

TCR WORLD & LIFE

ISSUE 01 / 2019

Touring Cars roar on the banking of Daytona Speedway



Checking the cars
for the BoP



The racing season
began in Malaysia



The ambitious plans
of Teamwork Motorsport

THE TCR SNAPSHOT



Goodbye Charly!

Where: Brands Hatch, 2005 WTCC

What: Charly and Dieter Lamm, together again in the Walhalla of motorsport



What's next in the world of TCR

23/24 February	TCR Malaysia	Sepang International Circuit
2 March	NGK UAETCC	Dubai Autodrome
2/3 March	TC America	Circuit of the Americas, Austin
9/10 March	TC America	Bayfront Street Circuit, St. Petersburg
14/15 March	IMSA Michelin Pilot Challenge	Sebring International Raceway
23 March	NGK UAETCC	Dubai Autodrome
23 March	VLN	Nürburgring
23/24 March	TCR Ibérico	Circuit de Barcelona Catalunya
23/24 March	Super Taikyu	Suzuka Circuit

TCR WORLD & LIFE

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Just what the doctor ordered

Finishing in third place in the Fast MD Racing Audi RS 3 LMS in the IMSA Michelin Pilot Challenge's TCR class at Daytona was an outstanding achievement. Not only because the programme was only finalised two weeks before the race, but particularly for its support to the 'Racing to End Alzheimer's' charitable foundation. In fact, the team's co-founders are two Florida-based doctors; spine surgeon Dr. Farhan Siddiqi and orthopaedic surgeon Dr. Jared Salinsky, with the latter also sharing driving duties with Nick Galante and James Vance. Siddiqi and Salinsky have a long-held passion for sports cars, yet this was their first involvement in professional racing. *"Farhan was actually interested in GT4 and I said if you're going to get your feet wet, let's do TCR. It's less expensive but you get similar satisfaction. It's going to be a great field, the cars are less expensive to acquire and less expensive to maintain and, you know, let's just see how it goes,"* Salinsky explained. The #23 Audi survived a race that saw only three of 14 TCR cars on the lead lap at the chequered flag, a



welcome surprise to all involved. With Siddiqi and Salinsky sharing a similar profession, and Galante continuing his partnership with the charity r2endalz.org, the team is establishing a cohesive identity based on science and medicine. Siddiqi's medical practice is, in fact, the namesake of the car – Florida Advance Spine and Sports Trauma MD. The 'Racing to End Alzheimer's' charity, of which Galante is an ambassador, turns to those who have lost a relative

and offers the possibility to see their loved one's name on the racing car for a donation of \$250 that goes to the Foundation. The initiative is promoted by a video featuring the popular sports commentator Jim Nantz who has worked for CBS and the NFL. Fast MD Racing has no plans to slow down anytime soon, with the team's commitment to the IMSA Michelin Pilot Challenge set for the long term. *"There's no sense in going into a business venture if you're going to nickel and dime it,"* said Salinsky. *"Farhan openly said from the beginning, 'Fifty percent of this project is legitimate advertising and marketing for my business and 50 percent of it is my love of motorsport.' I understand there might be a loss and I understand we're going to learn from 2019 to do 2020, and we're going to learn from 2020 to do 2021. This is at least a three-to-five-year effort, which also puts us at ease as far as 'Oh my gosh, if we don't show results we're going to be out, but if we do show results, we're going to be in.' No, we already know that, results or not, that we're in for three years."*



Behind the scenes with the 2019 BoP

THE THREE STAGES OF TCR TECHNICAL DEPARTMENT'S JOB

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The process to establish the initial Balance of Performance for all TCR cars for the 2019 season has gone through a new system.

Unlike in previous years, the track test was limited to those models that are subject to new homologation, while greater emphasis was put on thorough static checks of the bodywork and engines of all the TCR models.

Stage 1 - The test in the Pininfarina wind tunnel

The first part of the BoP process was held at the end of January at Grugliasco, in the Pininfarina wind tunnel, where sixteen different models from twelve brands underwent thorough tests to assess downforce and drag.

One after the other, the cars were placed in the state-of-the-art wind tunnel with moving ground and tested with a ride height of 80 millimetres and three configurations of rear wing inclination: 0°, +5° and -5°. The test of each car required approximately one hour, under the monitoring of TCR technical staff.





Stage 2 - The engine tests at ORAL Engineering

The BoP process continued in early February at ORAL Engineering for the engine test.

Each engine was placed inside the 'test cell' and linked to the dynamometer that measured the power and torque curves. The engine was wired up, using the very same wiring that is installed in the racing car, and connected to the data logging ECUs. Once everything had been set up the actual test was performed, in order to check the engine maps in six different power configurations: 102.5%, 100%, 97.5%, 95%, 92.5% and 90%.

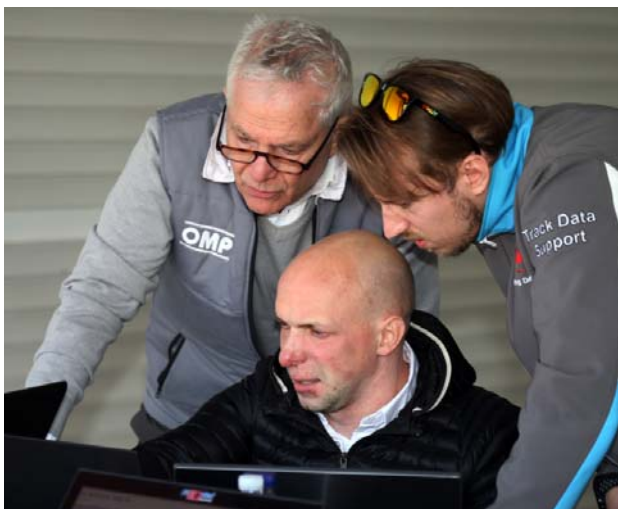
Stage 3 - The new models on track at Valencia

The final part of the BoP process was held at the track test, on 18 February, at Valencia's Circuito Ricardo Tormo where the TCR technical staff worked together with the appointed tester Daniel Lloyd and the FIA Technical Delegate Carlos Barros.

Only the new models to be certified by TCR were tested: the Hyundai Veloster N, Lynk&Co 03, Alfa Romeo Giulietta Veloce, LADA Vesta Sport and Renault Mégane, while a CUPRA was used as the reference car.

All the cars began running according to the latest BoP table (#13/2018) and during the day they were tested in different configurations of weight and ground clearance.

TCR TECHNICAL





Like working on a jigsaw puzzle

Andreas Bellu, the head of the TCR Technical Department explained: "In the second half of last season we had achieved a very good balance in performance, therefore we decided to start from that. Now we will use all the data collected in the three stages of the BoP process like pieces of a jigsaw puzzle."

"I was really proud to be appointed as the official BoP tester again," Lloyd said. "It seems like I did a good job last year. I raced in different TCR series and drove different models, but being behind the scenes and looking at what's involved in the BoP process is really interesting. There were less cars this year, but still a lot of track time and lots to do. It's a difficult job, because there are many variables between the cars, so we have to figure out how to get the best feedback possible from each of them in the small time we have."

The initial BoP list will be issued in early March and must be adopted by all the series and championships regulated by the TCR Technical Regulations. According to on-track-performance, the BoP will be adjusted during the season by the common Compensation Weight System and the Sporting Regulations of each championship.



Honda cars clean up at Daytona

*A 1-2 FOR THE LA HONDA WORLD RACING
IN THE IMSA CHALLENGE OPENER*





IMSA CHALLENGE

The second season of the TCR class in the IMSA Challenge began with an exciting four-hour race at Daytona that provided eight different leaders and plenty of overtaking and clashes. Eventually the Honda Civic cars of LA Honda World Racing finished 1-2 with Tom O'Gorman-Shelby Blackstock the winners from Matt Pombo-Mike La Marra. The podium was completed by the Fast MD Racing Audi RS 3 LMS of Nick Galante-James Vance-Jared Salinsky.

Alex Popow was impressive at the wheel of his Alfa Romeo Giulietta as he led for the first 30 minutes of the race. After the first pit stop, Lee Carpentier and Michael Johnson moved up to first and second in their Audi cars, but soon after the end of the first hour they came together and crashed. During the second hour there was a close fight between Blackstock and Galante who swapped the lead a few times.

After the third pit stop they both





dropped down the order and the lead was then taken by Todd Lamb's Honda that was closely chased by Michael Lewis' Hyundai, Pombo and Popow. On lap 55, Lewis was hit by Chad Gilsinger's Honda as they were fighting for fourth place. Again there was a close fight for the lead between Pombo, Lamb and Popow.

The last hour began with the top four drivers covered by the same second: Lamb, Pombo, Vance and Popow. At the restart after another full-course-yellow, Lamb pitted for fuel, Pombo took the lead and Popow overtook Vance for second. The fight for the win was now between the LA Honda World cars of Lamb and O'Gorman and Popow's Alfa. With 35 minutes left the Alfa went back into first place, but then retired in a cloud of smoke.

Back into the lead with 25 minutes to go, Lamb pitted with a flat front tyre and handed the first place to Vance, but O'Gorman was closing the gap by one second per lap. After a final full-course-yellow, with ten minutes left on the clock, the Honda cars of O'Gorman and Pombo overtook Vance's Audi to score a 1-2 finish.


"The hardest part was to stay out of trouble, because these guys were racing so hard," said O'Gorman. "If you'd have told me yesterday that we would be standing here, I wouldn't have believed you. We worked really hard overnight; the L.A. Honda World guys did an amazing job. The race was really challenging and we just kind of checked ourselves until the end and we found ourselves in the lead and it came to us."

The second round of the IMSA Michelin Pilot Challenge will take place at Sebring on 15 March.



Round 1 – Friday 25 January,
Daytona Int. Speedway
1. O' Gorman/Blackstock (LA Honda
World Racing, Honda Civic FK7); 2.
Pombo/La Marra (LA Honda World
Racing, Honda Civic FK7); 3.
Galante/Vance/Salinsky (Fast MD
Racing, Audi RS 3 LMS DSG)





Luca Engstler dominates at Sepang

THE YOUNG GERMAN DRIVER STAKES A CLAIM ON THE TITLE

For the third consecutive year Luca Engstler began the season in winning mode. After claiming victory in the inaugural race of TCR Middle East in 2017 and in last year's 24H Dubai, the young German is currently dominating the new TCR Malaysia championship. He has actually staked a serious claim on the inaugural title after two-thirds of the series, having won all four races held so far at Sepang International Circuit in his Hyundai i30 N.

The 18-year old Engstler has already built a margin of 41.5 points in the standings over his teammate Kai Jordan, with 55 still on offer in the third and final event that will take place at Sepang again on February 23/24, meaning that he's just one step away from adding a third TCR crown to those clinched last year in TCR Asia and TCR Middle East.





The only competitor who threatened Engstler's supremacy was the former World Touring Car champion Rob Huff, who made a guest appearance in the opening event at the wheel of a TeamWork Motorsport Volkswagen Golf GTI. Huff set pole position and offered fierce resistance in Race 1 in which he and Engstler ran abreast and clashed, but the German was able to recover and eventually won with a 1.8-second margin; Martin Ryba completed the podium in the Brutal Fish Racing Golf GTI, beating Douglas Khoo's Viper Niza Racing CUPRA by inches.

In the second race, Engstler mastered the difficult weather conditions; on a flooded track he recovered from eighth on the reverse grid, beating Indigo Racing's TCR Korea champion Charlie Kang who completed a brilliant 1-2 finish for Hyundai, while Kai Jordan finished third in his Golf GTI. As for Huff, he struggled in the middle of the pack with set-up problems.

Six days later the rain was pouring again when the field started Round 3; the safety car was deployed on lap 5 and eventually the red flag was waved for good at the end of lap 7 sanctioning another Engstler victory. The #8 Hyundai had taken the lead at the start, while Jordan had overtaken Paul Ip's KCGM Honda Civic for second. Those positions did not change until the race was stopped and only half points were awarded.

The track was still wet when Race 2 got

underway, Ryba and Khoo started well from the front row, but during the first lap Engstler and Jordan moved up to first and second after starting from eighth and sixth respectively. Malaysian youngster Brendan Paul Anthony recovered from 10th on the grid to quickly climb to fourth and on lap 2 he overtook Ryba for third, brilliantly claiming his first podium result on his maiden Touring Car appearance.



Round 1 – Sunday 20 January, Sepang Int. Circuit

1. L. Engstler (Liqui Moly Team Engstler, Hyundai i30 N); 2. R. Huff (TeamWork Motorsport, Volkswagen Golf GTI); 3. M. Ryba (Brutal Fish Racing, Volkswagen Golf GTI)

Round 2 – Sunday 20 January, Sepang Int. Circuit

1. L. Engstler (Liqui Moly Team Engstler, Hyundai i30 N); 2. C. Kang (Indigo Racing, Hyundai i30 N); 3. K. Jordan (Liqui Moly Team Engstler, Volkswagen Golf GTI)

Round 3 – Saturday 26 January, Sepang Int. Circuit

1. L. Engstler (Liqui Moly Team Engstler, Hyundai i30 N); 2. K. Jordan (Liqui Moly Team Engstler, Volkswagen Golf GTI); 3. P. Ip (KCGM, Honda Civic FK7)

Round 4 – Saturday 26 January, Sepang Int. Circuit

1. L. Engstler (Liqui Moly Team Engstler, Hyundai i30 N); 2. K. Jordan (Liqui Moly Team Engstler, Volkswagen Golf GTI); 3. B.P. Anthony (Liqui Moly Team Engstler, Volkswagen Golf GTI)



The 24H TCE Series began at Dubai

VICTORY FOR AUTORAMA MOTORSPORT & WOLF-POWER RACING

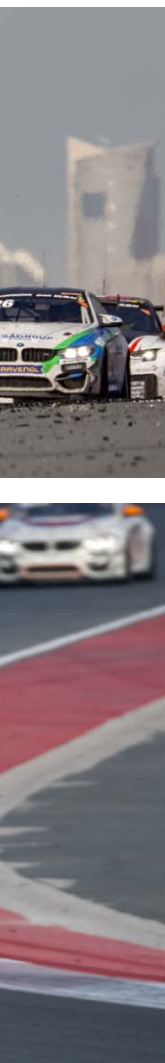
A Volkswagen Golf GTI claimed victory in TCR's first race of the year, the 24H Dubai, opening round of the 24H TCE Series.

It was the car entered by Autorama Motorsport with Wolf-Power Racing that crossed the line first, having completed 545 laps and clinching a brilliant 26th position overall out of 74 starters.

Marlon Mendel, Fabian Danz, Yannick Mettler, Stefan Tanner and Jérôme Ogay shared driving duties and took the lead for the first time halfway through the race.

For the first twelve hours, the fight for the lead involved three Audi RS 3 LMS cars and the KCMG Honda Civic Type R, until they all ran into troubles. The AC Motorsport and LMS Racing Audi cars pitted with fuel pump failure and low oil pressure respectively, while the RS 3 LMS entered by Team Dynamics with WRC Development crashed because of a brake issue. The Honda then took the lead, but soon afterwards lost time restarting the engine after a pit stop. Both the AC Motorsport Audi and the KCMG Honda were able to recover; the former moved up into the lead once again but then lost more time after a collision that resulted in a broken wheel-hub and the car eventually finished in fifth position; the latter was running in second place and closing the gap to the leaders when it suddenly caught fire. Andy Yan who was at the wheel escaped thanks to a quick intervention from the marshals. The Autorama Motorsport Golf took the lead for good four hours before the end, with a comfortable margin ahead





of two CUPRA cars. The Bas Koeten Racing driven by Ronny Jost, Julien Apothéloz, Loek Hartog and Oscar Graeper finished second, four laps behind the winners. The podium was completed by the Red Camel-Jordans.nl of Ivo Breukers, Cody Hill, Henry Littig and Klaus Kresnik three further laps down. The best classified Audi was the car entered by TFT/Cogemo/TLRT in fourth position.

The second round of the 24H TCE Series will be the 12H Mugello, on 28/30 March.

TCR24H SERIES TOURING CAR CLASS

Round 1 – Saturday 12 January,
24H Dubai

1. Mendel/Danz/Mettler/Tanner/Ogay (Autorama Motorsport with Wolf-Power Racing, Volkswagen Golf GTI DSG); 2. Jost/Apothéloz/Hartog/Graeper (Bas Koeten Racing, CUPRA DSG); 3. Breukers/Littig/Hill/Kresnik (Red Camel-Jordans.nl, CUPRA DSG)

TCR MIDDLE EAST



Münnich and Breukers are the champions

TCR MIDDLE EAST AND 24H MIDDLE EAST AWARD THE FIRST 2019 TITLES



René Münnich and Luc Breukers became the first drivers to wrap up TCR titles in the 2019 season when they were crowned champions in the TCR Middle East Series and the inaugural 24H Middle East Championship respectively. The two series were held over three consecutive weeks at the Dubai Autodrome and Abu Dhabi's Yas Marina Circuit, in the format of two sprint races and one enduro at each event. Münnich largely dominated the sprint races in a Honda Civic Type R FK7 run

by his own All-Inkl.com Münnich Motorsport team. The German driver took a clean sweep, setting three pole positions out of three and winning all six sprint races with comfortable margins. His domination was such that he conceded only one lap in the lead to Breukers at the start of the second race of the final event in Dubai. Münnich took part in the three endurance races only to cover the minimum one-hour drive that would grant an additional 10-points for the TCR Middle East Series.





Broekers and his Red Camel-Jordans.nl CUPRA DSG finished second in all the sprint races and in the standings, but they were clearly tipped to win in the 24H Middle East Championship.

However, the Dutch team ran into brake problems and lost many laps in the pits for fixing the ABS system one hour before the end of the opening round, the 6H Dubai and this handed an unexpected victory to the Zengő Motorsport CUPRA of Zoltán Zengő and Csáka Tóth.

Broekers made up for the disappointment in the following 4-hour races at Abu Dhabi and Dubai. He won both, sharing the car with his father Ivo in both rounds, while Lebanon's Yusif Bassil was added to the team in the last event. The JW Bird Motorsport Volkswagen Golf GTI of Kieran Griffin and Paul Dehadray was a close second at Abu Dhabi, while the second Zengő Motorsport CUPRA driven by Tamás Horváth and Gábor Kismarty-Lechner was runner up in Dubai. Zengő and Tóth finished third twice to secure the second position in the final classification.



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China champions looking to expand

HONG KONG-BASED TEAMWORK MOTORSPORT HAS AMBITIOUS PLANS



After a successful campaign in the 2018 TCR China, drivers' champions Sunny Wong and Alex Hui are looking to flex their muscles in 2019, as they and their Hong Kong-based operation Teamwork Motorsport look further afield in the new year.

The team began its association with TCR as soon as the first customer racing Volkswagen Golf GTI TCRs became available at the start of 2016, and after finishing as runner-up in their first TCR Asia Series season, they claimed their first TCR title at the end of 2018, with Wong and Hui winning the drivers' title at the TCR China championship season finale at the Guangdong International Circuit.

"2018 has been a good year for Alex and I with our TCR programme," said Sunny

Wong. *"We're aware that our main competitor (MacPro Racing) didn't finish the entire season, but that didn't stop us from trying our best at each outing, and we had outstanding records during the season, especially in the one-hour relay races, which played a big part in our success. We weren't always the fastest individual drivers on the grid in the sprint races, but when we paired up, we were very efficient because we shared our knowledge and observations selflessly between us. We have always put the team's results over any individual's."*

Wong underplays the team's results during the special one-hour races, which incorporate an optional driver change. Teamwork Motorsport won all five of these heats during the course of

2018, with the second round at Ningbo delivering one of the most dramatic races of the year, with a substantial rain shower hitting the circuit just after the start.

Many drivers failed to make the finish, with Wong himself going wide at the first corner whilst in the lead, but he was able to avoid contact with the barriers and carefully drove the Golf around the circuit in the treacherous conditions, holding the lead and going on to win the red-flagged race.

The season finale was on December 30th, but there's been no off season so far for the outfit, with the team already having taken part in both the 24H Dubai and the opening round of the new TCR Malaysia championship in January.





The team counts that first endurance outing as an exciting start to their plans for 2019, their first event outside of Asia, as they completed the gruelling endurance event in an Audi RS 3 LMS, with Wong and Hui

joined by Paul Poon and Alex Fung,

"The team is planning to participate in more TCR enduros, as these types of races where

drivers work together creates more opportunities to do something for a reasonable budget," said team principal Paul Hui.

"There's also a greater element of fun when a group of drivers and friends are travelling together," added Wong. *"With that in mind, the newly launched TCR-only Spa 500 this October is very much also on our agenda."*

The team took part in the season opener of the TCR Malaysia championship, running their Volkswagen for long-time coach and development driver Rob Huff, and will

be back with Cherry Cheung Ying for the season finale later this month.

They're also looking towards various programmes across the world to race their Volkswagen and Audi TCR cars

later in the year.

Returning to defend their TCR China championship title is an option, while returning to the TCR Asia Series after a year away is

also a strong possibility.

A more left field programme the team is evaluating is entering the second

season of TCR UK. Alex Hui attended the Oulton Park round of the championship last year, and as the team's technical staff includes engineers who work with front-running teams such as WestCoast, West Surrey and Cyan Racing, they expect to be able to put together a competitive package.

"We'll soon decide which championships to enter," said Paul Hui. *"TCR Asia, China, and even the UK championships are all ones we're considering, because we believe the competition will be on the right level in all those series. Also, as Teamwork Motorsport has a very strong network of engineers and teams in Europe, we can collaborate with local resources if we did enter the TCR UK championship, and the budget will still be on target."*





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CALENDARS 2019

FIA WTCR

5/7 April	Marrakech
26/28 April	Hungaroring
10/12 May	Slovakiaring
17/19 May	Zandvoort (TBC)
20/22 June	Nürburgring
5/7 July	Vila Real
13/15 September	Ningbo
25/27 October	Suzuka
15/17 November	Macau
13/15 December	Sepang

TCR Europe

26/28 April	Hungaroring
17/19 May	Zandvoort (TBC)
8/9 June	Spa-Francorchamps
13/14 July	Red Bull Ring
3/4 August	Öschersleben
21/22 September	Barcelona
12/13 October	Monza

TCR Asia

5/7 April	Sepang
3/5 May	Yeongam
31 May / 2 Jun	Shanghai
5/7 July	Zhejiang
30 Aug / 1 Sep	Bangasen

TCR Australia

18/19 May	Sydney
8/9 June	Phillip Island
13/14 July	The Bend
3/4 August	Queensland
30 Aug / 1 Sep	Winton
21/22 September	Sandown
16/17 November	The Bend

TCR Benelux

27/28 April	Hungaroring
17/19 May	Zandvoort (TBC)
8/9 June	Spa-Francorchamps
21/22 September	Barcelona
12/13 October	Monza

TCR China

4/5 May	Zhuhai
1/2 June	Shanghai
6/7 July	Zhejiang
14/15 September	Ningbo
12/13 October	Zhouzhou (TBC)

TCR Eastern Europe

27/28 April	Hungaroring
18/19 May	Red Bull Ring
13/14 July	Red Bull Ring
24/25 August	Slovakiaring
7/8 September	Brno
21/22 September	Barcelona
12/13 October	Monza

TCR Germany

27/28 April	Öschersleben
18/19 May	Most
8/9 June	Red Bull Ring
19/11 August	Zandvoort
17/18 August	Nürburgring
14/15 September	Hockenheim
28/29 September	Sachsenring

TCR Ibérico

23/24 March	Barcelona
5/7 July	Vila Real
7/8 September	Navarra
26/27 October	Portimão

TCR Italy

5/7 April	Monza
17/19 May	Misano
21/23 June	Imola
19/21 July	Mugello
30 Aug / 1 Sep	Imola
13/15 September	Vallélunga
4/6 October	Monza

TCR Japan

18/19 May	Autopolis
22/23 June	Sugo
13/14 July	Fuji
28/29 September	Okayama
25/27 October	Suzuka

TCR Korea

3/5 May	Yeongam
1/2 June	Everland
13 July	Inje
17/18 August	Everland
7/8 September	Inje
19/20 October	Yeongam

TCR Malaysia

19/20 January	Sepang
25/26 January	Sepang
23/24 February	Sepang

TCR Middle East/24H Middle East

25/26 January	Dubai
1/2 February	Abu Dhabi
7/8 February	Dubai

TCR Russia

20/21 April	Fort Grozny
18/19 May	Nizhny Novgorod *
22/23 June	Smolensk *
13/14 July	Kazan Ring
3/4 August	ADM Raceway *
17/18 August	Moscow Raceway *
7/8 September	Sochi *

* open to international competitors

TCR Scandinavia

3/4 May	Knutstorp
1/2 June	Anderstorp
15/16 June	Skellefteå
13/14 July	Falkenberg
17/18 August	Karlskoga
7/8 September	Jyllandsringen
4/5 October	Mantorp Park

TCR Swiss Trophy

27/28 April	Öschersleben
18/19 May	Most
8/9 June	Red Bull Ring
19/11 August	Zandvoort
17/18 August	Nürburgring
14/15 September	Hockenheim
28/29 September	Sachsenring

TCR UK

20/21 April	Snetterton
11 May	Oulton Park
8/9 June	Spa-Francorchamps
13/14 July	Croft
27/28 July	Brands Hatch
7/8 September	Silverstone
19/20 October	Donington Park

TC America

1/3 March	Austin
8/10 March	St. Petersburg
26/28 April	Virginia Int. Raceway
7/9 June	Sonoma
12/14 July	Portland
30 Aug / 1 Sep	Watkins Glen
20/22 September	Road America
18/20 October	TBA

IMSA Michelin Pilot Challenge

24/25 January	4H Daytona
14/15 March	2H Sebring
3/4 May	2H Mid Ohio
28/29 June	4H Watkins Glen
5/6 July	2H Bowmanville Park
19/20 July	2H Lime Rock
2/3 August	2H Road America
23/24 August	2H Virginia Int. Raceway
13/14 September	2H Laguna Seca
10/11 October	2H Road Atlanta

24H TCE Series

10/12 January	24H Dubai
28/30 March	12H Mugello
18/20 April	12H Spa-Francorchamps
23/25 May	12H Brno
5/7 July	24H Portimão
30 Aug / 1 Sep	24H Barcelona
15/17 November	24H Austin

Super Taikyu

23/24 March	Suzuka
27/28 April	Sugo
31 May / 2 Jun	24H Fuji
20/21 July	Autopolis
14/15 September	Motegi
9/10 November	Okayama

VLN

23 March	Nürburgring
13 April	Nürburgring
27 April	Nürburgring
13 July	Nürburgring
3 August	Nürburgring
7 September	Nürburgring
28 September	Nürburgring
12 October	Nürburgring
26 October	Nürburgring
23 November	Nürburgring

Campeonato España Resistencia

6/7 April	Navarra
25/26 May	Alcañiz
22/23 June	Valencia
12/13 October	Jarama
9/10 November	Barcelona

TCR DSG Endurance

5/7 April	Monza
4/5 May	Vallélunga
21/23 June	Imola
19/21 July	Mugello
30 Aug / 1 Sep	Imola
5/6 October	Mugello

Coppa Italia/Endurance Champions Cup

14 April	Mugello
28 April	Pergusa
26 May	Imola (no ECC)
16 June	Monza
14 July	Misano
22 Sep	Vallélunga
13 October	Imola

Endurance Races

20/23 June	24H Nürburgring
19/21 July	1006Km Palanga
4/6 October	TCR Spa 500
8/10 November	4H Sebring

Calendars are updated until 19 February

STANDINGS

TCR China

(after rounds 15 of 15)



Drivers

1	Sunny Wong Yat Shin/Alex Hui Ka Tai	Volkswagen Golf GTI TCR	157 pts
2	Henry Ho/Eurico De Jesus/André Couto	Honda Civic Type R FK8 TCR	127
3	Tian Li Ying/Li Xue Feng	Volkswagen Golf GTI TCR	92.5
4	Li Lin	Volkswagen Golf GTI TCR	82.5
5	Miguel Kong King Chon/Kevin Lam Ka Chun/Tang You Xi	Honda Civic FK8 TCR	76
6	Filipe C. De Souza/Ryan Wong/Chun Hao	Audi RS 3 LMS	60
7	Zhu Zhen Yu/Zhou Bi Huang	Volkswagen Golf GTI TCR	55
8	Ma Qing Hua	Alfa Romeo Giulietta TCR	29
9	Shi Nai Jie	Audi RS 3 LMS	21
10	Mai Yi Bo/Li Ke Ning	Volkswagen Golf GTI TCR	21

Teams

1	MacPro Racing	203 pts
2	TeamWork Motorsport	178
3	HE Racing	92.5

TCR Malaysia

(after rounds 4 of 6)



Drivers

1	Luca Engstler	Hyundai i30 N TCR	96.5 pts
2	Kai Jordan	Volkswagen Golf GTI TCR	55
3	Martin Ryba	Volkswagen Golf GTI TCR	35
4	Rob Huff	Volkswagen Golf GTI TCR	33
5	Douglas Khoo Kok Hui	CUPRA TCR	32
6	Paul Ip Kung Ching	Honda Civic Type R FK7 TCR	21.5
7	Brendan Paul Anthony	Volkswagen Golf GTI TCR	20
8	Adam Khalid Bin Khalid Emran	Volkswagen Golf GTI TCR	20
9	Charlie Kang Byung Hui	Hyundai i30 N TCR	19
10	Michael Choi Koon Ming	Honda Civic Type R FK7 TCR	14

Cup

1	Kai Jordan	Volkswagen Golf GTI TCR	76.5 pts
2	Martin Ryba	Volkswagen Golf GTI TCR	52.5
3	Douglas Khoo Kok Hui	CUPRA TCR	48

Teams

1	Liqui Moly Team Engstler	154.5 pts
2	Prince Racing	48
3	Viper Niza Racing	40

TCR Middle East

(after rounds 9 of 9)



Drivers

1	René Münnich	Honda Civic Type R FK7 TCR	195 pts
2	Luc Breukers	CUPRA TCR DSG	150
3	Zoltán Zengő	CUPRA TCR DSG	107
4	Tamás Tenke	CUPRA TCR DSG	52
5	Csába Tóth	CUPRA TCR DSG	30
6	Paul Dehadray	Volkswagen Golf GTI TCR	26
6	Kieran Griffin	Volkswagen Golf GTI TCR	26
8	Yusif Bassil	CUPRA TCR DSG	20
8	Ivo Breukers	CUPRA TCR DSG	20
10	Tamás Horváth	CUPRA TCR DSG	10
10	Gábor Kismarty-Lechner	CUPRA TCR DSG	10

Teams

1	All-Inkl.com Münnich Motorsport #77	172 pts
2	Red Camel-Jordans.nl #101	150
3	Zengő Motorsport #8	122

IMSA Michelin Pilot Challenge

(after rounds 1 of 10)



Drivers

1	Tom O'Gorman/Shelby Blackstock	Honda Civic Type R FK8 TCR	35 pts
2	Mike La Marra/Matt Pombo	Honda Civic Type R FK8 TCR	32
3	Nick Galante/James Vance/Jared Salinski	Audi RS 3 LMS DSG	30
4	Todd Lamb/Brian Henderson	Honda Civic Type R FK8 TCR	28
5	Mason Filippi/Harry Gottsacker	Hyundai Veloster N TCR	26
6	Russel McDonough/Ryan Nash	Audi RS 3 LMS DSG	25
7	Colin Mullan/Max Faulkner	Honda Civic Type R FK8 TCR	24
8	Alex Popow/Alexandre Papadopoulos	Alfa Romeo Giulietta TCR	23
9	Mark Wilkins/Michael Lewis	Hyundai Veloster N TCR	22
10	Gavin Ernstone/Jonathan Morley	Audi RS 3 LMS DSG	21

Teams

1	LA Honda World Racing #37	35 pts
2	LA Honda World Racing #73	32
3	Fast MD Racing #23	30

24H TCE Series - Continents

(after rounds 1 of 4)



Drivers

1	M. Menzel/J. Ogay/Y. Mettler/F. Danz/S. Tanner	Volkswagen Golf GTI TCR	30 pts
2	R. Jost/J. Apothélos/L. Hartog/O. Graeper	CUPRA TCR DSG	28
3	I. Breukers/H. Littig/K. Kresnik/C. Hill	CUPRA TCR DSG	26
4	P. Thirion/D. Caillon/B. Bazaud/S. Morales/J.L. Rihon	Audi RS 3 LMS DSG	24
5	G. Magnus/T. BoonenS. Perrin/V. Radermecker	Audi RS 3 LMS DSG	22
6	P. Poon K.C./S. Wong Y.S./A. Hui K.T./A. Fung K.C.	Audi RS 3 LMS	20
7	K. Griffin/P. Dehadray/P. House/L. Griffin	Volkswagen Golf GTI TCR	18
8	Z. Zengő/C. Tóth/G. Kismarty-Lechner/G. Kontra/T. Horvath	CUPRA TCR DSG	16

Teams

1	Autorama Motorsport by Wolf Power Racing #112	Volkswagen Golf GTI TCR	30 pts
2	Bas Koeten Racing #125	CUPRA TCR DSG	28
3	Red Camel-Jordans.nl #101	CUPRA TCR DSG	26
4	TCT Cogemo TLRT #154	Audi RS 3 LMS DSG	24
5	AC Motorsport #188	Audi RS 3 LMS DSG	22
6	TeamWork Motorsport #100	Audi RS 3 LMS	20
7	JW Bird Motorsport #121	Volkswagen Golf GTI TCR	18
8	Zengő Motorsport #133	CUPRA TCR DSG	16

24H Middle East

(after rounds 3 of 3)



Drivers

1	Luc Breukers	CUPRA TCR DSG	68 pts
2	Zoltán Zengő	CUPRA TCR DSG	55
2	Csába Tóth	CUPRA TCR DSG	55
4	Ivo Breukers	CUPRA TCR DSG	50
5	Yusif Bassil	CUPRA TCR DSG	43
6	René Münnich	Honda Civic Type R FK7 TCR	37
7	Paul Dehadray	Volkswagen Golf GTI TCR	18
7	Kieran Griffin	Volkswagen Golf GTI TCR	18
7	Tamás Horváth	CUPRA TCR DSG	18
7	Gábor Kismarty-Lechner	CUPRA TCR DSG	18

Teams

1	Red Camel-Jordans.nl #101	68 pts
2	Zengő Motorsport #8	52
3	All-Inkl.com Münnich Motorsport #77	37

Three questions to... **Andreas Glden**

In the last two years you have become the TCR 'ringmeister', claiming eleven class victories in the VLN series at the Nrburgring Nordschleife with Mathilda Racing cars: the Volkswagen Golf GTI in 2017 and the CUPRA TCR in 2018. How did you join the team?

"That was quite curious. One evening I got a call from Mathilda Racing's boss Michael Paatz, who asked me if I wanted to drive for him. My first thought was to refuse, because I held my newly born daughter, also called Mathilda, in my arms and actually wanted to take a break from racing. Then I heard about the name of the racing team, Mathilda Racing, and I thought: 'If that's not a sign...' I haven't regretted that decision and I have a very good relationship with Michael. He is a very inventive man who always has developments and improvements in mind. That's why we have recently purchased two simulators, which we use especially for young drivers. It makes sense, as we wish to develop a junior team for the coming season."



How did you develop this special relationship with the Nordschleife and how many laps do you think you have completed?

"When I was a little boy, maybe 10 years old, my father drove me around the track, a few years later I had a ride in the back seat with two racing instructors, Christian Menzel and Timo Kluck. It was great fun! Then in 2000 I finally made my racing debut with the Zakspeed Dodge Viper in the VLN. An unforgettable moment! Now I'm a driving instructor myself and drive

race taxis, so I must have done more than 10,000 laps there... In spite of my experience I'm still scared before a race until I see the weather forecast. We generate our own weather forecast, because you cannot trust others' predictions. Maybe Jackie Stewart also thought that the devil has his hands in the weather when he named the track the 'Green Hell'. That's one of the points that definitely cannot be calculated. Suddenly there's a downpour, you have just passed the pits and then you have to race on slicks for twenty kilometres through the wet forests... There are places with no run-out zones and there's no room for mistakes. And you make mistakes if you push too much. The Nordschleife cannot be tamed. It's all about finding a rhythm, a flow."

Last year you raced the CUPRA TCR. Is it a good choice for competing in endurance races at the Nrburgring?

"Yes, absolutely. We know the car very well and it's very reliable. No wonder it's competitive, as it is something like the original car of the whole TCR family. SEAT Sport has a lot of experience and they simply know how to build fast front-wheel-drive cars. That goes back to the Len MK 1, and that was 15 years ago! A lot of progress has been done since and today the TCR cars set faster lap times than many GTs. The CUPRA is a car that 'talks' to the driver. It's a real racing car that helps you to be both consistent and fast."

