LMS	Comtoyou Racing	17.556
9	Aurélien Panis	Audi RS3 LMS	Comtoyou Racing	18.307
10	Denis Dupont	Audi RS3 LMS	Comtoyou Racing	19.060

Fastest lap: Jean-Karl Vernay, 1:24.304, average 127.40 kph, lap 3

WUHAN - ROUND 23, SUNDAY 7 OCTOBER 2018

	DRIVER	CAR	TEAM	
1	Mehdi Bennani	Volkswagen Golf GTI TCR	Sébastien Loeb Racing	18 laps in 25:35.996
2	Aurélien Comte	Peugeot 308 TCR	DG Sport Compétition	0.478
3	Nathanaël Berthon	Audi RS3 LMS	Comtoyou Racing	0.618
4	Pepe Oriola	Cupra TCR	Campos Racing	5.115
5	Jean-Karl Vernay	Audi RS3 LMS	Leopard Lukoil Team	5.516
6	Frédéric Vervisch	Audi RS3 LMS	Comtoyou Racing	5.998
7	Aurélien Panis	Audi RS3 LMS	Comtoyou Racing	6.489
8	Denis Dupont	Audi RS3 LMS	Comtoyou Racing	11.585
9	Yvan Muller	Hyundai i30 N TCR	M Racing YMR	12.176
10	Rob Huff	Volkswagen Golf GTI TCR	Sébastien Loeb Racing	12.482

Fastest lap: Mehdi Bennani, 1:24.456, average 127.10 kph, lap 2

WUHAN - ROUND 24, SUNDAY 7 OCTOBER 2018

	DRIVER	CAR	TEAM	
1	Gordon Shedden	Audi RS3 LMS	Leopard Lukoil Team	23 laps in 40:35.882
2	Frédéric Vervisch	Audi RS3 LMS	Comtoyou Racing	0.558
3	Denis Dupont	Audi RS3 LMS	Comtoyou Racing	5.018
4	Esteban Guerrieri	Honda Civic FK7 TCR	All-inkl.com Münnich Motorsport	8.475
5	Nathanaël Berthon	Audi RS3 LMS	Comtoyou Racing	8.813
6	Pepe Oriola	Cupra TCR	Campos Racing	9.827
7	Ma Qing Hua	Honda Civic FK7 TCR	Boutsen-Ginion Racing	11.047
8	Kevin Ceccon	Alfa Romeo Giulietta TCR	Team Mulsanne	11.296
9	Mehdi Bennani	Volkswagen Golf GTI TCR	Sébastien Loeb Racing	12.304
10	Thed Björk	Hyundai i30 N TCR	M Racing YMR	13.905

Fastest lap: Frédéric Vervisch, 1:23.990, average 127.90 kph, lap 16



different winner in the season with a lights-to-flag victory in Race 3. It was not an easy win, as he survived the ruthless attacks from Dupont and then defended from a determined Vervisch.

There was plenty of drama at the start: Dupont tried to dive inside of Shedden who was leading and hit him, the Scot was able to stay at the front, while Guerrieri cut the chicane moving up to second ahead of Dupont and Vervisch.

Behind them, a pile up eliminated Vernay, Comte, Huff and Mat'ò Homola.

During the safety car period, following an order from Race Control, Guerrieri dropped to fourth behind Dupont and Vervisch, while Vernay lost his sixth place following a drive-through for causing the first lap incident.

On lap 10 Dupont hit a stack of tyres and pushed it into the side of Shedden's car; Vervisch moved up to second, while the safety car was deployed again to put the tyres back in place.

Positions did not change in the final five laps, but there were a couple of thrilling battles: one for the leadership between Shedden and Vervisch and one for fourth with Guerrieri closing all the gaps to keep Berthon at bay. Eventually nothing changed and Shedden won from Vervisch, Dupont, Guerrieri and Berthon.

The WTCR will now move to Suzuka, Japan, for the penultimate event of the season on October 27/28.



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Vernay delivers a title fight showdown

THE FRENCHMAN TOTALLY DOMINATED THE MONZA EVENT

It will be a thrilling season finale and a fantastic battle for the title! Barcelona is bound to be a memorable closing event for the first edition of the TCR Europe held as a fully-fledged series, with six drivers heading for the Circuit de Catalunya with mathematical chances to clinch the crown. It is, however, more than likely that the decisive battle will be a three-way fight between Mikel Azcona, Jean-Karl Vernay and Dušan Borković, who are on top of the standings.

The penultimate event at Monza gave an indication of how hot things have become in TCR Europe, and not only because of the glorious summer weather enjoyed in Italy. Tension, both on track and off it, marked the double-header at the Temple of Speed. One man kept his cool and emerged as the biggest winner of the

weekend: Jean-Karl Vernay, who brought home the maximum possible score, with pole position and two race wins, effectively relaunching his title bid. The Frenchman of the Leopard Lukoil Team, an expert in handling difficult situations, is now second in the standings, 19 points behind Azcona.

"It was exactly what we needed and what we were seeking," explained 'JK'. "We used to the fullest the opportunity given to us by Monza, a track where the Audi RS3 LMS performs perfectly, and by the low success ballast we were carrying. Barcelona will be another story, but at least we will be in the battle." The other happy man in Monza on Sunday afternoon was Azcona. The young Spaniard harvested 32 points, including a P2 in Race 1, and regained the lead in the standings,





once again delivering terrific consistency and a great ability to always extract the maximum possible out of the circumstances.

"I am very happy with the results here," said the PCR Sport driver, "and this is probably the track where we performed best in terms of set-up. Now, we are in the perfect position to approach the decisive battle on our home track..."

Monza didn't smile on Borković, who had arrived in Italy with a 2-point lead in the standings. The Serb had a difficult weekend taking only a P5 in Race 1 and retiring in Race 2. To add insult to injury, after the second race he also lost the ten points scored the previous day as the Stewards excluded him from the event after he was involved in a fight in the paddock. Borković is now 30 points behind in the standings and under the Sword of Damocles of possible further disciplinary measures.



MONZA – ROUND 11, SATURDAY 22 SEPTEMBER 2018

DRIVER	CAR	TEAM	
1 Jean-Karl Vernay	Audi RS3 LMS	Leopard Lukoil Team	11 laps in 25:11.646
2 Mikel Azcona	Cupra TCR	PCR Sport	0.569
3 Josh Files	Honda Civic FK7 TCR	Hell Energy Racing with KCMG	1.640
4 Maxime Potty	Volkswagen Golf GTI TCR	Comtoyou Racing	1.964
DSQ Dušan Borković	Hyundai i30 N TCR	Target Competition	2.407
5 Attila Tassi	Honda Civic FK7 TCR	Hell Energy Racing with KCMG	5.451
6 Stefano Comini	Honda Civic FK7 TCR	Autodis Racing by THX	8.706
7 Fabrizio Giovanardi	Alfa Romeo Giulietta TCR	Team Mulsanne	9.992
8 Peter Terting	Hyundai i30 N TCR	Autodis Racing by Piro Sport	10.450
9 Stian Paulsen	Cupra TCR	Stian Paulsen Racing	10.861
10 Oliver Taylor	Honda Civic FK7 TCR	Pyro Motorsport	12.869

Fastest lap: Jean-Karl Vernay, 1:58.785, average 175.60 kph, lap 4

MONZA – ROUND 12, SUNDAY 23 SEPTEMBER 2018

DRIVER	CAR	TEAM	
1 Jean-Karl Vernay	Audi RS3 LMS	Leopard Lukoil Team	11 laps in 25:19.170
2 Josh Files	Honda Civic FK7 TCR	Hell Energy Racing with KCMG	0.480
3 Attila Tassi	Honda Civic FK7 TCR	Hell Energy Racing with KCMG	1.654
4 Maxime Potty	Volkswagen Golf GTI TCR	Comtoyou Racing	2.263
5 Mikel Azcona	Cupra TCR	PCR Sport	3.333
6 Peter Terting	Hyundai i30 N TCR	Autodis Racing by Piro Sport	4.001
7 Kris Richard	Hyundai i30 N TCR	Target Competition	4.213
8 Fabrizio Giovanardi	Alfa Romeo Giulietta TCR	Team Mulsanne	4.793
9 Reece Barr	Hyundai i30 N TCR	Target Competition	5.284
10 Oliver Taylor	Honda Civic FK7 TCR	Pyro Motorsport	5.466

Fastest lap: Jean-Karl Vernay, 1:59.331, average 174.80 kph, lap 2



Another man who won't hold a great memory of Monza is Dániel Nagy: the young Hungarian scored no points, and is now 50 points adrift, with only a theoretical chance of a title bid. He is sandwiched in the standings by Attila Tassi (- 42) and Josh Files (-55), The Hell Energy Racing with KCMG teammates collected three podium finishes in Italy and by their own admission they are now focusing on the Teams' title, where their squad is now just seven points behind Target Competition and ready to give the final assault in Barcelona. While battles at the top grabbed all the attention, the weekend yielded other interesting results, like the two solid P4 finishes of Maxime Potty, the young Belgian at the wheel of the Comtoy Racing Volkswagen Golf GTI, and the first points for Peter Terting who took an 8th and a 6th, in what was only his second TCR Europe outing since the German made his comeback to international Touring Car racing. Last but not least, the Alfa Romeo Giulietta made its first appearance in the series. On home soil, the Team Mulsanne entered car took a 7th and an 8th, despite a poor qualifying result; Touring Car legend Fabrizio Giovanardi found himself at ease while fighting to recover and showed off his usual grit while elbowing his way through the field in both races.



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Engstler grabs TCR Asia title

THE BATTLE FOR TCR CHINA BECOMES HOTTER

TCR Asia's season finale took place at the Shanghai International Circuit where the series' competitors joined their TCR China colleagues for two sprint races that were dominated by the Team Engstler Volkswagen Golf GTI cars.

Luca Engstler claimed a double win and secured the title, adding it to an already impressive season tally that includes victory in the 24H Dubai, the TCR Middle East title and second place in TCR Germany.

In both the Shanghai races Engstler

led from lights to flag and was followed by his teammates Mitchell Cheah and Diego Moran who completed the podiums and were classified second and third in the championship as well.

TCR China ran two events on two consecutive weekends, racing at Shanghai one week after the previous meeting at Ningbo. The title fight is becoming hotter as just two points split the leading MacPro Racing Honda Civic of Henry Ho and Eurico De Jesus from the TeamWork

Motorsport Volkswagen Golf GTI of Alex Hui and Sunny Wong. The latter pair has won all the four 60-minute races held so far, while the Honda has claimed seven victories out of the eight sprint races. However, De Jesus was stripped of second place in Shanghai Race 2, as his car was not in compliance with the ride height, and this cost the MacPro Racing duo 12 points.

The next and final event of TCR China will be at Shanghai's Tianma Circuit on 27/28 October.





TCR Asia International Series

Shanghai, Round 13, Friday 5 October 2018

1. Luca Engstler (Volkswagen Golf GTI);
2. Mitchell Cheah (Volkswagen Golf GTI); 3. Diego Moran (Volkswagen Golf GTI)

Shanghai, Round 14, Friday 5 October 2018

1. Luca Engstler (Volkswagen Golf GTI);
2. Mitchell Cheah (Volkswagen Golf GTI); 3. Diego Moran (Volkswagen Golf GTI)

TCR China Touring Car Championship

Ningbo, Round 7, Saturday 29 September 2018

1. Henry Ho (Honda Civic FK8); 2. Zhu Zhen You (Volkswagen Golf GTI); 3. Alex Hui (Volkswagen Golf GTI)

Ningbo, Round 8, Saturday 29 September 2018

1. Eurico De Jesus (Honda Civic FK8); 2. Li Lin (Volkswagen Golf GTI); 3. Filipe De Souza (Audi RS3 LMS)

Ningbo, Round 9, Saturday 29 September 2018

1. Sunny Wong-Alex Hui (Volkswagen Golf GTI); Filipe De Souza (Audi RS3 LMS); 3. Zhu Zhen You- Zhou Bi Huang (Volkswagen Golf GTI)

Shanghai, Round 10, Friday 5 October 2018

1. Henry Ho (Honda Civic FK8); 2. Filipe De Souza (Audi RS3 LMS); 3. Tian Li Ying (Volkswagen Golf GTI)

Shanghai, Round 11, Friday 5 October 2018

1. Alex Hui (Volkswagen Golf GTI); 2. Ryan Wong (Audi RS3 LMS); 3. Miguel Kong (Honda Civic FK8)

Shanghai, Round 12, Friday 5 October 2018

1. Sunny Wong-Alex Hui (Volkswagen Golf GTI); Filipe De Souza-Ryan Wong (Audi RS3 LMS); 3. Henry Ho-Eurico De Jesus (Honda Civic FK8)





Proczyk keeps his cool and takes the title

ENGSTLER'S SPECTACULAR RECOVERY ENDS IN FRUSTRATION

Experience prevailed over teenage impetuosity in the battle for the TCR Germany title.

At Hockenheim, Harald Proczyk concluded a superb season with a flawless weekend that crowned him as the series champion. At the wheel of his HP Racing International Opel Astra, the Austrian set pole position and won the first race, retaking the lead in the standings by four points over Luca Engstler. With the latter dropped from 9th to 19th on the grid for Race 2 by a penalty resulting from three warnings for unfair driving, all Proczyk needed

was to keep cool and stay ahead of his rival.

Engstler gave it all and more, driving a frantic race; he hit and was hit, but progressed relentlessly and finally overtook Luke Wankmüller for fourth on the penultimate lap only to finish in frustration behind Proczyk.

The season finale offered two breathtaking races, with the four title contenders heading the rest of the field and delivering fierce competition.

At the start of Race 1, Engstler was faster than pole sitter Proczyk and took the lead; the first three laps provided a

thrilling fight: Proczyk and Mike Halder overtook Engstler on lap 2, while Niels Langeveld moved up from seventh on the grid to fourth behind Engstler. As the race went on, Proczyk built a small margin clear of Halder who did the same with Engstler. The latter was committed to defending third position from Langeveld's assaults; he dropped behind the Dutchman on the penultimate lap, but managed to strike back. The fourth position helped Langeveld to stay in contention for the title, 22 points behind but with the advantage of a better position on the

grid for Race 2.

And he made good use of it, sprinting into the lead at the start; he was chased by Halder and Proczyk who had climbed to third on lap 5. In the meantime, Engstler was elbowing his way through the field making a number of risky overtaking manoeuvres that resulted in a lot of contact with other competitors. He was involved in a ruthless fight with Antti Buri, Pascal Eberle, Benjamin Leuchter and Jussi Kuusiniemi that ended with Eberle's Cupra rolling in the middle of the track.

In the final part of the race, Langeveld

was put under huge pressure from Halder, Proczyk and Buri; the Dutchman dropped to fourth but retook third from Buri who retired soon after. On the final lap, Langeveld attacked Proczyk who wisely let him go as he was watching in the mirrors Engstler's car getting closer. Halder claimed his third victory of the season, beating Langeveld by half-a-second and Proczyk.

In the final standings, Proczyk was crowned champion with 421 points, followed by Engstler on 414, Langeveld 403 and Halder 366. The icing on the cake for HP Racing International was

taking the Teams' title, while Max Hesse won the Rookie Trophy in the PROSport Performance Audi RS3 LMS.

TCR Germany
Touring Car Championship

Hockenheim, Round 13, Saturday 22 September 2018

1. Harald Proczyk (Opel Astra); 2. Mike Halder (Honda Civic FK7); 3. Luca Engstler (Hyundai i30 N)

Hockenheim, Round 14, Sunday 23 September 2018

1. Mike Halder (Honda Civic FK7); 2. Niels Langeveld (Audi RS3 LMS); 3. Harald Proczyk (Opel Astra)



Ferrara takes the double at Monza

SALVATORE TAVANO IS CROWNED CHAMPION BY 2.5 POINTS



Luigi Ferrara and his V-Action Alfa Romeo Giulietta concluded the 2018 season of TCR Italy in style with a double victory in the Monza finale, his fourth and fifth wins of the season. However, this was not enough for him to prevent Salvatore Tavano from being crowned champion after Saturday's Race 1, in which the SEAT Motorsport Italia driver was rewarded with a fifth place that mathematically secured the title for him. In the final standings, Tavano's winning margin over Ferrara was of just 2.5 points.

In Race 1, the Cupra of pole-sitter Igor Stefanovski was beaten to Turn 1 by Eric Scalvini's Hyundai i30 N with Tavano retaining the second place in which he'd started. Ferrara started from fourth on the grid and was elevated to third when Stefanovski

went straight on at the Roggia chicane. There was then contact between Stefanovski and Tavano on lap 2, which allowed Ferrara to move up into second place and Enrico Bettera into fourth. Bettera's Audi then passed Tavano for third place on lap 4, which is where Bettera would finish.

Two battles then developed – the first between Scalvini and Ferrara for the lead and the second a thrilling three-way scrap involving the Cupra cars of Stefanovski, Tavano and Andrea Larini. Ferrara snatched the lead on lap 4 but Scalvini stayed with him for several laps until his challenge faded in the closing stages. Both drivers received five-second time penalties for infringing track limits at Turn 4, as did Bettera and Stefanovski.

Tavano continued to fight with Larini





and Stefanovski, aware that fourth place would mean he would clinch the title (or fifth, should Ferrara not set the fastest lap of the race). Thanks to Stefanovski's penalty and Scalvini claiming the quickest lap time, Ferrara's victory wasn't enough to take the fight to the season's final race on Sunday. Matteo Greco finished as the highest-placed DSG entry in eighth place.

At the start of Race 2, Stefanovski took the lead over Greco; they were followed by Scalvini, Bettera and Ferrara. Bettera soon climbed to second and took the lead on lap 4, but a couple of laps later Stefanovski retook command with a daring overtaking manoeuvre at the first chicane which resulted in a contact that spoiled Bettera's race.

The Stewards imposed a drive-through on the Macedonian who dropped to tenth; Ferrara inherited the lead and won with a comfortable margin over Lorenzo Nicoli's Honda and Greco who won the DSG Trophy race again and secured third in the Drivers' championship final standings.



TCR Italy
Touring Car Championship

Monza, Round 13,
Saturday 6 October 2018
1. Luigi Ferrara (Alfa Romeo Giulietta);
2. Eric Scalvini (Hyundai i30 N); 3.
Enrico Bettera (Audi RS3 LMS)

Monza, Round 14,
Sunday 7 October 2018
1. Luigi Ferrara (Alfa Romeo Giulietta);
2. Lorenzo Nicoli (Honda Civic FK7); 3.
Matteo Greco (Cupra DSG)



Kang and Jung share wins at Inje Speedium

Only five cars took part in TCR Korea's second event at Inje Speedium, where Kang Byung Hui in the Indigo Racing Hyundai i30 N and Jung Nam Su in the Brand New Racing Volkswagen Golf GTI won one race apiece.

Andrew Kim overtook pole sitter Noh Dong Gi on the outside of T1 to take the lead in the first race. During the opening lap the five drivers delivered some close fights, clashing and pushing each other. Kang Byung Hui emerged in second position behind Kim with Jung Nam Su in third, followed by Noh and Cho Hoon Hyun.

Soon the gaps began to grow and Kim built a comfortable lead, but he was under investigation for a jump-start that resulted in a drive through penalty that he served on the penultimate lap, rejoining in third position. He was able to overtake Jung, but couldn't catch Kang who won the race.

In the second race, Kim stalled the engine at the start and found himself six seconds behind the rest of the field; Cho was leading from Jung, Kang and Noh. On lap 6 Jung attacked Cho, they made contact and Cho spun and lost

contact. Kim overtook Noh for fourth on lap 7, then passed Kang for third on lap 8 and began to close in on Cho. Kim moved up to second on lap 15 and desperately tried to get closer to Jung but eventually had to settle for second position, nine tenths behind Jung, while Cho handed third place to his teammate Kang who retained the leadership in the standings, two points ahead of Kim.

TCR Korea's inaugural season will come to an end at Yeongam's Korea International Circuit on November 3 and 4.



TCR Portugal
Touring Car Championship

Inje, Round 3, Sunday 30 September 2018

1. Kang Byung Hui (Hyundai i30 N); 2. Andrew Kim (Volkswagen Golf GTI); 3. Jung Nam Su (Volkswagen Golf GTI)

Inje, Round 4, Sunday 30 September 2018

1. Jung Nam Su (Volkswagen Golf GTI); 2. Andrew Kim (Volkswagen Golf GTI); 3. Kang Byung Hui (Hyundai i30 N)

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TCR International Series 2017
Zhejiang Circuit, China



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FIA WTCR 2018
Circuit Moulay El Hassan, Morocco



Back-to-back wins to start TCR Europe campaign

TCR Europe 2018
Circuit Paul Ricard, France



US Customers clinch manufacturers' and teams' title

Pirelli World Challenge 2018
Watkins Glen International, USA



Maximum points in only perfect weekend of German season

TCR Germany 2018
Sachsenring, Germany



First manufacturer to sweep all three WTCR weekend races

FIA WTCR 2018
Ningbo International Speedpark, China





i30 N

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Bragin wraps up the title

LADYGIN AND DUDUKALO SHARE WINS IN THE FINAL EVENT

Driving two sensible races in the TCR Russia finale at Fort Grozny, TAIF Motorsport's Dmitry Bragin wrapped up his third consecutive title by finishing sixth in the first race; he then finished the season on the podium with second in Race 2. His competitors finished on high notes, but couldn't threaten his leadership.

In Race 1, LADA Sport Rosneft took a dominant 1-2-3, although Vladimir Sheshenin was later demoted from third to fourth for blocking Anton Badoev at the start.

Mikhail Grachev took the lead from pole followed by the sister car of Kirill Ladygin, Badoev's Cupra and the third LADA Vesta of Sheshenin. Bragin was fifth, ahead of the Lukoil Racing duo of Ivan Lukashevich and Aleksey Dudukalo. Before the end of lap 1, Sheshenin overtook Badoev and completed the LADA trio at the front, Bragin followed him and moved up to fourth.

The three LADA cars pulled away, while Bragin put in a great defensive drive to reject Badoev's assaults; in the second half of the race Lukashevich overtook Dudukalo and joined the Bragin-Badoev fight. Nothing changed until the final lap, when Bragin, knowing he had secured the title, let Badoev and Lukashevich through; then, on the final corner, Grachev handed victory to Ladygin who could still finish second in the championship.

Dudukalo took a lights-to-flag win in the second race, sprinting from pole position, while Bragin was able to keep Lukashevich and Sheshenin at bay to retain second place. On lap 3, Lukashevich and Sheshenin made contact and spun; the former rejoined in seventh position while





the LADA driver had to pit for repairs. This promoted Grachev to third and Roman Golikov to fourth; however Golikov had to serve a drive-through for a jump-start and dropped to the back of the field.

With Dudukalo in a comfortable lead, Bragin rejected Grachev's assaults; Grachev was then joined by Badoev, Ladygin and Lukashevich in a four-way fight for third position. Two laps from the end Ladygin overtook Badoev for fourth and then the latter lost also fifth to Lukashevich during the final lap.

Dudukalo finished as runner up to Bragin in the standings, while Ladygin completed the championship podium, beating Lukashevich by the number of victories (3-1), as they were equal on points.

TCR Russia
Touring Car Championship

Fort Grozny, Round 13,
Friday 5 October 2018

1. Kirill Ladygin (LADA Vesta); 2. Mikhail Grachev (LADA Vesta); 3. Anton Badoev (Cupra)

Fort Grozny, Round 14,
Saturday 6 October 2018

1. Aleksey Dudukalo (Audi RS3 LMS); 2. Dmitry Bragin (Audi RS3 LMS); 3. Mikhail Grachev (LADA Vesta)



Johan Kristoffersson becomes champion

DAHLGREN'S HOPES SWEEP AWAY
BY A TECHNICAL ISSUE

In the season finale at Mantorp Park, Johan Kristoffersson completed a great recovery in Race 1 from seventh on the grid to take his third consecutive win. A fifth place in the second race was then enough for him to clinch the TCR Scandinavia crown, after his rival in the title fight Robert Dahlgren retired due to a gearbox failure.

At the start of Race 1, Andreas Wernersson took the lead from pole ahead of Dahlgren who was followed by Fredrik Eklom, Daniel Haglöf, Mattias Andersson and Kristoffersson; Hugo Nerman, second on the grid, spun off during the opening lap.

Kristoffersson began to climb on lap 2, overtaking Andersson for fifth, while Dahlgren snatched the lead from Wernersson on lap 5. Kristoffersson's progression saw him passing Haglöf for fourth on lap 5, Eklom for third on lap

6 and Wernersson for second on lap 8; on the same lap Haglöf overtook Eklom for fourth.

Dahlgren tried to defend his lead, but on lap 9 Kristoffersson overtook him after a contact and pulled away. Two laps later Eklom punted Dahlgren and sent him wide, which enabled Wernersson and Eklom to finish second and third behind Kristoffersson and ahead of Dahlgren and Haglöf. However, after the race, Eklom was given a 2.4 seconds penalty for the incident that dropped him to fourth. These results elevated Kristoffersson to the top of the standings, three points ahead of Dahlgren.

In the second race, Tobias Brink converted his pole position into a lights-to-flag victory, the second for him during the current season. At the start, Brink sprinted ahead of





Andersson and Kristoffersson. During the opening laps, Kristoffersson put pressure on Andersson in an attempt to move up to second, but the Honda driver resisted several assaults and survived a few contacts, while Dahlgren climbed to fourth after passing his teammate Haglöf.

On lap 5, Dahlgren was closing in on Kristoffersson, but all of a sudden he slowed down and retired in the pits; in the meantime, Kristoffersson was trying again to overtake Andersson, the two of them made contact and Haglöf overtook both for second. Afterwards, with the title in his hands, Kristoffersson eased his pace and even conceded fourth position to Andreas Wernersson in the closing laps. Brink claimed his second victory of the season from Haglöf, Andersson, Wernersson and Kristoffersson.

Kristoffersson was crowned champion with 195 points, Dahlgren was classified second with 182 and Haglöf completed the championship podium with 174 ahead of Wernersson (160).

As a consolation the PWR Racing SEAT Dealer Team won both the Junior (with Philip Morin) and Teams' titles.

TCR Scandinavia
Touring Car Championship

Mantorp Park, Round 11, Saturday 22 September 2018

1. Johan Kristoffersson (Volkswagen Golf GTI); 2. Andreas Wernersson (Volkswagen Golf GTI); 3. Robert Dahlgren (Cupra)

Mantorp Park, Round 12, Saturday 22 September 2018

1. Tobias Brink (Audi RS3 LMS); 2. Daniel Haglöf (Cupra); 3. Daniel Haglöf (Cupra)



Lloyd becomes the first TCR UK Champion

HIM AND PRICE SHARED VICTORIES AT DONINGTON PARK

Daniel Lloyd became the first-ever winner of the TCR UK Drivers' Championship title when he took victory in the series' penultimate race of the 2018 season at Donington Park. His solitary rival for the title, Oliver Taylor, could only finish fourth and so Lloyd clinched the title with one race in hand. The result meant WestCoast Racing won both TCR UK titles, having

already secured the Teams' championship at the previous round at Croft. Following a morning of heavy rain and an incident involving several cars in one of the support races, both TCR UK races were delayed and shortened in length to fifteen minutes in duration. Despite the treacherous conditions, both races were relatively incident-free and saw

some of the closest racing of the season. WestCoast Racing had locked out the first three positions in Qualifying, with Lloyd on pole for Race 1 ahead of Swedish siblings Andreas and Jessica Bäckman. Taylor qualified fourth and knew his only real chance of taking the title fight to the final race lay in making a good start. He duly passed





Jessica Bäckman on the run down to Turn 1, but then slid wide on the greasy track and ran through the gravel. The Pyro Motorsport Honda Civic then worked its way through the field in a bid to keep the fight alive but Lloyd was pulling away from the pack on each lap and ended the race with a 16-second gap to take a dominant lights-to-flag win. Andreas Bäckman finished second and Finlay Crocker claimed his second podium finish of the season in third place. Taylor was fourth and was quick to congratulate Lloyd on securing the title.

In Race 2, pole-sitter Carl Swift's hopes of a maiden TCR UK race victory were quickly ended when he was passed by the JP Racing Honda Civic FK2 of Josh Price, who'd retired from Race 1 with fuel pump issues. There were no such

problems for the car in the second race and Price became the fifth driver to win a round of the TCR UK series when he finished the race with an impressive 18-second advantage. Swift's challenge faded as the race went on, allowing his teammate Stewart Lines to battle first with Andreas Bäckman and then Dan Lloyd before the Maximum Motorsport Cupra driver eventually finished second to claim his maiden podium finish in the championship. Lloyd rounded off his season with third place and yet another visit to the podium. The results from two final races of the season left Lloyd with a 61-point advantage over Taylor, with Andreas Bäckman a further 45 points behind in third place. His sister Jessica finished the season in fourth place ahead of Lewis Kent while Stewart Lines, Finlay

Crocker, Carl Swift, Josh Price and Darelle Wilson completed the top ten. With WestCoast Racing already having clinched the Teams' title, Pyro Motorsport finished the season as runner-up ahead of Maximum Motorsport, Essex and Kent Motorsport and Verizon Connect Racing.

TCR UK
Touring Car Championship

Donington Park, Round 13,
Sunday 14 October

1. Daniel Lloyd (Volkswagen Golf GTI); 2. Andreas Bäckman (Volkswagen Golf GTI); 3. Finlay Crocker (Honda Civic FK7)

Donington Park, Round 14,
Sunday 14 October

1. Josh Price (Honda Civic FK2); 2. Stewart Lines (Cupra); 3. Daniel Lloyd (Volkswagen Golf GTI)



1-2 for Dome Racing Honda in Super Taikyu at Motegi

The DOME Racing Honda Civic #98 claimed its second consecutive win in the TCR class of the Super Taikyu series. Two months after winning the Autopolis 5-hour race, Taiyo Iida and Hiroki Kato were victorious in the 5 hours of Motegi; this time they shared their Civic FK8 car with Keishi Ishikawa who replaced Kazuho Takahashi.

The team's success was completed by the Modulo Racing sister car #97 of Tadao Uematsu, Shinji Nakano, Hiroki Otsu and Takashi Kobayashi that recovered to second after starting from the back of the grid.

These results also meant that DOME Racing has clinched the TCR title for the second year in a row, as the gap between the #97 car that leads the standings and the BRP Audi RS3 LMS #19 has reached the 58 points when only 21 will be awarded in the final round of the season at Okayama. The #98 Civic has rounded off the team's triumph having mathematically clinched the second place, as it stands

27 points behind the sister car. In the Motegi race, Iida, Kato and Ishikawa qualified second behind the Team Mars Audi #65, but then led from the early stages and beat the Civic #97 by one lap; the BRP Audi driven by 'Hirobon', Takuro Shinohara, Daisuke Yamawaki and Koichi Okumura

claimed the third spot of the podium one further lap down and was followed by the Team Mars Audi #65 of Daisuke Imamura, Masanobu Kato and Hiroki Kokuzawa that has started from the pole position. The final round of the series will be the Okayama 3-hour race on November 3 and 4.



VLN wins for Møller Bil Motorsport and Mathilda Racing

TCR class victories in the seventh and eighth rounds of the VLN series went to Møller Bil Motorsport and Mathilda Racing.

In the 58. ADAC Reinoldus Langstreckenrennen, the Audi RS3 LMS of the Norwegian team, driven by the regular trio of Håkon Schjærin, Kenneth Østvold and Atle Gulbrandsen, set pole position with a lap of 8:42.980 that placed them 28th on the starting grid and then covered 26 laps of the Nürburgring Nordschleife to be classified 25th overall out of the 149 starters in the four-hour race.

Second and third in the class were two CUPRA cars: that of Mathilda Racing of Andreas Gülден and Heiko Hammel and the FEV Racing car of Benedikt Gentgen and Bernd Hömberg.

Two weeks later in the 50. ADAC Barbarossapreis, Gülден and Hammel were victorious in the Mathilda Racing CUPRA. They finished 23rd overall out of the 142 starters and beat by four minutes the Lubner Motorsport Opel Astra that regular drivers Thomas Jäger and Thorsten Wolter shared with TCR Germany's Jasmin Preisig.

The FEV Racing CUPRA that Gentgen shared with Martin Pischinger finished in third position once again.

The ninth and final round of the series – the 43. DMV Münsterlandpokal – will take place on October 20.



Winning debut in the CER for the Peugeot 308

Enrique Hernando and Gonzalo de Andres drove the SMC Junior Motorsport Peugeot 308 to a victorious debut in the Campeonato de España Resistencia. The series' fourth race meeting took place at Jarama, where the TCR cars competed against GTs in two one-hour races; Hernando and Gonzalo scored a double victory in the TCR class, finishing an outstanding third overall in Race 2.

In the first race they were followed by the Baporo Motorsport Cupra DSG of Joan Vinyes-Jaime Font that crossed the line 34 seconds behind them, while the podium was completed by the PCR Sport Cupra DSG driven by the father-and-son pair of Ferrán and Fernando Monje a further 19 seconds adrift. In the fight for third, the Monjes beat Alba Cano's Monlau Competición Cupra DSG by just 176 thousandths.

The SMC Junior team had a tougher time in Race 2 as they were closely chased by the RC2 Junior Team SEAT León of David Cebrián-Max Llobet and the Baporo Cupra of Vinyes-Font; eventually Hernando-de Andres managed to win by a three-second margin over Cebrián-Llobet who preceded Vinyes-Font by another three seconds.

Cebrián-Llobet now lead from Vinyes-Font in the championship standings by one point, ahead of the CER's finale that will be at Barcelona on November 10/11.



Team Engstler wins the TCR class in the SIC 888 Km

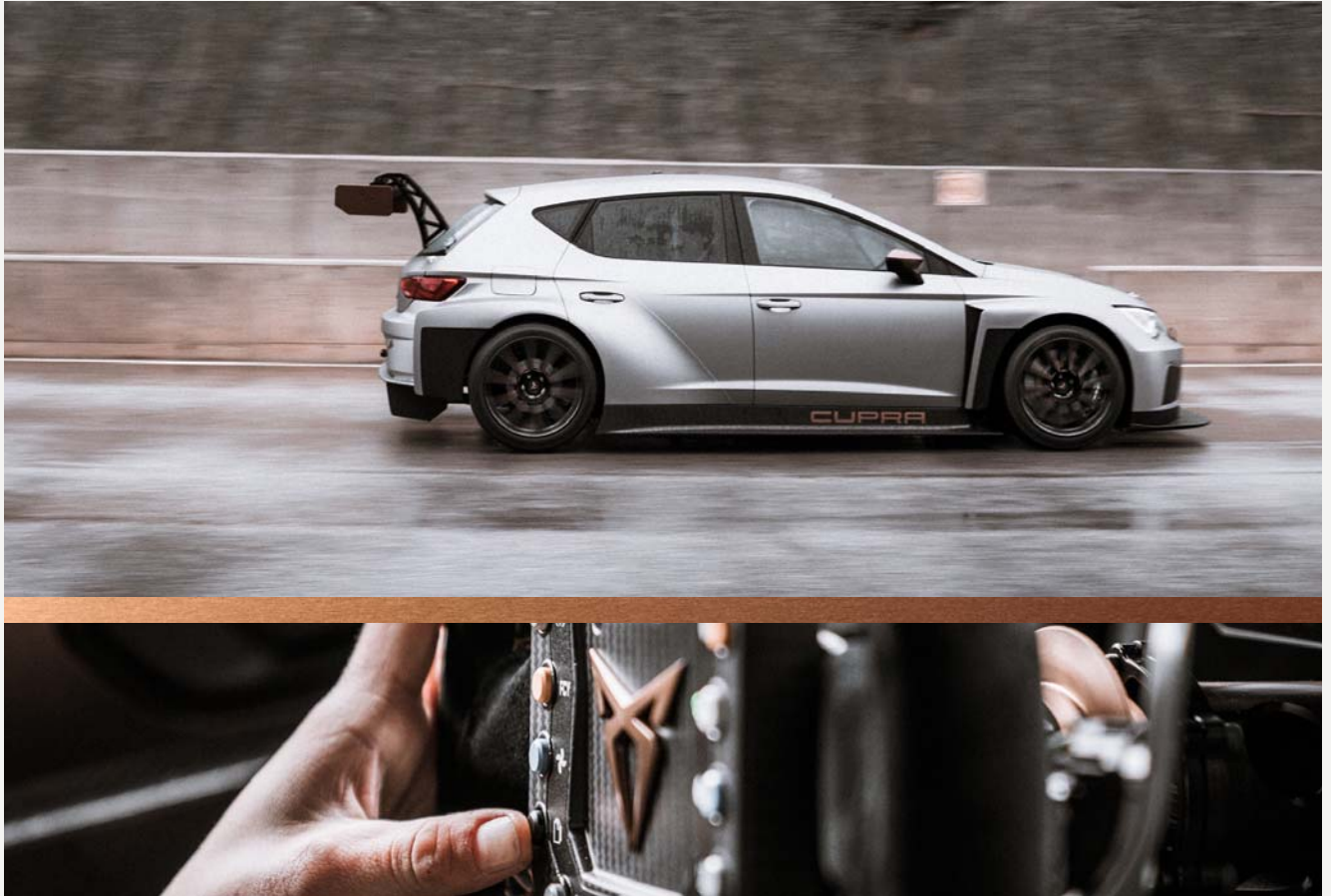


The inaugural edition of the Shanghai International Circuit 888 Km Endurance race saw four TCR teams competing against a bunch of GTs. One day after clinching the TCR Asia title on the very same racetrack, Luca Engstler took a class victory at the wheel of the Team Engstler Volkswagen Golf GTI he shared with Diego Moran and Théo Coicaud.

The trio completed the race in six hours and twenty-two minutes, covering 148 laps and finishing fourth overall behind three GT cars. They beat the HE Racing Golf GTI of Li Xue Feng and Tian Li Ying (regular competitors in TCR China) by two laps; Li and Tian were classified 6th overall.

The podium was completed by the Elegant Racing Team Cupra of Alex Liu and Kenneth Look that finished 8th overall, 11 laps behind the Engstler Golf.

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Podium result secures IMSA title for Long and Casey

Tom O'Gorman and Kenton Koch won the TCR class in the final round of the IMSA Continental Tire Challenge at Road Atlanta, while Tom Long and Britt Casey jr. were crowned the first champions in the category. The closest title battle in the Continental Challenge entering Friday's race was that in the TCR category. Compass Racing's Long and Casey, Jr. in the #77 Audi RS3 LMS were ready to defend their five-point margin against teammates Rodrigo Sales and Kuno Wittmer in the #74. And it was shaping up to be a tantalizing battle, as the #74 had mechanical issues during Thursday's qualifying, which meant the team would have to climb from last in the field for a shot at the title. However about 40 minutes into the race, the #74 machine got away from its driver, Sales, and went into the Turn 6 wall. The car was done for the day

and the #77 secured the championship by 13 points, 318-305.

Third in final standings was the second eEuroparts Racing car #10 of Lee Carpentier and Kieron O'Rourke that outscored the third Compass Racing car #75 of Pierre Kleinubing and Roy Block by one mere point.

The #77 went on to finish third behind O'Gorman and Koch in the #12

eEuroparts Racing Audi. This was the second victory for the duo that joined the TCR field midway through the season and it came on the heels of O'Gorman's fifth consecutive Motul Pole Award.

Michael Johnson and Stephen Simpson in the #54 JDC-Miller MotorSports Audi RS3 LMS TCR would complete the podium with their second place finish.



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Father and son clinch the 24H TCE Series European title



The Dutch pair of Ivo and Rik Breukers, father and son, clinched the title in the TCR class of the 24H TCE Series by finishing second in the 12H Spa-Francorchamps, closing event of the season.

After setting pole position in Qualifying, and despite a collision with another car that dropped them to eight in the class during the early stages of the race, the Breukers drove their Red Camel-Jordans.nl SEAT León DSG for 221 laps around the 7km Belgian racetrack. They crossed the finish line one lap behind their countrymen and rivals in the title fight Gijs Bessem and Harry Hilders who won the class in their NKPP Racing by Bas Koeten Cupra DSG and were classified second overall behind a Ginetta G55 of the SP3 class.

Eventually, Ivo and Rik Breukers were crowned champions with a margin of just four points over Bessem and Hilders. "I was sweating all over!" said Ivo Breukers after the race. "I was very excited to finish, and I was praying everything would go well. Anything can happen, and the car had a hit in the beginning, and I'm just so happy!"

Third in the class to secure a 1-3 for Bas Koeten Racing, was the LMS Racing by Bas Koeten Racing Cupra DSG shared by the Finnish trio of Antti Buri, Olli Kangas and Kari-Pekka Laaksonen, the winners of last year's race.

The 24H TCE Series' final round will be the 24H COTA at Austin, Texas, on 16/18 November that will award the Continents title.



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WTCR

(after rounds 24 of 30)



Drivers

1	Gabriele Tarquini	Hyundai i30 N TCR	241 pts
2	Thed Björk	Hyundai i30 N TCR	234
3	Yvan Muller	Hyundai i30 N TCR	234
4	Pepe Oriola	Cupra TCR	207
5	Jean-Karl Vernay	Audi RS3 LMS	205
6	Esteban Guerrieri	Honda Civic FK7 TCR	199
7	Norbert Michelisz	Hyundai i30 N TCR	195
8	Frédéric Vervisch	Audi RS3 LMS	192
9	Yann Ehrlacher	Honda Civic FK7 TCR	178
10	Rob Huff	Volkswagen Golf GTI TCR	162
11	Aurélien Comte	Peugeot 308 TCR	139
12	Gordon Shedden	Audi RS3 LMS	122
13	Mehdi Bennani	Volkswagen Golf GTI TCR	121
14	Nathanaël Berthon	Audi RS3 LMS	71
15	Denis Dupont	Audi RS3 LMS	67

Teams

1	M Racing - YMR	480 pts
2	BRC Racing Team	443
3	AlHnkL.com Münnich Motorsport	383
4	Audi Sport Leopard Lukoil Team	341
5	Sébastien Loeb Racing	297

TCR Europe

(after rounds 12 of 14)



Drivers

1	Mikel Azcona	Cupra TCR	164 pts
2	Jean-Karl Vernay	Audi RS3 LMS	145
3	Dusan Borković	Hyundai i30 N TCR	134
4	Attila Tassi	Honda Civic FK7 TCR	123
5	Dániel Nagy	Hyundai i30 N TCR	114
6	Josh Files	Honda Civic FK7 TCR	109
7	Kris Richard	Hyundai i30 N TCR	84
8	Maxime Potty	Volkswagen Golf GTI TCR	76
9	Stian Paulsen	Cupra TCR	60
10	Francisco Mora	Hyundai i30 N TCR	44

DSG Challenge

1	Giovanni Altoè	Audi RS3 LMS DSG	200 pts
2	Marie Baus-Coppens	Cupra TCR DSG	140
3	Ferenc Ficzai	Cupra TCR DSG	25

Teams

1	Target Competition	239 pts
2	Heli Energy Racing by KCMG	232
3	PCR Sport	106

TCR Asia

(after rounds 10 of 10)



Drivers

11	Luca Engstler	Volkswagen Golf GTI TCR	197 pts
2	Mitchell Cheah Min Jie	Volkswagen Golf GTI TCR	165
3	Diego Moran	Volkswagen Golf GTI TCR	127
4	Kelvin Wong Kiang Kuan	SEAT León TCR / Cupra TCR	106
5	Lo Sze Ho	Honda Civic FK2 TCR	98
6	Douglas Khoo Kok Hui	SEAT León TCR / Cupra TCR	80
7	Alex Liu Lic Ka	SEAT León TCR / Cupra TCR	69
8	Ivan Szeto Wing Shun	Honda Civic FK2 TCR	26
9	Abdul Kaathir	Honda Civic FK2 TCR	22
10	Clement Tong Yat Him	Honda Civic FK2 TCR	16

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	425 pts
2	Elegant Racing Team	187
3	Maximum Racing	149

TCR China

(after rounds 12 of 15)



Drivers

1	Henry Ho/Eurico De Jesus/André Couto	Honda Civic FK8 TCR	127 pts
2	Sunny Wong/Alex Hui	Volkswagen Golf GTI TCR	124
3	Miguel Kong/Kevin Lam/Tang You Xi	Honda Civic FK8 TCR	76
4	Tian Li Ying/Li Xue Feng	Volkswagen Golf GTI TCR	72.5
5	Filipe C. De Souza/Ryan Wong	Audi RS3 LMS	60
6	Zhu Zhen Yu/Zhou Bi Huang	Volkswagen Golf GTI TCR	55
7	Li Lin	Volkswagen Golf GTI TCR	44.5
8	Jeronimo Badaraco/Lam Wai Hong/Kevin Leong	Volkswagen Golf GTI TCR	21
9	Lai Wee Sing/Lv Xin Min	Volkswagen Golf GTI TCR	19
10	Carson Tang	Audi RS3 LMS	17

Teams

1	MacPro Racing	160 pts
2	TeamWork Motorsport	114
3	HE Racing	62.5

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 14 of 14)



Drivers

1	Harald Proczyk	Opel Astra TCR	421 pts
2	Luca Engstler	Volkswagen Golf GTI TCR / Hyundai i30 N TCR	414
3	Niels Langeveld	Audi RS3 LMS	403
4	Mike Halder	Honda Civic FK7 TCR	366
5	Antti Buri	Audi RS3 LMS	259
6	Max Hesse	Audi RS3 LMS	247
7	Luke Wankmüller	Opel Astra TCR	228
8	Benjamin Leuchter	Volkswagen Golf GTI TCR	224.5
9	Michelle Halder	Cupra TCR	208.5
10	Simon Reicher	Audi RS3 LMS	182

Rookie Challenge

1	Max Hesse	Audi RS3 LMS	98.5 pts
2	Luke Wankmüller	Opel Astra TCR	94
3	Michelle Halder	Cupra TCR	78.5

Teams

1	HP Racing International	633 pts
2	Team Honda ADAC Sachsen	513
3	Racing One	495

TCR Ibérico

(after rounds 2 of 4)



Drivers

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

TCR Italy

(after rounds 14 of 14)



Drivers		
1	Salvatore Tavano	Cupra TCR 150.5 pts
2	Luigi Ferrara	Alfa Romeo Giulietta TCR 148
3	Matteo Greco	Cupra TCR / Cupra TCR DSG 108.5
4	Enrico Bettera	Audi RS3 LMS 80
5	Nicola Baldan	Hyundai i30 N TCR 69.5
6	Eric Scalvini	Hyundai i30 N TCR 69
7	Andrea Larini	Cupra TCR 65
8	Jürgen Schmarl	Honda Civic FK2 TCR 55
9	Massimiliano Mugelli	Honda Civic FK7 TCR 41
10	Edoardo Cappello	Alfa Romeo Giulietta TCR 38

Under 25 Trophy

1	Eric Scalvini	Hyundai i30 N TCR 181.5 pts
2	Matteo Greco	Cupra TCR / Cupra TCR DSG 170
3	Giovanni Altoè	Audi RS3 LMS DSG 140

DSG Trophy

1	Giovanni Altoè	Audi RS3 LMS DSG 156 pts
2	Matteo Greco	Cupra TCR / Cupra TCR DSG 147
3	Massimiliano Gagliano	Cupra TCR DSG 130.5

TCR Korea

(after rounds 4 of 6)



Drivers		
1	Charlie Kang Byung Hui	Hyundai i30 N TCR 83 pts
2	Andrew Kim	Volkswagen Golf GTI TCR 81
3	Cho Hoon Hyun	Hyundai i30 N TCR 52
4	Jung Nam Su	Volkswagen Golf GTI TCR 45
5	Kim Byoung Hyun	Honda Civic FK7 TCR 34
6	Noh Dong Gi	Hyundai i30 N TCR 24
7	Kang Dong Woo	Hyundai i30 N TCR 21
8	Lee Do Hyeon	Hyundai i30 N TCR 18

Teams

1	Indigo Racing	135 pts
2	Brand New Racing	86
3	E-Rain Motorsport	82

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' o 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 6 of 8)



Drivers		
1	Pedro Salvador	Cupra TCR 153 pts
2	Francisco Abreu/Rafael Lobato	Peugeot 308 TCR 104
3	Francisco Carvalho	Audi RS3 LMS 103
4	Armando Parente	Volkswagen Golf GTI DSG 84
5	Manuel Glão	Kia c'eed TCR 62
6	José Cautela	Volkswagen Golf GTI DSG 55
7	Gustavo Moura	Audi RS3 LMS 36
8	Henrique Chaves	Volkswagen Golf GTI DSG 29
9	Francisco Mora	Cupra TCR 18

TCR Russia

(after rounds 14 of 14)



1	Dmitry Bragin	Audi RS3 LMS 223 pts
2	Aleksey Dudukalo	Audi RS3 LMS 190
3	Kirill Ladygin	LADA Vesta TCR 174
4	Ivan Lukashevich	SEAT León TCR DSG / Audi RS3 LMS 174
5	Klim Gavrilov	Audi RS3 LMS / Volkswagen Golf GTI TCR 169
6	Anton Badoev	Cupra TCR 141
7	Mikhail Grachev	LADA Vesta TCR 138
8	Vladimir Sheshenin	LADA Vesta TCR 138
9	Roman Golikov	Volkswagen Golf GTI DSG 123
10	Lev Tolkachev	SEAT León TCR / Cupra TCR 101

SMP Trophy

1	Anton Badoev	Cupra TCR 264 pts
2	Roman Golikov	Volkswagen Golf GTI DSG 249
3	Lev Tolkachev	SEAT León TCR 216

Teams

1	Lukoil Racing Team	349 pts
2	LADA Sport Rosneft	303
3	STK TAlF Motorsport	245

TCR Scandinavia

(after rounds 12 of 12)



Drivers		
1	Johan Kristoffersson	Volkswagen Golf GTI TCR 195 pts
2	Robert Dhalgren	Cupra TCR 182
3	Daniel Haglöf	Cupra TCR 174
4	Andreas Wernersson	Volkswagen Golf GTI TCR 160
5	Philip Morin	Cupra TCR 111
6	Fredrik Ekblom	Volkswagen Golf GTI TCR 110
7	Tobias Brink	Audi RS3 LMS 93
8	Mattias Andersson	Honda Civic FK2 TCR 93
9	Hugo Nerman	Volkswagen Golf GTI TCR 40
10	Mikael Åhlin-Kottulinsky	Cupra TCR 39

Juniors

1	Philip Morin	Cupra TCR 212 pts
2	Hugo Nerman	Volkswagen Golf GTI TCR 191
3	Oliver Söderström	Volkswagen Golf GTI TCR 173

Teams

1	PWR Racing – SEAT Dealer Team	358 pts
2	VW Dealer Team Bauhaus	239
3	Lestrup Racing Team	196

TCR Swiss Trophy

(after rounds 10 of 10)



Drivers		
1	Attila Tassi	Honda Civic FK7 TCR 93 pts
2	Mikel Azcona	Cupra TCR 81
3	Jean-Karl Vernay	Audi RS3 LMS 74
4	Josh Files	Honda Civic FK7 TCR 71
5	Luigi Ferrara	Alfa Romeo Giulietta TCR 50
6	Kris Richard	Hyundai i30 N TCR 39
7	Antti Buri	Audi RS3 LMS 36
8	Harald Proczyk	Opel Astra TCR 35
9	Maxime Potty	Volkswagen Golf GTI TCR 35
10	Enrico Bettera	Audi RS3 LMS 33
10	Jaap van Lagen	Audi RS3 LMS 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	Nattaniid 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 14 of 14)



Drivers		
1	Daniel Lloyd	Volkswagen Golf GTI TCR 514pts
2	Oliver Taylor	Honda Civic FK2 TCR / Honda Civic FK7 TCR 453
3	Andreas Bäckman	Volkswagen Golf GTI TCR / Honda Civic FK7 TCR 408
4	Jessica Bäckman	Volkswagen Golf GTI TCR 300
5	Lewis Kent	Hyundai i30 N TCR 278
6	Stewart Lines	Cupra TCR 208
7	Finlay Crocker	Honda Civic FK7 TCR 179
8	Carl Swift	Cupra TCR 132
9	Josh Price	Honda Civic FK2 TCR 130
10	Darelle Wilson	Vauxhall Astra TCR 101

Teams		
1	WestCoast Racing	984 pts
2	Pyro Motorsport	458
3	Maximum Motorsport	367

Pirelli World Challenge

(after rounds 12 of 12)



Drivers		
1	Ryan Eversley	Honda Civic FK7 TCR 276 pts
2	Michael Lewis	Hyundai i30 N TCR 259
3	Mark Wilkins	Hyundai i30 N TCR 229
4	Mason Filippi	Volkswagen Golf GTI DSG / Honda Civic FK7 TCR 183
5	Michael Hurczyn	Volkswagen Golf GTI DSG 172
6	JT Coupal	Audi RS3 LMS DSG 156
7	Nate Vincent	Volkswagen Golf GTI DSG 154
8	Anthony Geraci	Audi RS3 LMS DSG 142
9	Dwight Merriman	Volkswagen Golf GTI DSG 130
10	Matt Fassnacht	Audi RS3 LMS DSG 119

Teams		
1	Brian Herta Autosport	284 pts
2	RealTime Racing	272
3	FPC Euro by HRD	193

IMSA Continental Challenge

(after rounds 10 of 10)



Drivers		
1	Tom Long/Britt Casey jr.	Audi RS3 LMS DSG 318 pts
2	Rodrigo Sales/Kuno Wittmer	Audi RS3 LMS DSG 305
3	Kieron O'Rourke/Lee Carpentier	Audi RS3 LMS DSG 264
4	Roy Block/Pierre Kleinubing	Audi RS3 LMS DSG 263
5	Stephen Simpson/Michael Johnson	Audi RS3 LMS DSG 247
6	Tom O'Gorman/Kenton Koch	Audi RS3 LMS DSG 186
7	Luke Rumburg/Tanner Rumburg	Volkswagen Golf GTI DSG 182
8	Don Istook	Audi RS3 LMS DSG 142
9	Mikey Taylor	Audi RS3 LMS DSG 121
10	Gavin Ernstone/Jonathan Morley	Audi RS3 LMS DSG 48

Teams		
1	Compass Racing #77	318 pts
2	Compass Racing #74	305
3	eEuroparts.com Racing #10	264

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 5 of 5)



Teams		
1	Red Camel-Jordans.nl #303	SEAT León TCR DSG 99 pts
2	NKPP Racing by Bas Koeten Racing #175	Cupra TCR DSG 95
3	Kawasaki Racing by Bas Koeten Racing #155	Cupra TCR 77
4	LMS Racing by Bas Koeten Racing #129	Cupra TCR DSG 70
5	Holmgaard Motorsport #102	Volkswagen Golf GTI DSG 60
6	Bonk Motorsport #115	Audi RS3 LMS DSG 52
7	Team Altran Peugeot #308	Peugeot 308 Racing Cup 43
8	Team Altran Peugeot #908	Peugeot 308 Racing Cup 36
9	TTC Racing #103	SEAT León TCR DSG 31
10	Team Hyundai Denmark #30	Hyundai i30 N TCR 27

Super Taikyu

(after rounds 5 of 6)



Drivers		
1	Motul Racing with Dome #97	Honda Civic FK8 TCR 135 pts
2	Floral Racing with Dome #98	Honda Civic FK8 TCR 108
3	BRP Audi Mie #19	Audi RS3 LMS 77
4	Audi Team DreamDrive Noah #75	Audi RS3 LMS 73
5	Audi Team DreamDrive #45	Audi RS3 LMS 67
6	Audi Team Mars #65	Audi RS3 LMS 61
7	Adenau Racingline Performance #10	Volkswagen Golf GTI TCR 42.5
8	Audi Driving Experience #33	Audi RS3 LMS 7

Campeonato España Resistencia

(after rounds 4 of 5)



Drivers		
1	David Cébrian/Max Llobet	SEAT León TCR 173 pts
2	Joan Vinyes/Jaime Font	Cupra TCR DSG 172
3	Gianluigi Vicinanza/Alex Cosin	Cupra TCR DSG 149
4	Enrique Hernando	Peugeot 308 TCR 128
5	Ferrán Monje/Fernando Monje	Cupra TCR DSG 126
6	Raul Martínez/Ruben Martínez	Cupra TCR DSG 117
7	Lluç Ibañez/Maxime Guillemat	Cupra TCR DSG 110
8	Antonio Aristi/Harriet Arruabarrena	Cupra TCR DSG 100
9	Gonzalo de Andres	Peugeot 308 TCR 92
10	Alba Cano-Ramírez	Cupra TCR 78





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RACE II



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Three questions to... **Reece Barr**

This is your first year driving a TCR car, but what experience of 'tin tops' did you have before this season?

"I've always been a fan of close Touring Car racing and I was keen to look at this route. In the UK the starting options are either the Renault Clio Cup or the MINI Challenge and, after testing both, it was easy to select the JCW MINI because it's more of a 'built' racing car than the Clio. Last year in the MINI was great; it was real door-to-door racing and also fast and I was really happy to run at the front in my first year in cars. Finishing the season as Vice-Champion and winning both the Rookie and Retailers' Cups confirmed that we made the right decision."

There were a number of championships you could have contested, so why did you choose TCR Europe?

"We initially considered a second year in the MINI, but our thoughts quickly turned to TCR when I tested with

Target Competition at Adria in their championship-winning Honda Civic Type-R. The test couldn't have gone better and when the TCR Europe Series was announced, we were attracted to the iconic circuits and increased profile of the events for our sponsors. To get sponsorship for motorsport is difficult but with the manufacturing

focus on TCR and the iconic format of the TCR Europe campaign being 'almost a world series' makes it much easier and to move from a national championship to a continental championship for my second year in cars is just magic"

Looking back at 2018, what are your thoughts about your first TCR season?

"I've settled in well at Target. It was easy to start negotiations with the team as double TCR Germany Champions and they're a great 'family



operated' team - with both, Honda or Hyundai, they can consistently win. The i30 N is just a fantastic racing car, which Hyundai have put a huge effort into to ensure that it runs at the front. I'm really happy with my pace against some very experienced champions and I'm now really looking forward to building on the lessons learned this year as we negotiate a deal for 2019. I know exactly what I need to focus on over the winter and it's great to have the development space and golden opportunity to race on such fantastic circuits. My next goal is to enter a relationship with a leading manufacturing and racing brand so that I can further development my skills in motorsport racing and business."