

CIRCUIT RACING 2021



ESET CUP SERIES

TCR Eastern Europe
TOURING CAR SERIES **eset**



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Despite the ongoing covid-19 pandemic, Central European Championship, the Eset Cup Series and TCR Eastern Europe, according to schedule. It was doubtful that the Hungaroring in mid-April is going to take place, but it did. There was only one change in the calendar in the end. The second round in Austria at Red Bull Ring was cancelled. But the organizers quickly arranged a replacement. The race weekend took place at the beginning of May within TCR Europe at Slovakiaring. The races organizers and the promoters of both series had to improvise, because there was often very little or no time to prepare, but thanks to the effective cooperation and discipline of all, everything was managed well in the end. The dedication and helpfulness of the organizers enabled for the first event on the circuit in Poznan, Poland to happen. Officials, who often went to the races without any financial reward and in their free time, deserve also a big thank you and our gratitude in general. Especially at the time of quarantine, it was selfless and meritorious from them.

We were lucky too. Of all the registered drivers, only several of them stayed at home. Drivers from sixteen countries presented themselves in the starting field and the total number of participants remained roughly at the same level as before the covid-19 pandemic began.

The winner of the Eset Cup was for the second time Pole Marcin Jed-

linski, who took victory in twelve races. The Czech junior Michal Makes won the TCR Eastern Europe for the first time.

The contribution of Eset Cup and TCR Eastern Europe was definitely the start of twenty juniors. Their participation is a benefit for both championships and, in a way, an essential part of the future of motorsport in our region. The Swedish driver Filip Sandström, who dominated Clio Cup Bohemia with nine victories, won the JUNIOR TROPHY. Michal Makes, who was the best junior in TCR Eastern Europe, fought virtual and balanced duel with Sandström. But other drivers were interesting as well. Mainly the Swede Eric Bertilsson and Finn Yusso Panttila from Clio Cup Bohemia, who finished in second and third place and together with Sandström, represented the colours of the Czech Carpek Service team. Hungarian Levente Losonczy also shone behind the wheel of the Clio. Debutant Matej Pavlicek from the Czech team RTR Projects performed very well and won the GT4 sprint and endurance championship.

The ESET RaceSTAR project, which supported selected racers, had its premiere this year. Many thanks to our partners without them this support would not be possible. None of the members got lost on the track and Bartosz Groszek, Sebastian Steibel or Mihajlo Mladenović surprised us pleasantly with their excellent performances.

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Circuit racing





Calendar



HUNGARORING

Hungaroring
16. - 17.4.
4.381 m



SlovakiaRing
8. - 9.5. + 21. - 22.8.
5.922 m



Tor Poznan
11. - 13.6.
4.083 m

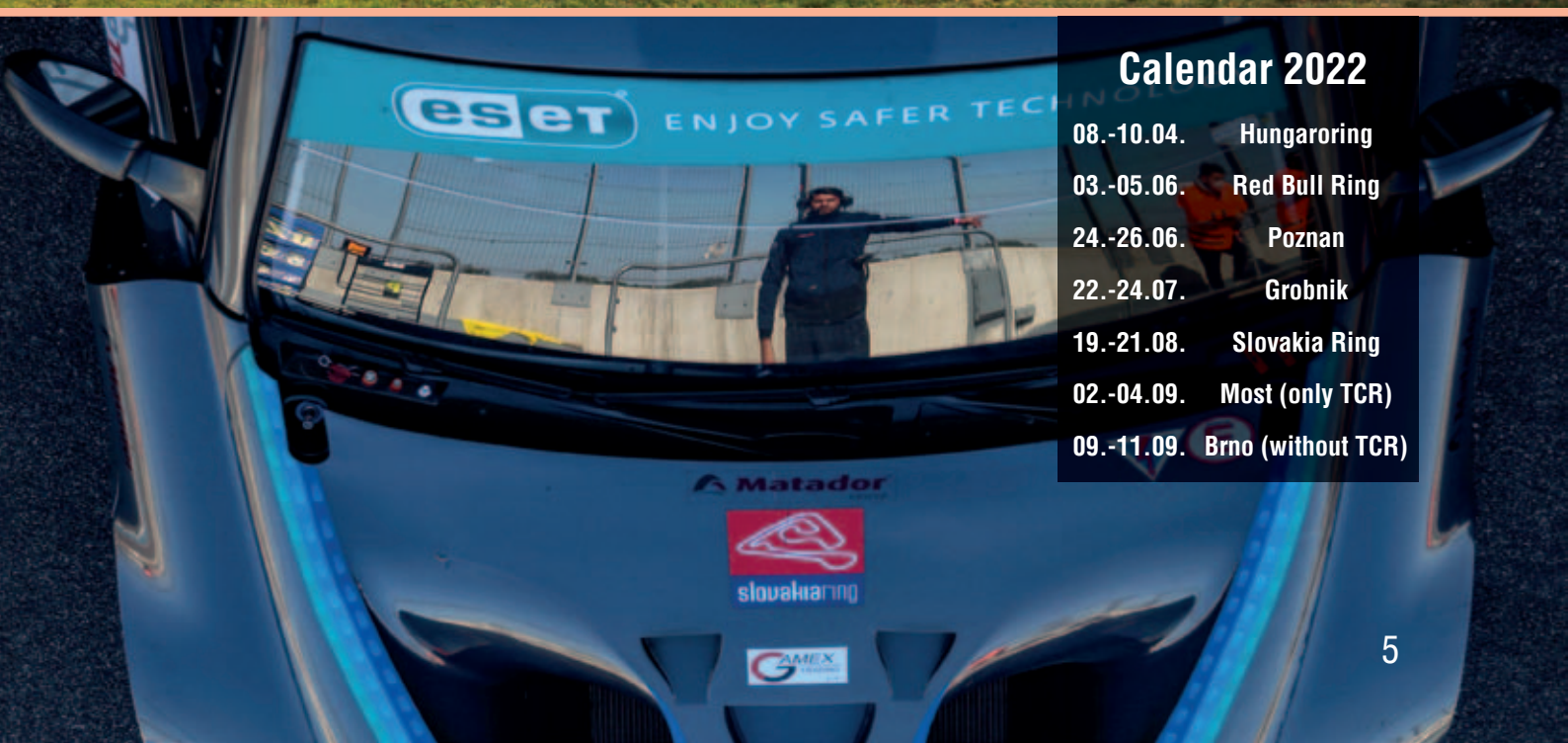




Grobnik
24. - 25.7.
4.168 m



Automotodrom Brno
4. - 5.9.
5.403 m



Calendar 2022

| | |
|------------|--------------------|
| 08.-10.04. | Hungaroring |
| 03.-05.06. | Red Bull Ring |
| 24.-26.06. | Poznan |
| 22.-24.07. | Grobnik |
| 19.-21.08. | Slovakia Ring |
| 02.-04.09. | Most (only TCR) |
| 09.-11.09. | Brno (without TCR) |



27 DRIVERS GT/LMP

| | |
|--|---|
|  12 |  3 |
|  6 |  2 |
|  3 |  1 |

RACE FORMAT

2X QUALIFYING 25"

2X RACE 25"

After two years of Czech dominance, when Richard Chlad won the championship in 2019 and Daniel Skalický in 2020, Polish driver Marcin Jedlinski became this year's GT Eset Cup Series champion. The driver of Olimp Racing team celebrated overall victory in the Eset Cup Series for the first time in 2018. This year, Marcin won by a large margin. He scored eight victories out of twelve races with his Mercedes AMG GT3.






Second place took Slovakian racer Gregor Zsigo. Experienced Zsigo celebrated title in GT3 last year. His consistency behind the wheel of his BMW M6 GT3, during the whole season of 2021, ultimately decided in his thrilling battle for the silver position with the Polish driver Piotr Wira. Although Wira won the last sprint of the season, he could no longer jeopardize Zsigo's position. For sure Wira regretted the crash in training at the Hungaroring, after which he couldn't start.

Together with Wira and Marcin Jedlinski, only two other drivers celebrated their victory in the GT race. The first one was David Vrsecky at the Hungaroring, a former two-time European truck racing champion, the other one was Tomas Miniberger, who won both races at Grobnik.





GT 2021

1. MARCIN JEDLINSKI 
2. GREGOR ZSIGO 
3. PIOTR WIRA 
4. ADAM RZEPECKI 
5. STANISLAW JEDLINSKI 



You won the Eset Cup for the second time. Was it harder than in 2017?

I didn't participate in one round - Grobnik, in my opinion this year I was beyond the reach of the other competitors. In the previous season I had really good fights with drivers like R. Chlad Junior or J. Zaruba.

In addition to the overall victory, you also won the GT class. Which race was the most difficult for you and in which you were satisfied the most with your performance?

It is really hard to say which race was the hardest, I recall all of them very nice. But looking at organization side and number of competitors round on Slovakiaring was exciting the most.

You are racing in a family team, what is it like to race with your father Stanislaw?

It is a really perfect feeling when you share a passion for work among the other family activities with your parents. I strongly suggest it to everyone.

The Olimp Racing Team started with Mercedes AMG GT3 cars. How satisfied were you with Mercedes and why did your father return to the Audi R8 at the last event in Brno?

That's right. Generally 2021 season was in AMG sign, my father changed it in the end of the season to Audi, which is all the time in our hands. Reason was selling one of Mercedes. In my opinion every GT3 car has its good and bad sides depending on the circuit specifications. For sure Mercedes is very competitive one.

Have you already started the preparations for the new 2022 season? If so, what are you planning and with which cars?

The plans are to participate in GT OPEN full season and selected ESET Cup round or maybe all, we will see. A part of that we are taking into consideration single races of other series.

In the 2020 our team is extended by Ferrari 488 GT3. Depending on the series or circuit we have now better choice of the cars.





AUDI R8 LMS ULTRA GT3

DUCK RACING
OLIMP RACING

V10 Naturally-aspirated engine

5.200 ccm

585 PS

550 Nm

Six-speed, sequential, paddle shift

1.250 kg



AUDI R8 LMS GT3

OLIMP RACING

V10 Naturally-aspirated engine

5.200 ccm

585 PS

550 Nm

Six-speed, sequential, paddle shift

1.225 kg



BMW M6 GT3

TREVOR RACING

V8 Bi-turbo

4.395 ccm

585 PS

550 Nm

Six-speed, sequential, paddle shift

1.300 kg

**MERCEDES AMG GT3**

BUGGYRA RACING

GOOD-SPEED RACING TEAM

OLIMP RACING

V8 naturally-aspirated engine

6.208 ccm

560 PS (7.300/min)

650 Nm (4.800/min)

Six-speed, sequential, paddle shift

1.285 kg



Mercedes-Benz



With eight wins in sprint races, Marcin Jedlinski became the dominant GT3 winner. Only two technical issues stopped him from other victories. The first technical problem happened at Hungaroring shortly after the start, so the expected duel with David Vrsecky wasn't fulfilled and David easily won. Marcin was back in form at Slovakiaring and then basically ended their exciting fights, because Buggyra team decided to use the Mercedes AMG GT4 instead of Mercedes AMG GT3.

Gregor Zsigo and Piotr Wira were rivals for a second place in championship. After the bad luck at Hungaroring, the Polish driver continuously reduced points deficit, but eventually lost the fight to Zsigo in the deciding sprint at Masaryk Circuit in Brno.

A nice surprise were the performances of rookie Adam Rzepecki from Poland. For 2021 he changed the Clio Cup for the Porsche 911 Cup in beautiful retro colours from the Gulf brand. He stood on the podium three times and fought for TOP3 finish until the end of the season. Marcin Jedlinski's father Stanislaw finished fifth in the championship. Third man in the last season, Petr Kacirek, took sixth place this year.





GT3

GT3 2021

1. MARCIN JEDLINSKI
2. GREGOR ZSIGO
3. PIOTR WIRA
4. ADAM RZEPECKI
5. STANISLAW JEDLINSKI







28.3.1951 - 5.12.2021

The Czechoslovakia and Slovakian
motorsport legend passed away.

Rudo, we will miss you,
rest in peace.



BMW M4 GT4

TREVOR RACING

Inline 6 bi-turbo

2.979 ccm

493 PS (6.250/min)

600 Nm (5.500/min)

Seven-speed

1380 kg



KTM X-BOW GT4

RTR PROJECTS

Inline 4 turbocharged

1.984 ccm

360 PS

500 Nm

Six-speed

975 kg

MERCEDES AMG GT4**BUGGYRA RACING**

V8 turbocharged

3.982 ccm

476 PS

630 Nm

Six-speed

1.390 kg



Mercedes-Benz

**PORSCHE CAYMAN GT4****LEMA RACING**

6 boxer

3.800 ccm

425 PS (7.500/min)

425 Nm (6.600/min)

Six-speed

1.320 kg



PORSCHE





Nineteen years old circuit debutant Matej Pavlicek was a nice surprise in the colors of RTR Projects team from Brno. Pavlicek with experience from go-karts won eight races and took the championship even before end of the season.

The way more experienced Hungarian driver Ferenc Ficza from Trevor Racing team did not have enough speed to duel Pavlicek. The Croatian Greg Šimunović finished third. The fourth David Vrsecky

with equal points as Simunovic eventually lost bronze place because of the number of finishes.






The Buggyra team with the Mercedes AMG GT4 enjoyed a successful season with David Vrsecky and sisters Aliyyah and Yasmeen Koloc. The daughters of Martin Koloc, the European truck racing champion, celebrated their first victory among GT cars. Aliyyah won in Grobnik and Yasmeen in Brno.





GT4

GT4 2021

1. MATEJ PAVLICEK 
2. FERENCZ FICZA 
3. GREGA SIMUNOVIC 
4. DAVID VRSECKY 
5. ALLIYAH KOLOC 



Matěj Pavlíček from RTR Projects team was one of the biggest surprises this year. The 19-year-old driver became a dominant GT4 sprint winner with the KTM X-Bow GT4. He won eight races in his debut season and decided about his championship even in the penultimate round at Slovakiaring. He also won GT4 class in endurance championship. His teammates were Erik Janiš and Tomáš Enge in Poznań.

Why did you start your circuit career in the Eset Cup Series?

My father, who has known Tomáš Miniberger, the owner of the RTR Projects team, helped me with this decision. We listened to him carefully. According to him, the Eset Cup Series is the best school for my entry into car racing. And as it turns out, he was right. I can only agree that it is a suitable championship on first-rate circuits and it's for drivers who have experience in karting.

Did you set a goal before the start of the season?

No, I did my last go-kart race in 2018. Then health problems came and the break lasted until this year. We arranged the start in RTR team at the very last minute, so I didn't think about any ambitions. I knew that I would mainly learn and gain experience. The excellent atmosphere in the team and also the perfectly prepared KTM X-Bow GT4 helped me. Of course, I am maximally satisfied with the results, but I don't think about it much.

How did you work with experienced racers Erik Janiš and Tomáš Enge?

The cooperation was excellent because they are great people and great professionals. They have a many experiences and they gave me a lot and moved me forward. Although each in a slightly different way. Erik and I focused more on telemetry. Tomas carefully watched my onboards and then stopped at every detail. Their driving style is also different, so even the car setup was different. Tomáš is more aggressive. But both ways suited me and I quickly got used to it.

What are your plans for next year?

We have agreed on further cooperation with the RTR Projects team and will focus on the German ADAC GT4 Championship. I would be happy to race again in Eset Cup as well.



GTC cars



LAMBORGHINI SUPER TROFEO EVO

DUCK RACING
GT2 MOTORSPORT
MIČÁNEK MOTORSPORT
POWERED BY BUGGYRA

V10 naturally-aspirated engine
5.204 ccm
620 PS (8.250/min)
570 NM (6.500/min)
Six-speed, sequential, paddle shift
1.270 kg



KTM X-BOW GTX

RTR PROJECTS

Inline 5 turbocharged
2.480 ccm
530 PS
615 Nm
Six-speed, sequential, paddle shift
1.048 kg



PORSCHE 911 GT3 CUP

BASENHURT AT RACING
BOVI MOTORSPORT
GT2 MOTORSPORT

6 boxer
3.996 ccm
485 PS (7.500/min)
480 PS (6.250/min)
Six-speed, sequential, paddle shift
1.200 kg

PAGID

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QUALITY

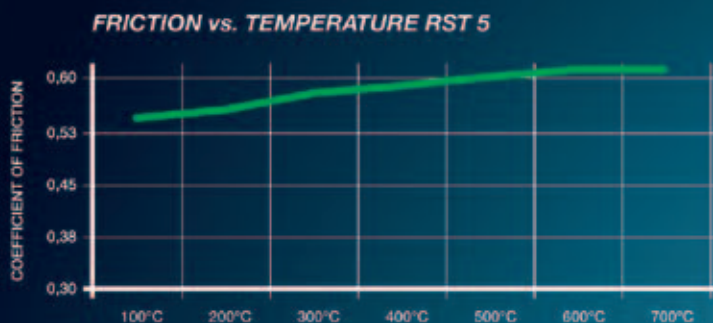


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Polish driver Adam Rzepecki, runner up of Clio Cup series in 2020, changed cars and entered GTC Cup class in ESET Cup with Porsche 911 GT3 Cup. Adam was able to score points not only in the GT3 class, but also in the GTC Cup, where he was really successful from the very beginning. He won three races and took the championship in penultimate event at Slovakiaring. Experienced Czech driver Dennis Waszek finished second. Although he also won three

aces with his Lamborghini Super Trofeo, he took part only in half of the GTC events and was focused on endurance races later in the season.

Another winning drivers were Josef Záruba, champion of GTC in 2018, who excelled at Slovakiaring, and at Grobnik dominant Tomas Miniberger. Polish driver Maciej Blazek scored win at Hungaroring, but he didn't take part in the rest of the season.





GTC 2021

1. ADAM RZEPECKI
2. DENNIS WASZEK
3. BODIS KALMAN
4. PETR BRECKA
5. TOMAS MINIBERGER





Adam Rzepecki



You just switched from the Clio Cup to the GT category, so all the more do you have to enjoy the GTC title?

It's not like I am happy more about GTC title or Clio Cup title. This happiness you are earning during the season, this excitement of racing is making me feel that I can race even in Twingo Cup and I be happy as well.

In Clio Cup and GT3/GTC Cup I've met great people that were fantastic opponents on track and I am happy that I've shown my experience earning GTC title and 4th place in GT3 class in this season.

With your Porsche 911 GT3 Cup you finished fourth overall in the GT. Which success were you happier about?

The GT3 class was my target at the start of the season. I made a decision to be the best as I could, drive on the limit, but safe, because I knew that an accident could cost me the title... I was thinking about GT overall in the middle of the season and at Grobnik I was counting my chances to be in the first 3 places... I was fighting against Piotr Wira for 3rd place in GT3 class and when I lost at Brno I was really really sad after the race that I've only it for about few points... I was sad, but I will remember this moment for the rest of my life.

Your Porsche in the classic retro Gulf colors could not be overlooked and others really liked it too. Was that your idea?

I was dreaming about a car like this ever since I was a child, when I started to take interest in motorsport. When I am thinking about this livery I see the Porsche 917, classic and legendary car. This was my target. To make memories when you see this car. Thanks to my dad, Malachowski Projekt and Catred Car Hero to make my dream come true.

On which circuit did you have the biggest fight this year?

From the first rounds I always had big fights, I didn't expect that... In every race there was a fight and I didn't had time to rest. It was amazing and that is why I was motivated to fight for the title.

The biggest and the most decisive fight was in Brno when I was fighting for the 3rd place in GT3 class and I lost it because of the failure of the car.

What are your plans for the next season and are you thinking about racing with and against your brother Tomasz, who has moved to TCR Eastern Europe?

I've decided to defend my title next year in my classes and earn more than the past season.

Thanks to the opportunities offered by ESET Cup, I am thinking about starting in the last round of TCR Eastern Europe, which will take place in Most.





GINETTA LMP3

ARC BRATISLAVA

V8

5.600 ccm

455 PS

550 Nm

Six-speed, sequential

950 kg



LIGIER JS P217

ARC BRATISLAVA

V8

4.200 ccm

600 PS

555 Nm

Six-speed, sequential

900 kg

NORMA M30 LMP3

AUTOKLUB JV SPORT RACING

V8

5.000 ccm

420 PS

550 Nm

Six-speed, sequential, paddle shift

900 kg

**RADICAL SR3 RSX**

PSOFIX

Inline 4

1.500 ccm

262 PS

168 Nm

Six-speed, sequential

570 kg





Jacek Zielonka celebrated his first LMP class championship title. He won three times and finished third three times with his Radical RS8. Miro Konopka, a Slovak legend and three-time ESET Cup champion, took second place, starting in only three events. His priority for 2021 season was the World Endurance Championship, where he and his team ARC Bratislava participated in the complete season for the first time. Nevertheless, Miro didn't even miss a few of ESET Cup events and celebrated victory with the Ligier LMP2 at the Hungaroring, Slovakiaring and Brno. During the first and last event, his son Mato successfully supported him with Ginetta LMP3. Janik Motorsport with the Norma LMP3, driven by Václav Janik, started in Hungary.





LMP 2021

1. JACEK ZIELONKA
2. MIRO KONOPKA
3. MATEJ KONOPKA
4. VACLAV JANIK





The three-time champion remains the most successful driver in the nine years existence of the Eset Cup Series. This year, however, the main attention of Miro Konopka, driver and owner of the ARC Bratislava team, was on the premiere season in the World Endurance Championship. It included a start at the world's most famous race, the 24hours Le Mans in France. Nevertheless, Miro Konopka also made time for the Eset Cup Series.

Why is Eset Cup so appealing to you?

Above all, it's about a nice, and pleasant meeting with friends, which company I enjoy more and more with my age. I'm always looking forward to it. This year we had a busy calendar thanks to the participation in the World Endurance Championship, but fortunately we had three free weekends and my team and I were able to come to Hungaroring, Slovakiaring and Brno. In the LMP, I finished second in Eset, but it was not about the result. It's just beautiful to be here, to meet the fans and offer them races with older but still interesting prototypes. I admit that going to Brno shortly after the start at Le Mans was not easy, but I couldn't miss it. Masaryk Circuit is practically my home track. Here I graduated from the circuit racing school with Jiri Micanek and drove the first race. It was also nice that I raced with my son Mato, who debuted at Le Mans.

You joined Eset Race Star project at Slovakiaring and helped David Nemcek's dream to come true. How did you like it?

I wanted to give David an opportunity to see, what is one of the top Central European championships all about. He is a top driver in SIM racing, but this was no longer a computer game. He did well, but motorsport is about finances. I didn't plan to expand the team and add another car. We now have seven different race cars, we couldn't take another car.

How satisfied were you with your performance at Le Mans?

The 24hours Le Mans was the highlight of the season. A wonderful event, where I have raced for the fifth time. This year, for the first time with the Oreca 07. My teammates





were: my traditional partner Oliver Webb and for the first time my son Matej. We had a great start, but then the technical issues came. We fought, didn't give up and finished the race. We finished 16th in LMP2 and 6th in the PRO / AM class, which is the best result in my history. In the absolute classification, we finished in 24th place. I wanted to be in TOP 20, which didn't work out, but I was still satisfied. We have to be realistic, we are a small team.

And when you look back on the World Endurance Championship, would you rate your debut season?

We did a good job. I am glad that the 24hours race, which was part of the championship, was one of our best races. However, the beginning of the season was affected by the fact, that we raced with Ligier JS P217, which is simply not fast enough. On each circuit, Ligier was slower 2-3 seconds per lap on Oreca 07. There wasn't a reason to continue with slow, but expensive car. Fortunately, after a great deal of effort, we managed to get the Oreca 07. It was the only chance to fight in the middle of the starting field – at least in the second half of the championship. We also did well in the final races in Bahrain. Overall, I finished 25th in LMP2, eighth in the PRO / AM class and we were fifth in the teams standings.

What are you up to next season?

We would like to re-enter the Asian Le Mans Series in February. I would also like to continue in the World Endurance Championship and start at Le Mans. I'll be sixty next year, so that would be a nice gift. In addition, I fought for the start at Le Mans for seven years and I would like to say goodbye here by finishing in the TOP20. And of course, I won't miss the Eset Cup Series.





AUDI RS3 LMS SQ

HORNAK-ADITIS

VESNIC RACING

CS MOTORSPORT

BTC MASZYNRY RACING

Inline 4 turbocharged

1.998 ccm

340 PS (6.200/min)

460 Nm (2.500/min)

Six-speed, sequential, paddle shift

1.265 kg



CUPRA



CUPRA LEON COMPETICION TCR

FULLINRACE ACADEMY

LEMA RACING

Inline 4 turbocharged

1.984 ccm

350 PS (6.800/min)

410 NM (2.500/min)

Six-speed, sequential, paddle shift

1.265 kg



CUPRA



CUPRA TCR SEQ

LEMA RACING

CARPEK SERVICE

MIČÁNEK MOTORSPORT

POWERED BY BUGGYRA

STEIBEL MOTORSPORT

ARC BRATISLAVA

Inline 4 turbocharged

1.994 ccm

340 PS (6.200/min)

420 Nm (2.500/min)

Six-speed, sequential, paddle shift

1.265 kg

HONDA CIVIC TYPE R FK2 TCR

HONDA WYSZOMIRSKI

Inline 4 turbocharged

1.998 ccm

340 PS (6.200/min)

420 Nm (3.800/min)

Six-speed, sequential, paddle shift

1.265 kg

**HONDA****HYUNDAI I30 N TCR**

BM RACING

NORDPASS

Inline 4 turbocharged

1.995 ccm

340 PS (6.600/min)

460 Nm (3.200/min)

Six-speed, sequential, paddle shift

1.265 kg

**HYUNDAI****VOLKSWAGEN GOLF GTI TCR SEQ**

BASENHURT AT RACING

RTM MOTORSPORT

Inline 4 turbocharged

1.994 ccm

340 PS (6.200/min)

420 Nm (2.500/min)

Six-speed, sequential, paddle shift

1.265 kg





Last race of the TCR Eastern Europe Championship was a title decider. Michal Makeš from Micanek Motorsport team powered by Buggyra won in Brno and defeated Tomas Pekar by only four points. The German driver Carol Wittke ended third in the championships table thanks to an excellent season finish. Makes also became the best junior. Fullinrace Academy team won the teams championship.

The ESET Race Star project had also a successful premiere this year, giving the many talented drivers a chance to start in this championship. Bartosz Groszek's fourth place and Sebastian Steibel's fifth place confirmed, that ESET RaceSTAR is the right move.

Experienced Tomas Pekar had a great start in his first full season in TCR Eastern Europe. He had won three of the four races. However, in second half of the season, the cards turned in favour of Michal

Makes. At the start of the penultimate event at Slovakiaring, Pekař led by six points, unfortunately technical issues handed points lead to Makes again.

Before the final event of the third year of TCR Eastern Europe in Brno, it was certain that the winner would be the Czech driver – for the first time. Last year was dominated by Dusan Borkovic, before that by Milovan Vesnic. But Makeš and Pekař did not shine at Brno as expected. Carol Wittke had won both races and took third place in the championship. In addition, he significantly contributed to the fact that he and Petr Cizek and Fullinrace Academy won teams championship table.

.Makes's duel with Pekar for the overall championship remained open until the last round of the final event. Victory would help Pekar, but third and fifth place was enough for Makes's greatest success in his racing career.





24 DRIVERS

| | | | |
|---|---|---|---|
|  | 6 |  | 1 |
|  | 6 |  | 1 |
|  | 3 |  | 1 |
|  | 2 |  | 1 |
|  | 1 |  | 1 |
|  | 1 | | |

RACE FORMAT

1X FREE PRACTICE 25"
 1X QUALIFYING 25"
 2X RACE 25"

TYRES

HANKOOK 260/660 18"





Hungaroring



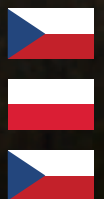
race 1

1. TOMAS PEKAR
2. MICHAL MAKES
3. MILOVAN VESNIC



race 2

1. TOMAS PEKAR
2. LUKASZ STOLARCZYK
3. MICHAL MAKES







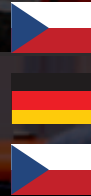
race 1

1. MICHAL MAKES
2. SEBASTIAN STEIBEL
3. CAROL WITTKE



race 2

1. TOMAS PEKAR
2. SEBASTIAN STEIBEL
3. MICHAL MAKES







race 1

1. MICHAL MAKES



2. TOMAS PEKAR



3. SZYMON JABLONSKI



race 2

1. BARTOSZ GROSZEK



2. MICHAL MAKES



3. SEBASTIAN STEIBEL










race 1

1. MILOVAN VESNIC 
2. BARTOSZ GROSZEK 
3. CAROL WITKE 



race 2

1. TOMAS PEKAR 
2. BARTOSZ GROSZEK 
3. CAROL WITKE 





Slovakiaring



race 1

1. JONAS KARKLYS



2. BARTOSZ GROSZEK



3. CAROL WITTKE



race 2

1. MICHAL MAKES



2. JONAS KARKLYS






3. BARTOSZ GROSZEK










race 1






1. CAROL WITTKE 
2. BARTOSZ GROSZEK 
3. PETR CIZEK 

race 2

1. CAROL WITTKE 
2. BARTOSZ GROSZEK 
3. TOMAS PEKAR 



TCR EASTERN EUROPE 2021

1. MICHAL MAKES 
2. TOMAS PEKAR 
3. CAROL WITTKE 
4. BARTOSZ GROSZEK 
5. SEBASTIAN STEIBEL 



Last race of the six-event series TCR Eastern Europe decided about this year's winner. Michal Makes won the dramatic battle on the Masaryk Circuit in Brno. The driver of the Micanek Motorsport team powered by Buggyra defeated Tomas Pekar (Carpek Servise) by only four points. He also became the best junior:

"I have raced on the circuits for four years, so it was wonderful to win the TCR Eastern Europe Championship. I am even more pleased to win championship in a duel with such an experienced driver as Tomas Pekar, who have done so many races with front-wheel drive cars. It was not easy. We completed a dramatic season in which Tomáš won three of the first four races. On the other hand, I was more successful in the second part of the season, when the team's perfect work on the car helped to achieve great results".

After last year's fourth place, did you believe that you can win the championship?

No, I've learned a lot in my debut TCR season, but I didn't expect to be able to fight for the title. Tomas had a great start to the series. But mine wasn't bad either and unlike him, I did not have any technical problems with the car. I realized that I can race with him on equal terms. So I pushed myself more. Unfortunately I've crossed the line in Grobnik. I underestimated the first section of the circuit, which leads downhill with a difficult right and left turn. I should have broken earlier. I made a mistake and apologized, however the reaction of many fans wasn't pleasant, but I had to move on. The final event in Brno was very exciting. I had decent points lead, but Tomas was still in the game for the title. I focused on not making a mistake. I'm happy that it worked out.

Michael, what are your racing plans now?

We successfully completed the two-year project. So we have already started preparing for the new season. Given our financial means, I expect to continue in TCR Eastern Europe, but I would like to have a new car. Our old Cupra is no longer fast enough.

How do you manage to study at university with racing and, of course, your own training?

I have no problem with that. I divide all my time between university studies, work in a family business and prepare for racing. If I want to race, I have to sacrifice some things.







Michal Makes became the winner of the TCR Eastern Europe Junior. The driver of the Micanek Motorsport powered by Buggyra team from Brno, has confirmed that he belongs to the great hopes of Czech motorsport. Thanks to him, for the first time in the history of this championship, the junior became also the champion of the series as well. Pole Tomasz Rzepecki was second, overall seventh in TCR Championship. Last year's third place was defended by another Polish race driver Szymon Jablonski, who raced in Poznan, where he won the qualification and scored 3rd and 4th places. Petr Semerad started in Brno only, but scored top ten finishes in both races and ended up fourth in the Junior championship.





TCR EASTERN EUROPE JUNIOR

1. MICHAL MAKES 
2. TOMASZ RZEPECKI 
3. SZYMON JABLONSKI 
4. PETR SEMERAD 





The Czech Fullinrace Academy team of the three-time European champion Petr Fulin celebrated the victory in team standings for the first time. It's drivers were German Carol Wittke and Czech Petr Cizek. The number one driver was Carol Wittke, who scored points in every race and stood on the podium six times. His two wins at the Masaryk Circuit in Brno significantly contributed to team's success. Micanek Motorsport powered by Buggyra finished second with a loss of only two points and the Hornak-Aditis team ended up third.



TCR EASTERN EUROPE BEST TEAM 2021

1. FULLINRACE ACADEMY
2. MICANEK MOTORSPORT POWERED BY BUGGYRA
3. HORNAK-ADITIS
4. CARPEK SERVICE
5. STEIBEL MOTORSPORT



best team Fullin Race Academy

The team has had its best season in TCR Eastern Europe, winning team competition and finishing third in drivers standings, thanks to Carol Wittke. Petr Cizek was eighth. The Team also celebrated its first podium finishes and winnings.

What led to such a significant improvement this season?

I think this is a logical outcome of several factors. The cornerstone of this positive mosaic was the fact that both boys had been driving a new Cupra since the first race weekend. Despite the conceptual problems on the differential from the beginning of the season, we finally managed to catch up. During several tests, we were able to work with the new technology more easily, so that in October we managed to be equal with even the best teams in the WTCR championship. In this context, it is necessary to pay tribute to the whole team, especially to our engineer, Pavel Gellner. I personally tested various settings countless times during the season, the cooperation with Pavel was excellent. We found the right setting together very quickly. The boys then slightly adjusted the car setup to their style and then it was just a matter of being focused, not making mistakes and showing their speed during the race weekends. It was very nice to watch them improving from weekend to weekend...

You had the best race weekend at the end of the season in Brno, where Carol Wittke started from pole-position, won both races and Petr Cizek added a third place. Were you surprised by such a significant success on this track?

Yes, I agree, Brno was great for us. There are actually several reasons. We added a kind of "Brno know-how", and then we were lucky with favourable constellation in the form of BOP and CW. However, a specific car setup is definitely a fundamental prerequisite for success in Brno. I personally have been watching this for several seasons. There are mostly motorbikes races in Brno, the asphalt is already "old" and so it is very difficult to find a setup that will "give" the car at least some grip. There is nothing worse than when at the slightest acceleration, your car loses traction. Whoever can cleverly minimize such car behaviour, wins. And I'm very proud of my team, because this year we were the smart ones.

Both of your drivers started with the new Cupra Leon Competicion TCR cars in 2021. Year before that, Petr Cizek had problems with the car. However you speeded up significantly in 2021, so what has changed in the preparation?

As I mentioned at the beginning. Our technical issues were largely affected by the manufacturer's problems, is conceptual defects, specifically on the differential. There were times when we doubted we would ever see the light at the end of the tunnel. But we found a solution in Cupra racing so we could start testing and working on the settings.

What are your plans for next season preparation?

I would like to logically follow up on the end of the 2021 season. At the moment, it looks like we will continue with same drivers in the TCR Eastern Europe Championship. There might be also separate starts somewhere else, but we have not finally agreed on that yet.



Formula cars



FORMULA OPEN

AMCC ASU NV RACING
EFFECTIVE RACING
MAGYAR RACING TEAM



F3

F-RACING 2000 KFT
- GENDER RACING TEAM
FACONDI MOTORSPORT
FRANZ WÖSS RACING
IDEAL LINE & PERFORMANCE KFT
- GENDER RACING TEAM
HKC RACING ACADEMY
CHABR MOTORSPORT
JO ZELLER RACING
TEAM HOFFMANN RACING
VOGTLAND RACING



TATUUS F4-T104

F-RACING 2000 KFT
- GENDER RACING TEAM
JMT RACING
IDEAL LINE & PERFORMANCE KFT
- GENDER RACING TEAM
PROCAR MOTORSPORT

Inline 4 turbocharged

1.400 ccm

160 PS (5.500/min)

240 Nm (3.500/min)

Six-speed , sequential, paddle shift

570 kg

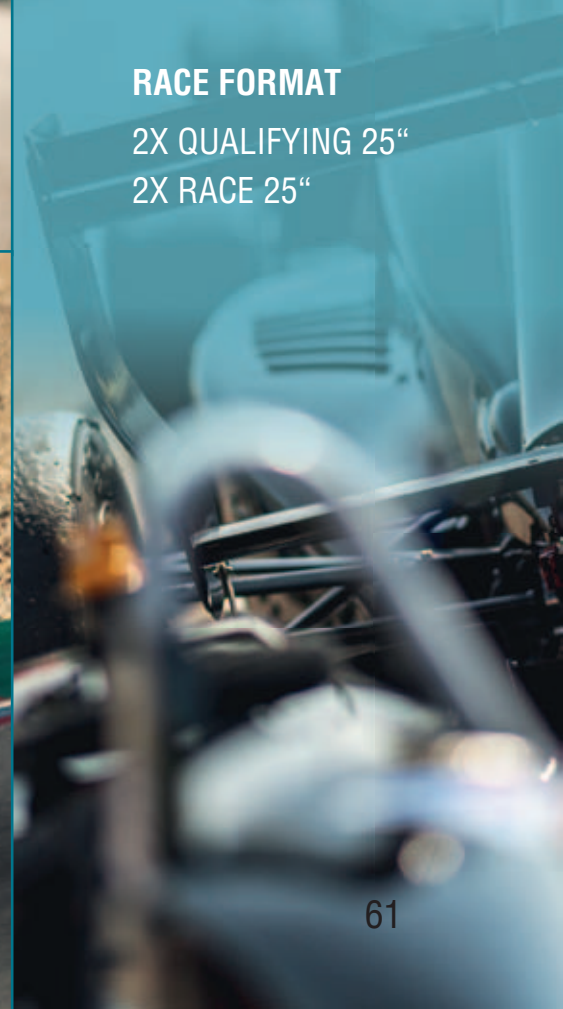


24 DRIVERS

| | |
|---|---|
|  | 6 |
|  | 5 |
|  | 5 |
|  | 5 |
|  | 2 |
|  | 1 |

RACE FORMAT

2X QUALIFYING 25"
2X RACE 25"





Benjamin Berta has won the title in overall Formula. Hungarian driver, who became F4 champion last year, also scored first place in F3 and second in F4. Berta has divided his season into two parts. First half we saw him behind the wheel of Tatuus T-014 in F4, where he won both races. In second half of the season, he moved to Dallara F3. New car suited him and in a dramatic finale, he managed to succeed.






The first two events of the championship were won by a favorite Paolo Brajnik, but he did not participate anymore, so the opponents sensed a chance. At Slovakiaring after the first race it seemed that experienced Vladimir Netusil would score a victory, but he didn't

score a point in the second race and a winner Berta took lead by one point. Netusil made his mark in first race at Brno and it was clear that Brajnik would not be able to win the champion. But Berta remained in the game because he finished second and lost only six points. Berta won the final race, Sandro Zeller finished second and Netusil finished third and took second in the championship behind Berta.

Stefan Fürtbauer was second in F3 behind Berta and Nicolas Szabo was third. In F4, Patrick Schober won in front of Berta and Vojtech Birgus, who pleased himself and the team with the victory at Brno.



FORMULA 2021

1. BENJAMIN BERTA 
2. VLADIMIR NETUSIL 
3. PAOLO BRAJNIK 
4. STEFAN FÜRTBAUER 
5. JANOS MAGYAR 



Formula 3

F3 2021

1. BENJAMIN BERTA
2. STEFAN FÜRTBAUER
3. NIKOLAS SZABO
4. LUCA IANNACCONE
5. SANDRO ZELLER



Formula 4

F4 2021

1. PATRICK SCHOBER 
2. BENJAMIN BERTA 
3. VOJTECH BIRGUS 



Benjamin Berta



Last year you won in the Eset Cup Series Formula 4. This year you are already the winner of F3. Were you surprised by the final result?

Yes, I am surprised about the final results. Because I didn't expect that I could achieve these results with the new car (F3).

You started at the beginning of the season in F4, then you moved to F3. Why did you decide to do that?

I saw that the potential in myself, and also to achieve better results. This category is stronger and there are a lot of good drivers. And also I could learn much more.

The premiere in F3 brought you four victories, and in addition, you won the Formula open class twice. What was the most difficult thing about moving to F3?

I didn't have as many difficulties as I expected. I just needed to get used to breaking points and carrying more speed through the corners.

What are your next plans?

The plans for the 2022 season are to win an Italian championship (FX 2000/TopJet) and also to win the other championships where I will race. For example: ESET Cup, FIA CEZ, Drexler.

For the upcoming years (1-2) to compete in the FIA F3 (world cup).

He finished second in the Formula Open, same result as last year. But this time he fought for the championship until the last race. However, the 39-year-old driver was more than happy with the winning D2 Central European Zone CEZ FIA championship and also Czech championship.

Vladimir, what made you happy this season in Formula 3?

I was pleased to be able to gain speed again. Last year wasn't worth much because of the covid, but this time I made a lot of progress. Last year, my opponents were faster, but this year I fought an equal battle with them and at the end of the season I was ahead of them. We have moved forward, so from my point of view a great season.

On the other hand, it have to be disappointing that you didn't defend your first position in the Formula Open in the Eset Cup in the Brno final?

Of course. I wanted to win. In the first race in Brno, I won and moved to the lead in the championship. Although I was ahead only by a point from Paolo Brajnik, he didn't start in Brno, so it was clear, that the biggest favourite would end up behind. However Sunday's race didn't work out for me and I was overtaken by Benjamin Berta and Sandro Zeller. I ended up second to Berta by four points in the championship. It's a pity, but I admit that I missed Paolo Brajnik. I was very much looking forward to our fight. Before that in Grobnik on his home track, where I started for the second time and he knew every meter there, we fought a very nice and balanced battle. He won both races, but I hung on his rear wing. He had to drive on the edge to keep me behind. That's why I was looking forward to Slovakiaring and then to Brno, where I could also use my knowledge of both tracks.

What is it like to fight with significantly younger opponents?

It motivates me to catch up with young people or be faster, even though I could actually be their father. Most of them have go-kart racing and then they have switched to formula cars. I didn't race until age of 34. I only wished to drive open wheel one day, because I followed Formula One from the age of six. Then I had the opportunity to rent Formula Renault in 2016 and try the amateur Carbonia Cup. And I won, even though former drivers with many years of experience raced against me. So I decided to move up to the FIA Central European Zone. I have already bought a Formula Renault and built a small team to be as ready as possible.



This year you won D2 CEZ FIA with Dallara F318. Are you planning to move up to another formula car?

Yes, if it works out, I would like to start in the Euro Formula Open next season. This means, above all, buying the latest Dallara F321 and prepare myself for new European tracks, unknown to me. The championship attracts me, because there will be young talented people, dreaming about F1. If everything works out, I want to start training in February, either in the south of Italy or in Barcelona, where I have never raced. I have no big ambitions in the first season, but I would like to fight in the first half of the field next season.

Are you planning to expand your team and hire second driver?

I'm planning to introduce new drivers in our team, because we will have two F3 cars and we also want to get involved in F4, which will take place in the Eset Cup Series. So we want to give young competitors a chance. I'm already in negotiations with several riders, but more will come after testing.



Formula 4

Attractive and safer start for youngsters

In the 2022 season, the Autoclub of the Czech Republic, in cooperation with the ESET Cup Series, will include in an international formula 4 championship a new generation of T-421 racing cars from the Italian manufacturer Tatuus. This opens up an attractive and safer start for talented riders.

Formula 4, which connects go-kart racing with the F3 championships, represents the future of circuit racing. The current step of the circuit commission of the Autoclub of the Czech Republic is all the more welcome. The future stars of motorsport will have their debut with the new cars by the Italian manufacturer Tatuus, which, in accordance with the concept of Formula 4, offer an optimal combination of safety, high quality and performance with a good price-performance ratio.

Compared to its predecessor, the new model has been fundamentally redesigned and improved, especially in terms of safety. Formula 4 car with 180 horsepower engine use a number of improvements to protect the driver, including the “Halo” safety system above the cockpit, known from F1. In addition, cars have an improved monocoque with higher side impact protection and impact structures that absorb more energy in the case of a collision. To approve formula 4, the vehicle had to pass a 20 prescribed tests from FIA.

The efficient 1.4-liter four-cylinder turbo engine from Fiat Abarth, known from the previous model, now provides 180 hp, which is 20 hp more than in the previous model. The increased performance compensates the weight of extensive safety standards and is expected to be at the same level of the previous cars. The tyres will be supplied by exclusive partner Pirelli, which is also tyre supplier in F1.

„Formula 4 is the basis of open wheel racing and the ideal connection between go-kart and higher formula series. It is affordable, safe and attractive, as evidenced by the championships in Germany, Italy and Spain. I am very glad that we managed to negotiate cooperation with the manufacturer Tatuus in the first year of the new T-421 model. We are currently negotiating with autoclubs in neighbouring states and there took a great interest in participating. Nevertheless, we must be patient and plan everything in the long run. Although formula 4 is relatively cheap, it costs money. However, this is an excellent investment, another model will be introduced in 7 years at the earliest,“ said Josef Křenek, who returned the former glory to the czech national formula series in the 1990s.

Formula 4 was first introduced by the FIA as a category in 2014. The initiator was Gerhard Berger, who at the time coordinated formula racing. The F4 ideally combined go-kart racing with formula 3 championships and quickly gained great popularity. The chassis and engine must be specially homologated. From the driver's point of view, the race events are also attractive because the five best drivers in the FIA Formula 4 Championship can score points for a super license.





Tatuus F4 T-421



FORMULA 4 TATUUS T 421

| | |
|----------------|----------|
| Front track | 1.515 mm |
| Rear track | 1.470 mm |
| Wheelbase | 2.800 mm |
| Overall length | 4.700 mm |
| Overall width | 1.750 mm |
| Overall height | 950 mm |

| | |
|-------------|---|
| Chassis | Composite Carbon fiber sandwich with AL/Nomex honeycomb |
| Bodywork | Carbon fiber |
| Suspension | Pushrod / twin damper / spring |
| Engine | Abarth 414 F4 gen2 / turbocharged / 1.4ccm / 180 PS |
| Electronics | Magneti Marelli |
| Gearbox | Sadev SLR75 |
| Full cell | Premier FT3-1999, 45 lt |
| Wheels | OZ / front 8x13" / rear 10x13" |
| Tires | Pirelli / front 200x540-13 / rear 250x575-13 |
| Price | 76.000€ + VAT |



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POWER IS NOTHING WITHOUT CONTROL

Renault Clio Cup Bohemia



RENAULT CLIO CUP IV

AK ISTRARACING TEAM PAZIN
AK LAMKO
ART OF RACING
CARPEK SERVICE
LEMA RACING
Z.S.P MOTORSPORT

Inline 4 turbocharged
1.618 ccm
220 PS (6.000/min)
280 Nm (4.750/min)
Six-speed, sequential, paddle shift
1,075 kg



19 DRIVERS

| | |
|---|---|
|  | 6 |
|  | 5 |
|  | 2 |
|  | 2 |
|  | 2 |
|  | 1 |
|  | 1 |

RACE FORMAT

1X QUALIFYING 25"

2X RACE 25"

TYRES

HANKOOK 215/615 R17

Renault Clio Cup Bohemia



The trio of juniors of the Carpek Service team, owned by Tomas Pekar, dominated the Clio Cup Bohemia. Filip Sandström from Sweden, who won nine of the twelve races, became the champion of the series. His teammate Erik Bertilsson finished second, winning twice, and one win scored overall third Finn Juuso Panttila. The Carpek Service team didn't lose any of those twelve races. Filip Sandström also became the best junior of the ESET Cup Series.

Filip Sandström won the championship at penultimate round at Slovakiaring. Erik Bertilsson also secured second place there. Carpek Service team ended a successful season thanks to the Panttila's triumph at Brno. Panttila had difficult task of winning the battle with Levente Losonczy, but during his debut start he left Losonczy behind his back in both races. The only woman in the starting field, Yasmeen Koloc, finished ninth.



RENAULT CLIO CUP 2021

1. FILIP SANDSTRÖM



2. ERIK BERTILSSON



3. JUSSO PANTTILA



4. LEVENTE LOSONCZY



5. BALINT HATVANI



Renault Clio Cup Bohemia junior



1. FILIP SANDSTRÖM
2. ERIK BERTILSSON
3. JUSSO PANTTILA
4. LEVENTE LOSONCZY
5. YASMEEN KOLOC



The Swedish driver dominated the Clio Cup Bohemia. He won nine of the twelve races and finished second twice. Did he not stand on the podium only once. It was a case, when he had a defect in the end of the opening race in Poznan. Filip in the colours of the Carpek Service team competed in the Clio Cup Central Europe last year, and although he was one of the newcomers, he finished third and became the best junior. This year he continued with great results in the Clio Cup Bohemia. He extended the great campaign of the Carpek team. Last year, the owner and head of the team, Tomas Pekar, won last year very convincingly. This year Pekar competed in TCR Eastern Europe.

“After a successful debut in 2020, our cooperation continued successfully this year as well. I had another great season with the team. I definitely did not expect nine victories, and without the defect in Poznan, there could have been ten. I won the championship during the penultimate event at Slovakiaring, but I had one more goal in front of me, I wanted to win the Junior Trophy. It was very equal with Michal Makes, so I had to push until the end. I am glad that I succeeded in this fight, even though he started in TCR Eastern Europe. My other goals? Keep improving and drive the car to the limit. Which car it will be, the future will show. “



Renault Twingo Cup

RENAULT TWINGO CUP

LEMA RACING
ASK EKO RACING
AKK CUSTOM CAR
AK RENO SPORT
AKK SWIFT RACING
NNR TEAM HUNGARY
AK SIGMA SPORT
AUTOSPORT JAZON

Inline 3 naturally aspirated
999 ccm
82 PS (6.300/min)
95 Nm (2.500/min)
Five-speed, manual
890 kg





31 DRIVERS

| | |
|--|---|
|  17 |  1 |
|  8 |  1 |
|  3 |  1 |

RACE FORMAT

2X QUALIFYING 25"

2X RACE 25"

TYRES

NANKANG 195/50 R15



Renault Twingo Cup



Nik Stefančič was the winner of the most crowded cup series in ESET. Slovenian junior Stefancic fulfilled the role of a favourite after two runner up finishes in last two seasons. He won two of the eight races, but mainly he scored points regularly. He has already arrived to the final event at Slovakiaring in the role of a certain winner. Therefore, it did not matter that he didn't finish the last race of the weekend for the first time in the season.

The second place in Twingo Cup took Luka Glazer and third took Matej Ivanusa, who repeated last year's finishing position. Luka added a second place in a championship at Slovakiaring. He stood on the podium five times in total, but lacked points from the inau-

gural event at the Hungaroring, where he finished 11th in the first race and only raced for six laps in the second race. Matej started well in Hungary, where he won the second race. He also added two more second places and missed the second place overall by five points.

Twingo cup racing was not just about Slovenians. Serbian Miha-jlo Mladenovic, who started with the support of the ESET Race Star project, has had a successful season. He experienced his best race weekend in Grobnik, where he won both races. The Hungarian Szabi Lantos was nicely surprised at Slovakiaring. Former go-kart racer became the fifth driver in the series to celebrate first place.









RENAULT TWINGO CUP 2021

1. NIK STEFANCIC
2. LUKA GLAZER
3. MATEJ IVANUSA
4. MIHAJLO MLADENOVIC
5. URBAN JELOVCAN



Renault Twingo Cup junior

RENAULT TWINGO CUP JUNIOR

- | | |
|-----------------------|---|
| 1. NIK STEFANCIC |  |
| 2. MIHAJLO MLADENOVIC |  |
| 3. SZABOLCS LANTOS |  |
| 4. NENAD KOSTOVSKI |  |



After two second places, you achieved an overall victory this year. In your opinion, what was the reason behind this success?

I think for me it was the start of the season and the overall consistency. In previous years, I have won in only the 5th or 6th race of the season. This year, I have always been on the podium in the first 4 races, with 2 wins, 1 2nd and 1 3rd place, and in whole year my lowest finishing position was P5, as well as 1 DNF.

You have won 2 races, which victory do you value more, the one at the Hungaroring or the one at the SlovakiaRing?

I'd say the one at Slovakiaring! Especially because with around 3 laps to the end, I've almost spun in sector 2 and dropped to P9, and within 1 lap I was back in top 3. Then I just had to take it easy on the final lap and prepare to attack Luka Glazer in the last corner, which was pretty easy, because he wasn't defensive too much.

What would you change about the Twingo Cup if you could?

Twingo Cup has been running since 2015 and Lema racing has really improved the organisation and preparation for the drivers and their supporters in these couple of years. There's absolutely nothing that I'd like to change, especially given that this is a family racing team.

The majority of the Twingo Cup drivers come from Slovenia, what is the reason that this cup is so popular with you?

I would say mainly because Lema racing is based in Slovenia, and by my knowledge they're the only Slovenian racing team competing across all Europe, with Twingos, Clios, Seat Leon Cupra TCRs, even a Porsche Cayman GT4 and Mercedes AMG GT4. They've also done an amazing job with encouraging young drivers into trying a racing car. That is also why we see a lot of younger drivers in Twingo Cup, including myself.

What are your plans for the new season?

It depends, mainly on the sponsorship. If I can at least find a couple of sponsors to fund me a Twingo Cup season, I'll be happy. Up to this point, since the start of my karting career in 2013, my parents have funded everything, and then, when I switched to Twingo Cup with Lema racing, they've helped us financially in return for the hard work and help on race weekends.



GT3

OLIMP RACING
BUGGYRA RACING
TREVOR RACING
GFS MOTORSPORT EGYESÜLET

GT4

BUGGYRA RACING
TREVOR RACING
RTR PROJECTS
LEMA RACING

GTC

RTR PROJECTS
BOVI MOTORSPORT
DUCK RACING
GT2 MOTORSPORT

TCR

HORNAK-ADITIS
ZENGÖ MOTORSPORT
BTC MASZYN

LMP

ARC BRATISLAVA
JANIK MOTORSPORT
PSOFIX



Endurance



41 DRIVERS

| | |
|---|----|
|  | 19 |
|  | 9 |
|  | 5 |
|  | 4 |
|  | 2 |
|  | 1 |
|  | 1 |

RACE FORMAT

1X QUALIFYING 30"
1X RACE 60"





Endurance



Slovakian driver Gregor Zsigo became the overall winner of the Endurance GT and the GT3 class. His teammate since Slovakiaring round, Dennis Waszek, with whom he alternates behind the wheel of the BMW M6 GT3 of the Trevor Racing team, took third place. The Czech pilot missed points from the beginning of the series at Hungaroring, where he did not start. Marcin Jedlinski from Poland won four of the six endurance races, but it was still not enough to win the championship.

Gregor Zsigo took the lead in the championship at Grobnik, where he won with Dennis. Until then, Marcin Jedlinski was dominated. At Slovakiaring, Jedlinski collided with the pair Zsigo-Waszek and had to pit, so he finished ninth. Zsigo and Waszek won the GT3 and Zsigo took the lead in the championship. Marcin Jedlinski won fourth race in Brno, but thanks to the second place, championship was celebrated in Trevor Racing team.

Matej Pavlicek won the championship in GT4 class with KTM X-Bow GT4. He and his teammate Erik Janis won four, one hour endurance races. Matej was joined by Tomáš Enge in Poznan and they finished second, so Janis had to settle for second place in the championship. Greg Simunovic and Mattias Lodi finished third with Porsche Cayman GT4. They were the only ones, who started at all six endurance rounds. The crew of David Vrsecky-Yasmeen Koloc scored one victory in Brno. The GTC class ended with the success of Bolek Waszek. Although Petr Brecka won the last two races, it wasn't enough to beat Waszek in the championship.

In the LMP category, The Polish pair Jacek Zielonka-Jakub Litwin with Radical RS8 won LMP category with huge points margin thanks to their participation in all races. Miro Konopka finished second. The most interesting duel offered LMP class at Hungaroring, where were ARC Bratislava team, Janik Motorsport team with Norma LMP3 and two drivers – domestic Balasz Volonter and Tomas Konvicka. The Hungarian driver held the lead until the driver change, when Martin Konvicka lost the lead to Miro Konopka. The Slovakian driver won two more races at Slovakiaring and then in Brno.

Bartosz Groszek from Poland won TCR class and Yasmeen Koloc Clio Cup.





ENDURANCE GT 2021

1. GREGOR ZSIGO
2. MARCIN JEDLINSKI
3. DENNIS WASZEK
4. STANISLAW JEDLINSKI
5. MATEJ PAVLICEK



Endurance GT3

ENDURANCE GT3 2021

1. GREGOR ZSIGO
2. MARCIN JEDLINSKI
3. DENNIS WASZEK
4. STANISLAW JEDLINSKI
5. PETR BRECKA

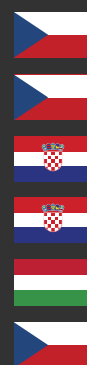


Endurance GT4



ENDURANCE GT4 2021

1. MATEJ PAVLICEK
2. ERIK JANIS
3. GREGA SIMUNOVIC,
MATIS LODI
4. FERENCZ FICZA
5. DAVID VRSECKY



Endurance TCR



ENDURANCE TCR 2021

1. BARTOSZ GROSZEK
2. ADAM PUCIATA,
ADAM BOUGSIAA
3. FRANO DUBRETA
4. KISMA
5. RADIM ADAMEK,
MIRO HORNAK








Endurance Clio Cup



Endurance LMP

ENDURANCE LMP 2021

- | | |
|-------------------|---|
| 1. JACEK ZIELONKA |  |
| JAKUB LITWIN |  |
| 2. MIRO KONOPKA |  |
| 3. TOMAS KONVICKA |  |
| BALASZ VOLONTER |  |



ENDURANCE GTC 2021

1. BOLEK WASZEK
2. PETR BRECKA
3. TOMAS MINIBERGER
4. SERGEJ PAVLOVEC
5. ADRIAN LEWANDOWSKI





Although the Slovak-Czech duo made their debut in endurance race in May at Slovakiaring, since then they have delivered a balanced performance, which has helped Gregor Zsigo to win the championship. He stood on the podium in all races. Dennis had one start less, but together they celebrated two victories and the Czech driver took third place in championship.

After winning GT sprint championship, Gregor Zsigo achieved same success in Endurance.

When did you start to believe it could work out?

Only in at the Brno after the finish. Until then, the duel with Marcin Jedlinski was open. Marcin won the last race, but we only had to finish second. We successfully ended a successful season. We went for the victory step by step and it worked out for us. The team worked very well again and we had no issues with our proven BMW M6 GT3.

What was the most beautiful race for you?

Definitely Grobnik. The Croatian circuit is all about your heart and I like that. And for the first time, Dennis and I won there. And as I'm remembering last season, most difficult race was in Poznan, where the weather was terrible. We started in a crazy rain and yet we managed to get into the lead. But I spun and we lost first place.

You are also a co-organizer of the Eset Cup Series, how satisfied were you with last season?

The ninth year of the series was of a very good standard and confirmed that it holds its position as the most prestigious cup in the Central European region. At the beginning, it seemed that the situation about the covid-19 would complicate our season again,



Gregor Zsigo and Dennis Waszek

but we managed it, drivers also helped us with their responsible behaviour and approach to the races.

Dennis Waszek had exceptional race weekends. He raced in most of them with the Lamborghini Super Trofeo in the sprint and with the BMW M6 GT3 in endurance.

Dennis, have you experienced anything like this as a driver?

No, it was the first time in ten years of my racing and I admit I wouldn't wish it to anybody. The offer from Gregor Zsigo was, of course, tempting, but then I found out that getting used to such different cars quickly is not easy. The BMW M6 differed in driving characteristics because it has a completely different aerodynamics. But it was much more difficult to get used to the fact that the seat is located almost in the place of the rear seats. You have a long car nose in front of you, but as you sit low, you basically don't know where the beginning of the car is. It's the other way around with the Lamborghini. You are in front of the windshield and the car behaves differently. It is easier to drive fast with a BMW. Lamborghini has great performance, but worse chassis. You had to fight with the car in the turns. On the other hand, you drive flat out with BMW. Every time I changed the cars, it took me two laps before I used to the behaviour of the car.

How did you enjoy the fight with Marcin Jedlinski?

We knew he was a great driver who would not be easy to defeat. On the other hand, we did everything we could to make it happen. I think Gregor and I created a very good crew that had the only goal – winning. It was exciting. I'm glad we succeeded, even though I missed Hungaroring race and finished third in the championship.





In the LMP class, you were the only one to start with Radical car and you were also the only one to have completed the whole series in sprints and endurance. It was a duel in incomparable competition, did you enjoy it?

My plan for 2021 was to learn as much as possible especially the circuits and competition with other race cars. The Radical was my first racing car and because of COVID it wasn't possible for me to start in Radical Championship which is in the UK. The LMP class was the best possible opportunity for me to improve my racing experience. It was my first time in this series and second racing season in my life. I'm very happy that I did it.

On which circuit did you experience the most beautiful race this year?

It's really hard to say because everything was new to me. I think my best racing experience in ESET Cup Series was in Poznan Circuit where I knew the track very good but Grobnik was the biggest surprise for me and it has a very enjoyable and fast loop.

Why did you decide to race with Radical and when did you complete your first race?

I didn't have any contact with fast cars and racing till 2019. I bought Radical in 2019 because it had a great performance/price balance and it gave me so much joy and pure driving experience. It doesn't have any systems like TCS, ABS, power steering etc. If you can drive fast in this car you can drive all RWD racing cars.

I completed my first race in December 2019 in Spain Radical Iberia Series at Ascari Circuit. I enjoyed it very much and I understood that racing is for me.

Do you only race in the Eset Cup Series or do you start in other championships at home or in Europe?

This 2021 season I was racing in Radical Challenge UK series (3 rounds) and I completed two races in Sports Prototype Cup which were support races in F1 Grand Prix at Autodromo Nazionale Monza.

What are your plans for 2022?

I will race in Eset Cup Series but maybe not at each round this time. I want to continue my racing experience in Radical Challenge series. I'm planning to try racing in one of LMP3 series but I will decide about it after the tests in LMP3 car this winter.



TREVOR GROUP s.r.o.

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This season was significantly boosted by the new ESET RaceSTAR project, which was prepared by the promoter of the Eset Cup Series and TCR Eastern Europe Ing. Josef Kreněk.

Support and the search for talent have been part of his work since his beginning in motorsport. After the talent competitions FormulaStar, RaceStar or JuniorStar, this year, in cooperation with partners, it was enabled for the careers of current and novice drivers from the Central European region to grow again.

"It's not a competition. Our aim is to make it easier for them to start a career, so that they can move on the ladder of motorsport. Ideally to any world championship. That's what I wish for. I believe that we will soon boast the same talented drivers as Jachym Gallas, last year's winner of the TCR Eastern Europe junior, who has already competed in TCR Europe this year, and the Polish driver Szymon Jablonski, the best junior of the ESET Cup 2020. On the other hand, it is a pity that these drivers are leaving Eset series, but

that is the goal of our work and I am really proud of them," says Josef Kreněk.

ESET RaceSTAR is conceived as a long-term project involving promoters, partners, suppliers, the media, selected teams and experienced competitors. In addition, it offers cooperation to national associations.

"Racing isn't cheap, so we will try to help the driver to reduce costs. In addition we won't be concerned only about the results on the circuit only. Today, the driver must also be able to sell himself in the media market. We also want to help them with that as well," said Josef Kreněk.

Petr Fulín jr., Sebastian Steibel, Bartosz Groszek, David Nemček, Petr Semerád, Miro Hornák, Mark Mramor in Renault Clio Cup and Mihajlo Mladenovic in Twingo Cup have started in TCR Eastern Europe as part of the ESET RaceSTAR project.





The ESET RaceSTAR project wrote an almost fairy-tale story at Poznan circuit. Polish driver Bartosz Groszek became the hero of the race weekend in TCR Eastern Europe. A year ago, he was a completely unknown driver, preparing for the first racing season in TCR Eastern Europe. But the coronavirus pandemic changed plans. He replaced his race car for a simulator and celebrated his first major international victory in TCR Eastern Europe Simracing. He achieved his second big success in Poznan, where he started in TCR Eastern Europe as a member of the ESET RaceSTAR. He grabbed his chance beyond all expectations. In the second race, he kept all the favourites behind his back and celebrated the victory.

"It is true that when I entered the series in Poznan, I did not expect to be able to win and stand on the podium in every subsequent race. It was a pleasant surprise. But it would certainly not be possible without a well-prepared Hornak-Aditis car.

You started with the support of ESET RaceSTAR. What has helped this project with the most?

The project helped me finance the racing program. Everyone knows how difficult it is, especially for young riders, to develop their talent without the necessary financial background. That is why I am grateful to Mr. Josef Kreněk for inviting me to this project and allowing me to compete in such a quality championship. I fought with Sebastian Steibel, who also had the support of Eset Race Star, for third place in the championship. However Carol Wittke had best outing in final event at Brno and took third place in final classification. I finished fourth, but I was satisfied with the weekend at the Masaryk Circuit. I finished second behind Wittke in both races – on the track where I started for the first time. In addition, we kept third place in teams championship for Horňák-Aditis team.

You said goodbye to the 2021 season in Prague by winning the exhibition race on simulators, where you competed with the best Czech racing drivers. Is it harder to win a virtual or real race?

It's a question of training and I pay a lot of attention to the simulator. I repeat each ride, at the same time I watch my opponent on video and then I try to transfer the experience to the race track. In a real race, you feel with your whole body how the car behaves and you can use it. In simulator you have to rely on your eyesight and steering wheel, so it's harder. But in SIM racing, you don't have worry about the money.



Bartosz Groszek and Sebastian Steibel



When Sebastian Steibel stood on the podium for the second time at Slovakiaring, the champagne exploded in his hands. He had to enjoy it. He experienced the most beautiful moments of his racing career. 26-year-old German driver had a wonderful start to the season thanks to the Eset RaceStar project. In the end, he finished fifth in the championship.

"I am satisfied, I did not have any great ambitions before the start of the championship. Despite the support of Eset Race Star, our family team must rely primarily on its own. It's not easy, but we do everything we can to make it and finish the championship as best as we can," said Sebastian.

Basti, as they call him at home, grew up in a motoring environment. The family lives in the small village of Walkertshofen near Schwabmünchen, about 100 kilometers outside Munich. His grandfather Erwin Steibel founded a company in 1966 to repair agricultural machines and Porsche tractors. Sebastian's father Klaus continued the family tradition and because he loved motorsport, he founded his own Steibel Motorsport team and started racing with Renault cars. Sebastian also inherited mechanical skill and followed in his father's footsteps. A year ago, he passed the master's exams in car mechanics and already runs a workshop at Mercedes.

In Clio Cup Bohemia, Steibel Motorsport was one of the most important teams and sometimes prepared seven race cars. As a mechanic, Sebastian helped for several seasons and sometimes sat behind the wheel.

He finished Clio Cup Bohemia 2013 season in tenth place. Then he moved to the Octavia Cup, next team progress was ADAC TCR Germany. In an attractive championship, he got a chance to start with Golf TCR. He finished 13th in 2019.

"I knew that the Steibel Motorsport team had stopped racing and I remembered Basti when the RaceStar project was created. The aim of the project is to develop motorsport as such and thus help competitors such as Sebastian – hardworking, modest and decent drivers, who love motorsport," said Josef Kreněk.

Despite not racing for more than a year, Sebastian made no mistakes, was perfectly prepared, drove fast and was in an excellent form. The team and he showed a great approach. He fought for podium steps for a long time, but even the final fifth place in the championship is a success.



He debuted at inaugural round at Hungaroring in TCR Eastern Europe as part of the ESET RaceSTAR project. He didn't race for three years, but in both races, he finished in the top ten and scored points.

"I was looking forward to it. I had also support from several partners and there was a plan to do more races in TCR Eastern Europe. That's why I went into it despite the long race break. The last time I took part in the race was in Octavia Cup in 2018", said Petr Fulín jr.

The son of a three-time FIA ETCC winner started a racing career in open-wheels. At the beginning he fought with the Formula Gloria car in Kreněk Motorsport team. He later competed in Twingo Cup, Octavia Cup and FIA ETCC. He was also successful in the Junior Star competition, where he finished third in 2016.

Starting in TCR Eastern Europe was not easy for Peter. Hungaroring isn't one of his favourite tracks, he sat in the Audi RS3 TCR for the first time and Hankook tires were also new for him too.

"The cooperation with the Hornák-Aditis team was excellent, but I knew that I was not trained enough to fight for the leading position. Testing for covid was very complicated, so I only used a simulator as preparation. Unfortunately, the cooperation with my partners also ended because of covid, so in the end there was only one race weekend. However TCR Eastern Europe is a very good championship. There are experienced and young talented drivers in the starting field. I enjoyed this kind of racing, so I am really sorry that I did not continue. Even next season doesn't look better for me yet. So I will focus more on graphic design, which I enjoy and do it for living," added Petr Fulín jr.



Petr Fulin jr. and Miro Hornak

During the home race at SlovakiaRing, you participated in the TCR Eastern Europe race within the ESET RaceSTAR program. You finished at 6th and 5th place. How do you rate this race and the TCR Eastern Europe Championship?

I enjoyed the race, the equally matched drivers and technology gives this championship a unique adrenaline that can be experienced by drivers, teams but also spectators.

During your racing career so far, you have tried all types of race cars and participated in many championships. Which one do you remember the most?

I've always enjoyed cup car racing. Because there you can show a true potential. The technique is maximally equal, so the result has a greater value for me as a driver. Despite the fact that the TCR Eastern Europe is a championship in which there is a duel of manufactures, the balance of racing cars and the setting of rules ensures attractiveness and tension throughout the weekend.

Which of your successes would you call the best?

I would probably like to remember 1993. I was 11 years old. I rode minicars and it was the European Championships in Switzerland. I finished in 5th place. It was the first time I represented Slovakia. And I'm proud of that.

What plans do you have for the future, is it possible that we will see you again behind the wheel of a race car in the new season?

Team Horňák - Aditis will fight in the TCR Easter Europe championship next season as well. And I do not rule out that I would fight for some points in some selected events.





When Petr Semerád won the JuniorStar competition in 2016, it was clear that one of the most significant talents had appeared on the Czech motorsport scene. He was 14 years old. Then he tried open wheel racing, however the calling of family tradition was stronger. His father Josef and also brother Martin were successful rally drivers.

So Peter enjoyed his rally career, but after a four years break, he returned on the racing tracks as part of the ESET RaceSTAR project and started in the last race weekend of TCR Eastern Europe in Brno. With the Cupra TCR, prepared by the Lema Racing team, the 20-year-old Semerád showed nice performance. He scored eight points and offered the fans a beautiful duel with Adam Rzepecki.

Petr, didn't you hesitate to return to the circuits?

No, the offer attracted me. I started on the circuits and drove a lot of races in formula cars. Of course, I had no idea what awaited me at TCR Eastern Europe. So I tried to do maximum for a good result. There wasn't much time to prepare myself, but I got along quite well with the car. The team with skilled and hard-working mechanics helped me a lot with the setup. I liked that they came up with ideas on what else to improve. The car worked well, thank you again.

What comes to your mind when I ask you about the JuniorSTAR competition now?

Running five kilometres was a terrible idea by Mr. Kreněk. At the time, I was a boy who raced on a computer and liked lying on the couch. And suddenly there was such a running distance in front

of me. It was dreadful, but at least I wasn't last. I was surprised when I advanced among the top sixteen and the next day I was finally able to drive cars. Initially with the Renault Twingo and then with the Chevrolet. I was already at home and took first and second place. So I opened doors for the final run with formula cars. I didn't believe in myself, but I won. Wonderful feeling.

How did you feel this year after the fight in TCR Eastern Europe in Brno?

Great races for me. The Sunday's duel with Adam Rzepecki was very difficult and exciting until the end. Only in the penultimate lap I definitely left him behind. We overtook several times. I didn't start on the circuits for a long time, so I was more careful and kept enough space from my opponent. Adam drove on the edge, so we were divided by millimeters during his attacks. I was glad I made it. Adam and I shook hands at the finish. The result is average, because I'm always quite critical of myself. There is always something to improve, but on the other hand, it probably couldn't have been better, because there was such a short time to prepare for race weekend. I would like to thank Mr. Kreněk and the Lema team for this chance.

Were you thinking about returning to the circuits after Brno's weekend?

No, rally remains my priority. But if there is an offer, I would like to take part in those races again. However, we are currently working on the program for the next season and short-term future. I would like to start in the European Championships in the future and I would like to try the World Championships one day.



Petr Semerad and David Nemcek

David Nemcek from ARC Bratislava regularly starts at Mazda Cup. He belongs to the absolute top in Slovakia in online races. At Slovakiaring, with the support of ESET RaceSTAR, the 24-year-old driver tried out TCR Eastern Europe. He showed talent and managed to score points in both races.

“It was an amazing experience, more adrenaline than in online racing. I kind of felt sad to get out of the car at the finish line. I fulfilled my childhood dream and for that I have to thank Miro Konopka, who gave me the chance within ESET RaceSTAR,” said David after the race.

Just a few people had a chance to start from the front row during their debut. This happened to David thanks to the lucky lottery of Michal Makes, who drew number nine, so the first nine riders from the opening race started for second race in reversed order. As David finished eighth in first race, he started from front row in the second run.

“I was nervous. I had a late start. Opponents behind me passed me when I finally drove off. But I didn’t give up and fought. I finished eighth again. So I was satisfied. I will remember this race weekend for the rest of my life,” added David.

Miro Konopka, owner of the ARC Bratislava team, was also satisfied with his performance. “It wasn’t bad at all for the debut at TCR Eastern Europe. But it was not all about the result. Most of all, I wanted David, who is excellent in online racing, to have a real, top-notch battle on the race track and to see the difference. That’s why I helped him. ESET RaceSTAR is ideal for this,” added Miro Konopka.





How satisfied are you with the 4th place in the Twingo Cup?

On the one hand I am satisfied, but on the other hand I am not so satisfied. I am satisfied with 4th place because this is my first season and I think I did great in Twingo and easily mastered the new tracks. While on the other hand I am not satisfied because I think that I could have had a much better result if I had finished all the races in the championship, and I did not finish them mainly due to someone else's fault.

You finished the season with the support of Eset RaceSTAR, how do you rate this project?

First of all, I would like to thank Mr. Josef Krenek and Lema Racing team who chose me for the Eset RaceSTAR program. I think that this project is a great start for young and talented drivers and that it will help me in further success. If there is an opportunity for further cooperation, my team and I will give our maximum and I think that together we can make great results.

What has this season given you the most?

This season has given me the opportunity to try my hand at tracks such as Hungaroring and Slovakiaring and enjoy getting to know the car in various weather conditions on these tracks.

What were your racing beginnings and when did you first start the Twingo Cup?

My start was in 2018 when I drove the Negotin hillclimb race in Serbia for the first time and finished in 3rd place. In 2019 I was vice-champion in seniors and champion in juniors on hillclimb tracks, 2020 vice-champion on sprint races for juniors and seniors and in hillclimb champions for seniors and juniors. In 2020 I tested the twingo on Grobnik and this year I had my first season in the Twingo Cup where I finished 4th in the seniors and 2nd in the juniors, compared to the championship in Serbia where I was the champion for seniors and juniors on sprint races in class 1 Yugo 55 for 2021 year.

Will you stay in the Twingo Cup and in the new season or you will change?

I hope to stay in the Twingo Cup under the Eset RaceSTAR in the new season, but I sincerely would like to try myself in the Clio Cup next year and I think I would do great there, finances are the biggest problem and they will decide where my career is headed...

Mihajlo Mladenovic and Radim Adamek

How do you rate this year's season, in which you finished third in teams championship?

I'm extremely satisfied with this season. This season we also involved the second AUDI car to the championship, which became a part of the new ESET RaceStar program. We managed to fulfill and even exceed the set goals. Especially the participation at the end of the season at TCR Europe, where our driver Barosz Groszek was at the 8th place after Q1 and then stood on the podium as the winner of the Rookie category together with the biggest stars of TCR. Who is lucky enough to spray Girolami, Azcona and Coronel with champagne on the podium? This dream came true for our driver and it was such a nice end to our successful season. The whole team made a huge progress during the season and the third place in the team championship is a proof of that and I take this position as a great success.

Why did you decide to join the new Eset RaceStar project?

We want to bring TCR races closer to other drivers from other classes and help young drivers with their progress. The ESET RaceStar program surely makes this possible and I am glad that our team is a part of this successful project. It is also an opportunity to meet other pilots, exchange experiences and an opportunity to establish further cooperation with them, for example on the other projects.

As part of this project, several new drivers have been introduced through your team. How did you work with them?

We have cooperated very well with all the drivers. Petr Fulín jr. and Miro Horňák competed only one weekend. Bartosz Groszek took a seat in ESET RaceStar in Poznań and didn't let anyone in until the end of the season. At that time, no one knew that a one-time cooperation will become a long-term one and that a talented boy will grow into a big star. His overall 4th place in the championship is a great success and if he would start from the beginning of the season, he could improve this position even more. Apart from his first start, he always stood on the podium.

Will you continue with the Eset Race Star project in the new season?

Next season the team will be a part of the ESET RaceStar project and Bartosz Groszek will sit in the seat again. This time the goal is clear. Win the whole championship.





She sat in a go-kart for the first time at an age of five. She started racing two years later. During nine seasons on go-kart tracks, she was third in the world finals and scored four Czech champion titles. In 2011, she moved to the Rok Senior class, where she finished fifth in the Czech Republic Championship.

Thanks to her successful participation in the FormulaSTAR competition, which searched for new talents in motorsport, it paved her the way to circuit racing. She was chosen by the Krenek Motorsport team, with which she completed the first racing season on circuits with the Gloria C8F formula.

She became the first woman to win the race of the international championship of the Czech Republic in circuit racing. In addition, she won the championship title. She switched from Formula Gloria to Formula Renault 2.0, where she succeeded until the unfortunate race at the Austrian Red Bull Ring. She was seriously injured in a collision after the start and returned to the circuits after recovery, but not to the cockpit of the formula car.

She continued her racing career behind the wheel of touring cars. She started with the Prague R1 in the ESET V4 Cup. Subsequently, she moved to the Renault Clio Cup championship, where she celebrated several victories. She also tested the car for the Audi TT cup. After a two-year break, she returned to racing in the 2019 season with the KTM X-Bow GT4. In 2021, she successfully entered the ADAC GT4 championship.

In Zlatý volant awards, she is a four-time winner of the Eliška Junková Award, which is given to the best female racer of the season. In addition to racing, she is also involved in her QuickGabi Academy.

How satisfied were you with the premiere in the ADAC GT4?

Last year was a great season and nobody expected that. Racing in the toughest GT4 series (European Series and GT4 Germany) and standing three times on a podium was something really special for me. Although it was my first season with my teammate Robert Haub in GT4, we're really happy with the results and can't wait to continue for the next season.

What led you to entering a prestigious German Championship?

Unfortunately everybody knows how expensive Motorsport is. I got really lucky with this after a couple years of failures. Strong Sponsors like Drago Racing Team ZVO have helped me to make this all happen and I really appreciate that, because this is something for what I have been fighting for, for so long in my career.

You've been racing since the age of 7. You celebrated your accomplishments in karts, monoposts and also touring cars. What do you think was the most interesting of these categories?

Hard to compare because it's all very different. I am sure that each one of these categories helped me to be a better driver. But I must say that the biggest step for me was to go from karting to Formula Gloria.

How do you remember the Formula Star talent competition when you wander in your memories?

Very positive. In fact, every time someone asks me how you got from karting to formula or GT cars, I always tell my story about Formula Star. This competition really helped me to get out of karting and into big circuit races.



Awards

Marcin Jedlinski became the champion of 2021. The prestigious cup, which is won by the driver with the highest number of points in sprint and endurance across categories, was won by the driver of the Polish team Olimp Racing in a Mercedes AMG GT3 for the second time. He became the champion in 2018 for the first time.



ESET CUP 2021

1. MARCIN JEDLINSKI
2. GREGOR ZSIGO
3. FILIP SANDSTRÖM
4. STANISLAW JEDLINSKI
5. MICHAL MAKES



Eset Cup and National cup



Representatives of 16 countries took part in the championship. To the traditional national competition were counted results from best two drivers in four race types – from each country and each race weekend. The Czech Republic defended its first place mainly thanks to the excellent performances of Michal Makeš, Tomáš Pekař, Tomáš Miniberger, Matěj Pavlíček, Petr Kačírek and Vladimír Netušil.

ESET NATION CUP 2021



Junior trophy

One of the priorities is to support young drivers. From the first year, the Eset Junior Award is given to the best driver under the age of 21 for sprint performance and endurance.

This year, Filip Sandström won in the competition of eighteen juniors. The Swedish driver, who started in the Renault Clio Cup Bohemia for the first time this year in the colors of the Carpek Service team, won nine races and became the dominant winner. Michal Makes, the winner of TCR Eastern Europe and at the same time the best junior of this championship, finished second. The third place was taken by the second best driver of the Clio Cup Bohemia, the Swede Erik Bertilsson.



ESET JUNIOR TROPHY 2021

1. FILIP SANDSTRÖM



2. MICHAL MAKES



3. ERIK BERTILSSON



4. LEVANTE LOSONCZY



5. JUSSO PANTTILA



Luky 2021 Challenge Cup

In honor of Lukáš Hanžl,
for extraordinary performance or contribution.

Eset Cup organizers' award LUKA 21 Challenge Cup – for extraordinary performance of the year 2021 was won by

BARTOSZ GROSZEK

TOMAS PEKAR

The Polish driver first drew attention thanks to the last year's victory in TCR Eastern Europe Simracing. In 2021 he got a chance to start in TCR Eastern Europe within the Eset RaceSTAR project. He was seen for the first time in Poznań, where he proved his talent again and scored his first victory. With the support of the new project, he continued in the remaining races of the season and always stood on the podium. He finished fourth overall.

Tomáš Pekař completed a great season as a driver and as a manager and owner of the best racing team of this season altogether. At his debut complete season in TCR Eastern Europe, he took second place. However he is the only driver who won four races. In the Renault Clio Cup Bohemia, his Carpek Service team celebrated an extraordinary success when its members won all the races and took the first three places in the overall classification.



CHRIS HÖHER – FRANZ WÖSS RACING
CHRISTOF VON GRÜNINGEN -DALTEC RACING
PAOLO BRAJNIK -PURESORT
ANTONIN SUS – FRAS MOTORSPORT
BARTOLOMIEJ MIRECKI – BM RACING TEAM
RICHARD CHLAD JR. – KK RACING TEAM
JACHYM GALAS – GT2 MOTORSPORT
RENAULT TWINGO CUP – LEMA RACING
FRANZ WÖSS – FRANZ WÖSS RACING
TOM BECKHÄUSER – FRANZ WÖSS RACING
SZYMON JABLONSKI – BM RACING TEAM
PETR SEMERAD – CITY TAXI RACING
BARTOSZ GROSZEK - HORNAK-ADITIS
TOMAS PEKAR – CARPEK SERVICE



He and his team Carpek Service completed a challenging season. Although the premiere at TCR Eastern Europe did not come out as wished, because he finished second in championship, however in Clio Cup Bohemia was Carpek Service team really unbeatable. The dominant Swede Filip Sandström won the championship and Junior Trophy of Eset Cup Series as well. His teammate Erik Bertilsson finished second and Yuss Panttil Finn finished third. The Nordic trio took all the winner's trophies.

Tomas, how do you rate the premiere start at TCR Eastern Europe?

After last year's victory in the Clio Cup, I decided to transfer to TCR Eastern Europe. I knew it wouldn't be an easy premiere. In the end, I fought for the championship with Michal Makes until the last race. I lost by four points. I was a little disappointed, but life goes on. I've already "raced" a lot, so I don't take it fatally. In the middle of the season, I knew that I wouldn't continue in TCR Eastern Europe next year. Financially it's beyond our capabilities, so I'm going back to the Clio Cup Bohemia. But with the title, it would be more pleasant.

At the same time, after three victories in the beginning of the season it looked like you don't have any serious opponent. What has changed in the second half of the championship?

After a good opening came technical issues. Once the half-shaft problem, then suspension and I lost points from two races. Michal took the lead after the third round in Poznan. Winning in Grobnik meant I can hope about championship again, but at Slovakiaring I scored only nine points. The troubles with the car continued, but I still tried to fight in Brno. In the second race, I held the hope for the title thanks to the lead position until the fourth lap. Then Carol Wittke overtook me with the new Cupra and that was it. I finished third in the race. At least I could say goodbye on the podium.

The participation of your team in the Clio Cup Bohemia was more pleasant. Did you expect to win all the races in this cup race?

No, but I believed we would do well. We have extensive experience with cup cars. And the Nordic cavalry was excellent. Filip Sandström confirmed how great he is. He also brought his friend Erik Bertilsson to the team, who also showed qualities thanks to the second place in the championship. The newcomer Finn Yussa Panttila found us on the internet. He only had experience with go-karts, but he advanced to third place in standings. He has a talent and showed us how much he wants to become a professional racer. The Nordic trio was completed by Richard Meixner, who finished seventh. The team expanded in the Clio Cup, so amount of work increased, but I must say that it was a job that brought me joy. We did incredibly well. No one crashed, we didn't have to change the engine or transmission. Everything worked perfectly. And the results were great. I'm all the more looking forward to the new season.



ACCR Czech Talent Team



The promise of a successful future for Czech motorsport is the ACCR Czech Talent Team of the Autoclub of the Czech Republic, which includes the most talented young riders in our country. The team consists from wide range of motorsport disciplines, and its members include not only drivers in world championship series, but also world and European champions. We present its members in the disciplines of motorsport.

ERIK CAIS

The 22-year-old driver from the Zlin region started his first rally in 2018. It quickly became clear that he outgrew the school's Opel Adam Cup soon and therefore jumped into the faster Peugeot 208 R2. He sets several fast times at the premiere at the Kopna Rally Sprint and gained the well-deserved attention of the motoring public. Already in his first season, he started in foreign rallies and made clear that his team's ambitions will not be small. A year later, he moved behind the wheel of Ford Fiesta and to the Junior European Championships. He also raced for the first time with R5 car in Kopna and scored his first overall podium finish. At the end of the season, he was already achieving very fast times behind the wheel of a "two-wheeler", and the icing on the cake was the victory in the junior category at the Hungarian rally. The permanent transfer to the Rally2 specification car didn't take long and he also won pretty soon. Erik first dominated the Italian Dolomiti Rally and a few weeks later the Polish Rally Kipard. While in the Czech Republic he finished only eighth at Rally Bohemia. Of the European races, he successfully finished seventh with co-pilot Jindřiska Zaková at the wonderful Rally Fafe Montelongo. Erik flew into this season like a hurricane. Fifth place at the Wallachian Rally, premier victory in the Czech Republic at Kopna and stable results among the top ten in the European Championships. Fans cheer for him especially because of a very brave performance at the 50th Barum Czech Rally Zlin. Unfortunately, he did not maintain the leading position at the last special stage and crashed. It was clear to the experts that the crash was a big lesson for Erik and he can only benefit from it in the near future. And so it happened. In the premiere race in the World Championship series, he took a great thirteenth place and finished third in the WRC2 category. He thus reached the perfect position before negotiating his future in 2022. Will we see him regularly in the prestigious WRC series? Let's hope so.

PETR TRNKA

The Driver from Sternberk is one of the most experienced racers in the ACCR Czech Talent Team. His beginnings date back to 2004 in karting. He has been making a name for himself on the tracks since 2011, when, at the age of eighteen, he drove the popular Gloria formula not only during uphill races, but also during circuit events. He was connected with the car until the end of 2014. By the 2015 season, he set off with a fast Norma and became a strong player in the E2-SC category. A year later, he switched to Ligier JS53, with which he fought on Czech and European tracks in various specifications for five long seasons. During those times, he got to the podium in his category for the first time. He did well in Buzet 2017 or at the home race in Ecce Homo Sternberk a year later. Before this season, he switched to the strong Norma M 20 FC after the legendary Sébastien Petit. He raced with Norma in the European Championship series and did well. In the overall standings, he took a great third place behind Faggiolimi and Petit.

JACHYM GALAS

The driver from Znojmo city, who started with go-karts, is this year's newcomer to the ACCR Czech Talent Team. Opponents could fight with him mostly in the Easykart or Rotax classes and at the age of sixteen he moved into touring cars. In 2018 he graduated from circuit school and was able to go to the European championships. He achieved his first significant success under the flag of the GT2 motorsport team at the TCR Eastern Europe Trophy powered by ESET in 2019, where he finished second overall in the Volkswagen Golf GTI TCR. At the same time, he was also the best junior, which he managed to repeat a year later with a superb last race in Hungary. Overall, he finished third in the

2020 season and moved to a higher level of TCR Europe with Hyundai i30N TCR. He scored the first points in the second race in France and was also successful in Germany. Thanks to the points from the last race in Spain, he jumped to seventeenth place overall and finished his first season in this prestigious series among the top twenty drivers.

PETR NIKODEM

The 22-year-old driver is one of the long-standing participant in the autocross. He went through all divisions practically, starting at the age of four and winning his first championship in the weakest Racer Buggy 160 in 2005. He also won two titles in the stronger "125" and soon began to look upon the European Championship series. He first looked into it in 2014, resulting in third place in the Junior Buggy division. This was followed by a successful transfer to the Buggy 1600 and two national titles in 2015 and 2016. Petr's time in the European championship also comes. He managed to get the title in 2017 and defended it a year later. It was not until 2019 that the winning has been broken. Nikodem's car didn't start due to the technical issue in the last race in Maggiore, Italy, and the chances for a hat-trick vanished. He ended the last season behind the wheel of the Buggy 1600 in second place and then followed a forced one-year break on the international stage. After that Petr returned to the strongest Super Buggy division. In the beautiful and special colours of the Czech tricolour had great results but also technical issues. The victories in France and in Prerov elevated our rider higher in a scoreboard, in which he held 169 points after the last race. It was enough for a great fifth place with only a thirteen points loss to overall third teammate Jakub Kubicek. But it was a great premiere season in the prestigious division. Petr is definitely on his way to more successful seasons within the European Championship.

JAKUB NOVOTNY

The Eastern Bohemian driver is one of the youngest members of the ACCR Czech Talent Team of the Autoclub of the Czech Republic. The native from Jicin city started his career at the age of four behind the wheel of the Racer Buggy 160. He gradually worked his way into the Junior Buggy division, where his fans can see him from year 2017. In the first year, he was second in the Czech championship and a very promising sixth place in European championship. A year later, he became the European champion for the first time after a tough duel with Justs Grecis. Unfortunately, he did not manage to defend it the following year, only by six points. But second place is also a great result for a talented Czech rider. He had practically no competition in the national championship and won the championship title in both seasons. He repeated the success in the 2020 season, which was also his last among the "juniors". Jakub more than succeeded in faster Buggy 1600. He scored the title in national championship and was third in Europe. It is more than obvious that the Czech autocross has a successor for five years older Petr Nikodem, who also carried the Czech flag in the divisions for young riders at the European Championships.

LIBOR TEJES

The new member of the ACCR Czech Talent Team of the Autoclub of the Czech Republic is dedicated to rallycross. He started his racing career in autocross and he was successful! In 2016, he dominated the busy Racer Buggy 250 division, followed by a move to his current discipline. Since 2017, he competes in the National 1600 class and after the rookie season, he scored second place in the championship in 2018. Next year he experienced a really close season. After the last race, he had the same number of points as his opponent Vojtěch Kolomazník, but due to the greater number of better places, the then sixteen-year-old Tejes won his first championship title. This was followed by a move to the Audi A1, with which he completed the debut season in the Super1600 category last year. This year he was already a very strong opponent not only at the International Czech Republic Championship, but also in the Central European Zone, and the result was second place in both championships. The 18-year-old driver from Prague is well on his way to success in the following rallycross seasons.



Czech SIM Racing series

Michal Smidl became first ever champion

As a part of the Prague Car Festival and the Eset Cup Racing Expo, the first year of the Czech Republic SIM Racing Series 2020 came to the final duel in Letnany, Prague. The pandemic situation didn't allow us to finish last year's championship, so the historically first Czech champion was not decided until the last Sunday in October 2021. Michal Smidl deservedly won the championship, leaving Martin Kadlecik in second place. Michal Blazek finished third and Vojta Polesny was fourth.

Duel on the Barcelona circuit

Sixteen drivers advanced to the final battle from the previous four qualification runs. Four qualifying groups were waiting for them in Prague. From there, they advanced to two semi-finals and the finals for four best drivers. Every race was for ten laps. Race track was chosen by draw before the start of the event. In drawing drum were Monza, Mugello, Spa, Vallelunga and Barcelona, which was eventually drawn.

Michal Smidl, Martin Kadlecik, Simon Kovacic, Pavel Reigl, Vojta Polesny, Michal Blazek, Michal Sedlacek and Daniel Liscak advanced to the semifinals from the qualification rounds. In the first semi-final group, Smidl dominated and set a fastest time 1: 48.631 in the 7th lap. The second place belonged to Kadlecik, who were together with Smidl were the only ones to get below 1:49. They secured participation in the finals. Kovacic was third in this group and Reigl was fourth. In the second semi-final, the fastest was Polesny (1: 49,198). Blazek accompanied him to the finals. The third place belonged to Sedlacek and the fourth to Liscak.

Dominant Smidl

The final round had a qualification on the program, where Smidl took pole-position in front of Kadlecik, Blazek and Polesny. The ten laps race didn't bring any surprises. Smidl set the fastest time again. He set time 1: 48,576, again in the 7th lap. Second place took Kadlecik (1: 48,952), bronze belonged to Blazek (1: 49,032) and Polesny (1: 49,227) took fourth place.

Michal Smidl, together with the championship title, also got the opportunity to start in the Renault Twingo Cup race at Hungaroring next year. "Michal Smidl won first title in SIM racing with a huge margin. He drove very well and I am now curious about his performance with Twingo on real race track. Last year, covid-19 stopped us, so I'm glad that we finally closed the first year of the czech championship in SIM racing. The fans at the show created a nice environment and the reward was a thrilling battle. I am looking forward to its second year," said Ing. Josef Krenek from the company Krenek Motorsport, that organized the championship and is also a co-creator of Racingfuel Academy simulators.

Bartosz Groszek won the exhibition duel

The final race of the championship was preceded by an exhibition race on Saturday with real Czech racing drivers and by Polish racer Bartosz Groszek – last year's champion of SIM racing TCR Eastern Europe and this year the fourth best driver in this championship on real circuits. He advanced to the finals with Jachym Galas, driver of the TCR Europe, Michal Makes, winner of the TCR Eastern Europe 2021, then talented go-kart driver Jan Wagenknecht and also Jan Kopecky and Tomas Enge, the first Czech driver in Formula 1. The exciting fight ended with Groszek's victory. The second was Wagenknecht and the third Galas.





**CZECH
SIMRACING
SERIES**



GT

| DRIVER'S CLASSIFIKATION | | | HUNGARORING | | SLOVAKIARING | | POZNAN | | GROBNIK | | SLOVAKIARING | | BRNO | |
|-------------------------|---------------------|-------|-------------|----|--------------|----|--------|----|---------|----|--------------|-----|------|-----|
| POS. | DRIVER | TOTAL | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | R9 | R10 | R11 | R12 |
| 1 | MARCIN JEDLINSKI | 125 | 25 | | 25 | 25 | 25 | 25 | | | 25 | 25 | 25 | |
| 2 | GREGOR ZSIGO | 90 | | 18 | 12 | | 12 | | 18 | 18 | 15 | 12 | 15 | 10 |
| 3 | PIOTR WIRA | 86 | | | 18 | 18 | 2 | 18 | 15 | 15 | 10 | | 12 | 25 |
| 4 | ADAM RZEPECKI | 67 | 8 | 15 | 4 | 1 | 18 | 12 | 12 | 12 | 6 | 4 | 10 | 12 |
| 5 | STANISLAW JEDLINSKI | 62 | 18 | 8 | | 8 | 10 | 8 | | | 8 | 8 | 18 | 15 |
| 6 | PETR KACIREK | 52 | 10 | 12 | 8 | 10 | 6 | | | | 2 | 6 | 8 | 18 |
| 7 | DAVID VRSECKY | 48 | | 25 | 15 | | | | 6 | | | | 2 | |
| 8 | DENNIS WASZEK | 39 | | | 10 | 12 | 15 | 15 | | | 12 | 10 | | |
| 9 | MATEJ PAVLICEK * | 32 | 4 | 1 | 2 | 6 | 8 | 10 | 8 | | 4 | 2 | | |
| 10 | TOMAS MINIBERGER | 31 | | | 6 | 2 | | | 25 | 25 | | | | |
| 11 | ALIYYAH KOLOC * | 23 | 15 | | | | | | | 8 | | | | |
| 12 | FERENC FICZA | 22 | | 6 | 1 | 4 | 4 | | 4 | 2 | | | 4 | 4 |
| 13 | PETR BRECKA | 19 | | | | | | | 10 | 10 | 1 | 1 | 1 | 8 |
| 14 | JOSEF ZARUBA | 18 | | | | | | | | | 18 | 18 | | |
| 15 | SERGEJ PAVLOVEC | 15 | | | | 15 | | | | | | | | |
| 16 | LIBOR MILOTA | 15 | | | | | | | | | | 15 | | |
| 17 | MACIEJ BLAZEK | 12 | 12 | | | | | | | | | | | |
| 18 | ISTVAN BOTA | 10 | 6 | 10 | | | | | | | | | | |
| 19 | BODIS KALMAN | 10 | 2 | 4 | | | | | 2 | 6 | | | | |
| 20 | GREGA SIMUNOVIC | 8 | 1 | 2 | | | | | 1 | 4 | | | | 2 |

GT3

| DRIVER'S CLASSIFIKATION | | | HUNGARORING | | SLOVAKIARING | | POZNAN | | GROBNIK | | SLOVAKIARING | | BRNO | |
|-------------------------|---------------------|-------|-------------|----|--------------|----|--------|----|---------|------|--------------|-----|------|-----|
| POS. | DRIVER | TOTAL | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | R9 | R10 | R11 | R12 |
| 1 | MARCIN JEDLINSKI | 125 | 25 | | 25 | 25 | 25 | 25 | | | 25 | 25 | 25 | |
| 2 | GREGOR ZSIGO | 90,5 | | 18 | 15 | | 12 | | 12,5 | 12,5 | 18 | 15 | 15 | 10 |
| 3 | PIOTR WIRA | 85 | | | 12 | 18 | 15 | 18 | 9 | 9 | 15 | | 12 | 25 |
| 4 | ADAM RZEPECKI | 72,5 | 8 | 15 | 8 | 10 | 18 | 15 | 7,5 | 7,5 | 10 | 8 | 10 | 12 |
| 5 | STANISLAW JEDLINSKI | 72 | 18 | 10 | | 12 | 10 | 12 | | | 12 | 12 | 18 | 15 |
| 6 | PETR KACIREK | 63 | 10 | 12 | 10 | 15 | 8 | | | | 8 | 10 | 8 | 18 |
| 7 | DAVID VRSECKY | 43 | | 25 | 18 | | | | | | | | | |
| 8 | BODIS KALMAN | 25 | 6 | 8 | 6 | 8 | | | 5 | 5 | 4 | 4 | | |
| 9 | PETR BRECKA | 20 | | | | | | | 6 | 6 | 6 | 6 | 4 | 8 |
| 10 | LIBOR MILOTA | 18 | | | | | | | | | | 18 | | |
| 11 | ALIYYAH KOLOC * | 15 | 15 | | | | | | | | | | | |
| 12 | MACIEJ BLAZEK | 12 | 12 | | | | | | | | | | | |

GT4

| DRIVER'S CLASSIFIKATION | | | HUNGARORING | | SLOVAKIARING | | POZNAN | | GROBNIK | | SLOVAKIARING | | BRNO | |
|-------------------------|------------------|-------|-------------|------|--------------|------|--------|------|---------|------|--------------|------|------|------|
| POS. | DRIVER | TOTAL | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | R9 | R10 | R11 | R12 |
| 1 | MATEJ PAVLICEK | 62,5 | 12,5 | 7,5 | 12,5 | 12,5 | 12,5 | 12,5 | 12,5 | | 12,5 | 12,5 | | |
| 2 | FERENC FICZA | 59,5 | 7,5 | 12,5 | 9 | 9 | 9 | | 7,5 | 7,5 | 9 | 9 | 12,5 | 9 |
| 3 | GREGA SIMUNOVIC | 25,5 | 9 | 9 | | | | | 6 | 9 | | | 7,5 | 7,5 |
| 4 | DAVID VRSECKY | 25,5 | | | | | | | 9 | | 7,5 | | 9 | |
| 5 | ALIYYAH KOLOC * | 20 | | | | | | | | 12,5 | | 7,5 | | |
| 6 | YASMEEN KOLOC * | 12,5 | | | | | | | | | | | | 12,5 |
| 7 | TOMAS MINIBERGER | 7,5 | | | | 7,5 | | | | | | | | |
| 8 | SERGEJ PAVLOVEC | 7,5 | | | 7,5 | | | | | | | | | |

GTC

| DRIVER'S CLASSIFIKATION | | | HUNGARORING | | SLOVAKIARING | | POZNAN | | GROBNIK | | SLOVAKIARING | | BRNO | |
|-------------------------|------------------|-------|-------------|------|--------------|------|--------|------|---------|------|--------------|------|------|------|
| POS. | DRIVER | TOTAL | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | R9 | R10 | R11 | R12 |
| 1 | ADAM RZEPECKI | 61,5 | 9 | 12,5 | 7,5 | 7,5 | 12,5 | 9 | 9 | 9 | 7,5 | 7,5 | 12,5 | 12,5 |
| 2 | DENNIS WASZEK | 34 | | | 12,5 | 12,5 | 9 | 12,5 | | | 9 | 9 | | |
| 3 | BODIS KALMAN | 23,5 | 6 | 7,5 | 6 | 6 | | | 6 | 6 | 4 | 4 | | |
| 4 | PETR BRECKA | 22,5 | | | | | | | 7,5 | 7,5 | 6 | 6 | 9 | 9 |
| 5 | TOMAS MINIBERGER | 21,5 | | | 9 | | | | 12,5 | 12,5 | | | | |
| 6 | MACIEJ BLAZEK | 12,5 | 12,5 | | | | | | | | | | | |
| 7 | JOSEF ZARUBA | 12,5 | | | | | | | | | 12,5 | 12,5 | | |
| 8 | ISTVAN BOTA | 9 | 7,5 | 9 | | | | | | | | | | |
| 9 | SERGEJ PAVLOVEC | 9 | | | | 9 | | | | | | | | |

LMP

| DRIVER'S CLASSIFIKATION | | | HUNGARORING | | SLOVAKIARING | | POZNAN | | GROBNIK | | SLOVAKIARING | | BRNO | |
|-------------------------|----------------|-------|-------------|------|--------------|------|--------|------|---------|------|--------------|------|------|------|
| POS. | DRIVER | TOTAL | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | R9 | R10 | R11 | R12 |
| 1 | JACEK ZIELONKA | 60 | 7,5 | 7,5 | 7,5 | 7,5 | 12,5 | 12,5 | 12,5 | 12,5 | 12,5 | 12,5 | 7,5 | 7,5 |
| 2 | MIRO KONOPKA | 37,5 | 12,5 | 12,5 | 12,5 | 12,5 | | | | | | | 12,5 | 12,5 |
| 3 | MATEJ KONOPKA | 18 | | | 9 | 9 | | | | | | | 9 | 9 |
| 4 | VACLAV JANIK | 9 | 9 | 9 | | | | | | | | | | |

DRIVER'S CLASSIFIKATION

| | | | HUNGARORING | | | SLOVAKIARING | | | POZNAN | | | GROBNIK | | | SLOVAKIARING | | | BRNO | | |
|------|----------------------|-------|-------------|----|----|--------------|----|----|--------|----|----|---------|----|----|--------------|----|-----|------|-----|-----|
| POS. | DRIVER / CAR | TOTAL | | R1 | R2 | | R3 | R4 | | R5 | R6 | | R7 | R8 | | R9 | R10 | | R11 | R12 |
| 1 | MICHAL MAKES | 187 | 1 | 18 | 15 | 2 | 25 | 15 | 4 | 25 | 18 | | 12 | 8 | 3 | 12 | 25 | | 12 | 10 |
| 2 | TOMAS PEKAR | 183 | 5 | 25 | 25 | 3 | 10 | 25 | 3 | 18 | | | 10 | 25 | 3 | | 6 | | 10 | 15 |
| 3 | CAROL WITTKÉ | 155 | | 2 | 6 | | 15 | 12 | | 1 | 8 | 3 | 15 | 15 | | 15 | 12 | 4 | 25 | 25 |
| 4 | BARTOSZ GROSZEK | 138 | | | | | | | | 4 | 25 | 2 | 18 | 18 | | 18 | 15 | 2 | 18 | 18 |
| 5 | SEBASTIAN STEIBEL | 113 | | 6 | 10 | | 18 | 18 | | 8 | 15 | | 8 | | | 2 | 10 | | 8 | 12 |
| 6 | MILOVAN VESNIC | 68 | 2 | 15 | 12 | 3 | | 8 | | | | 3 | 25 | | | | | | | |
| 7 | TOMASZ RZEPECKI | 66 | | 8 | 4 | | 12 | | | 12 | 6 | | 4 | 10 | | | | | 6 | 4 |
| 8 | PETR CIZEK | 49 | | 1 | 2 | | | | | 10 | | | 6 | | | 4 | 1 | 2 | 15 | 8 |
| 9 | JONAS KARKLYS | 44 | | | | | | | | | | | | | 1 | 25 | 18 | | | |
| 10 | LUKASZ STOLARCZYK | 40 | | 10 | 18 | | 6 | | | 6 | | | | | | | | | | |
| 11 | GIACOMO GHERMANDI | 40 | | 12 | 8 | | | | | 2 | 10 | | | 6 | 1 | | | | | 1 |
| 12 | RADIM ADAMEK | 30 | | | | | 1 | 1 | | | | | 1 | 12 | | 6 | 8 | | 1 | |
| 13 | SZYMON JABLONSKI | 28 | | | | | | | 1 | 15 | 12 | | | | | | | | | |
| 14 | SANEL CEHIC | 20 | | | | | | 2 | | | 4 | | | | | 10 | 4 | | | |
| 15 | MIRO HORNAK | 18 | | | | | 8 | 10 | | | | | | | | | | | | |
| 16 | ZARKO KNEGO | 18 | | | | | 2 | 6 | | | | | 2 | | | 8 | | | | |
| 17 | DAVID NEMCEK | 8 | | | | | 4 | 4 | | | | | | | | | | | | |
| 18 | PETR SEMERAD | 8 | | | | | | | | | | | | | | | | | 2 | 6 |
| 19 | PETR FULIN JR. | 5 | | 4 | 1 | | | | | | | | | | | | | | | |
| 20 | GERGŐ BALDI | 4 | | | | | | | | | | | | | | | | | 4 | |
| 21 | RENE MARTINEK | 3 | | | | | | | | | | | | | | 1 | 2 | | | |
| 22 | JAKUB WYSZOMIRSKI | 2 | | | | | | | | | 2 | | | | | | | | | |
| 23 | FRANO DUBRETA | 2 | | | | | | | | | | | | | | | | | | 2 |
| 24 | SEBASTIAN KOLAKOWSKI | 1 | | | | | | | | | 1 | | | | | | | | | |

JUNIOR DRIVER'S CLASSIFIKATION

[illegible]

TEAM'S CLASSIFIKATION

[illegible]

RENAULT CLIO CUP

[illegible]

RENAULT TWINGO CUP

[illegible]

| FORMULA | | | | | | | | | | |
|-------------------------|---------------------|-------|-------------|----|---------|----|--------------|-----|------|-----|
| DRIVER'S CLASSIFIKATION | | | HUNGARORING | | GROBNIK | | SLOVAKIARING | | BRNO | |
| POS. | DRIVER / CAR | TOTAL | R1 | R2 | R7 | R8 | R9 | R10 | R11 | R12 |
| 1 | BENJAMIN BERTA * | 120 | 8 | 6 | 8 | 12 | 18 | 25 | 18 | 25 |
| 2 | VLADIMIR NETUSIL | 116 | | 15 | 18 | 18 | 25 | | 25 | 15 |
| 3 | PAOLO BRAJNIK | 100 | 25 | 25 | 25 | 25 | | | | |
| 4 | STEFAN FÜRTBAUER | 62 | | 10 | 12 | 15 | | 15 | 8 | 2 |
| 5 | JANOS MAGYAR | 53 | 12 | 12 | | | 12 | 12 | 1 | 4 |
| 6 | NICOLAS SZABO * | 53 | | | | | 15 | 18 | 10 | 10 |
| 7 | PATRICK SCHOBER * | 42 | 6 | 4 | 10 | 10 | 6 | 6 | | |
| 8 | LUCA IANNACCONE | 36 | 4 | 2 | 6 | 8 | 8 | 8 | | |
| 9 | MATEJ KACOVSKY * | 33 | 15 | 18 | | | | | | |
| 10 | DANNY LUDERER | 33 | 10 | 8 | 15 | | | | | |
| 11 | SANDRO ZELLER | 33 | | | | | | | 15 | 18 |
| 12 | KURT BÖHLEN | 24 | | | | | | | 12 | 12 |
| 13 | VACLAV SAFAR | 20 | | | | | 10 | 10 | | |
| 14 | OLIVER MICHL | 19 | 18 | 1 | | | | | | |
| 15 | MARCEL TOBLER | 14 | | | | | | | 6 | 8 |
| 16 | LUCCA STEFFEN | 8 | | | | | 4 | 4 | | |
| 17 | MARCO MINELLI | 6 | | | | | | | | 6 |
| 18 | TOMAS CHABR | 4 | | | | | | | 4 | |
| 19 | PHILIPP TODTENHAUPT | 3 | | | | | 2 | 1 | | |
| 20 | WALTER STENDING | 3 | | | | | 1 | 2 | | |
| 21 | ATTILA PENZES | 3 | | | | | | | 2 | 1 |

| F3 | | | | | | | | | | |
|-------------------------|---------------------|-------|-------------|------|---------|------|--------------|----|------|----|
| DRIVER'S CLASSIFIKATION | | | HUNGARORING | | GROBNIK | | SLOVAKIARING | | BRNO | |
| POS. | DRIVER | TOTAL | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 |
| 1 | BENJAMIN BERTA * | 100 | | | | | 25 | 25 | 25 | 25 |
| 2 | STEFAN FÜRTBAUER | 63,5 | | 9 | 9 | 12,5 | | 15 | 10 | 8 |
| 3 | NICOLAS SZABO * | 60 | | | | | 18 | 18 | 12 | 12 |
| 4 | LUCA IANNACCONE | 54,5 | 6 | 6 | 7,5 | 9 | 12 | 10 | 2 | 2 |
| 5 | SANDRO ZELLER | 36 | | | | | | | 18 | 18 |
| 6 | KURT BÖHLEN | 30 | | | | | | | 15 | 15 |
| 7 | DANNY LUDERER | 27,5 | 7,5 | 7,5 | 12,5 | | | | | |
| 8 | VACLAV SAFAR | 27 | | | | | 15 | 12 | | |
| 9 | MATEJ KACOVSKY * | 21,5 | 9 | 12,5 | | | | | | |
| 10 | PHILIPP TODTENHAUPT | 20 | | | | | 10 | 8 | 1 | 1 |
| 11 | MARCEL TOBLER | 18 | | | | | | | 8 | 10 |
| 12 | OLIVER MICHL | 17,5 | 12,5 | 5 | | | | | | |
| 13 | URS RÜTTIMANN | 8 | | | | | | | 4 | 4 |
| 14 | DANIEL TAPINOS | 6 | | | | | | | | 6 |
| 15 | TOMAS CHABR | 6 | | | | | | | 6 | |

| F4 | | | | | | | | | | |
|-------------------------|-------------------|-------|-------------|------|---------|------|--------------|------|------|------|
| DRIVER'S CLASSIFIKATION | | | HUNGARORING | | GROBNIK | | SLOVAKIARING | | BRNO | |
| POS. | DRIVER | TOTAL | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 |
| 1 | PATRICK SCHOBER * | 86 | 9 | 9 | 12,5 | 9 | 12,5 | 12,5 | 12,5 | 9 |
| 2 | BENJAMIN BERTA * | 46,5 | 12,5 | 12,5 | 9 | 12,5 | | | | |
| 3 | VOJTECH BIRGUS * | 21,5 | | | | | | | 9 | 12,5 |

| ENDURANCE GT | | | | | | | | |
|-------------------------|---------------------|-------|---------|-----------|--------|---------|-----------|------|
| DRIVER'S CLASSIFIKATION | | | HUNGAR. | SLOVAKIA. | POZNAN | GROBNIK | SLOVAKIA. | BRNO |
| POS. | DRIVER | TOTAL | | | | | | |
| 1 | GREGOR ZSIGO | 119 | 15 | 18 | 18 | 25 | 25 | 18 |
| 2 | MARCIN JEDLINSKI | 106 | 25 | 25 | 25 | | 6 | 25 |
| 3 | DENNIS WASZEK | 104 | | 18 | 18 | 25 | 25 | 18 |
| 4 | STANISLAW JEDLINSKI | 57 | 12 | 12 | | | 18 | 15 |
| 5 | MATEJ PAVLICEK * | 50 | 8 | 8 | 10 | 12 | 12 | |
| 6 | DAVID VRSECKY | 50 | 18 | | | 10 | 10 | 12 |
| 7 | ERIK JANIS | 40 | 8 | 8 | | 12 | 12 | |
| 8 | PETR BRECKA | 40 | | | | 15 | 15 | 10 |
| 9 | ALIYYAH KOLOC * | 38 | 18 | | | 10 | 10 | |
| 10 | TOMAS MINIBERGER | 33 | | 15 | | 18 | | |
| 11 | BOLEK WASZEK | 24 | | 6 | 6 | | 8 | 4 |
| 12 | GREGA SIMUNOVIC | 23 | | 1 | 8 | 4 | 4 | 6 |
| 13 | MATTHIAS LODI | 23 | | 1 | 8 | 4 | 4 | 6 |
| 14 | FERENC FICZA | 23 | 1 | | 12 | | 2 | 8 |
| 15 | YASMEEN KOLOC * | 22 | | | 4 | 6 | | 12 |
| 16 | JANOS SANTA | 20 | 10 | 10 | | | | |
| 17 | SERGER PAVLOVEC | 15 | | 15 | | | | |
| 18 | ADAM PUCIATA | 15 | | | 15 | | | |
| 19 | ADAM BOUGSIAA | 15 | | | 15 | | | |
| 20 | KAREL NEFFE | 15 | | | | 15 | | |
| 21 | BODIS KALMAN | 13 | 2 | 2 | | 8 | 1 | |
| 22 | TOMAS ENGE | 10 | | | 10 | | | |
| 23 | BARTOSZ GROSZEK | 10 | 6 | 4 | | | | |
| 24 | KISSMA | 4 | 4 | | | | | |
| 25 | FRANO DUBRETA | 2 | | | | | | 2 |

| ENDURANCE GT3 | | | | | | | | |
|-------------------------|---------------------|-------|---------|-----------|--------|---------|-----------|------|
| DRIVER'S CLASSIFIKATION | | | HUNGAR. | SLOVAKIA. | POZNAN | GROBNIK | SLOVAKIA. | BRNO |
| POS. | DRIVER | TOTAL | | | | | | |
| 1 | GREGOR ZSIGO | 59,5 | 7,5 | 9 | 9 | 12,5 | 12,5 | 9 |
| 2 | MARCIN JEDLINSKI | 56 | 12,5 | 12,5 | 12,5 | | 6 | 12,5 |
| 3 | DENNIS WASZEK | 52 | | 9 | 9 | 12,5 | 12,5 | 9 |
| 4 | STANISLAW JEDLINSKI | 28,5 | 6 | 6 | | | 9 | 7,5 |
| 5 | PETR BRECKA | 22,5 | | | | 9 | 7,5 | 6 |
| 6 | BODIS KALMAN | 19,5 | 4 | 4 | | 7,5 | 4 | |
| 7 | JANOS SANTA | 10 | 5 | 5 | | | | |
| 8 | DAVID VRSECKY | 9 | 9 | | | | | |
| | ALIYYAH KOLOC * | 9 | 9 | | | | | |
| 9 | KAREL NEFFE | 9 | | | | 9 | | |

ENDURANCE GT4

| DRIVER'S CLASSIFIKATION | | | HUNGARORING | SLOVAKIARING | POZNAN | GROBNIK | SLOVAKIARING | BRNO |
|-------------------------|--------------------|-------|-------------|--------------|--------|---------|--------------|------|
| POS. | DRIVER | TOTAL | | | | | | |
| 1 | MATEJ PAVLICEK | 59 | 12,5 | 12,5 | 9 | 12,5 | 12,5 | |
| 2 | ERIK JANIS | 50 | 12,5 | 12,5 | | 12,5 | 12,5 | |
| 3 | GREGA SIMUNOVIC | 46,5 | 7,5 | 9 | 7,5 | 7,5 | 7,5 | 7,5 |
| | MATTIAS LODI | 46,5 | 7,5 | 9 | 7,5 | 7,5 | 7,5 | 7,5 |
| 4 | FERENC FIGZA | 36,5 | 9 | | 12,5 | | 6 | 9 |
| 5 | DAVID VRSECKY | 30,5 | | | | 9 | 9 | 12,5 |
| 6 | ALIYYAH KOLOC * | 18 | | | | 9 | 9 | |
| 7 | YASMEEN KOLOC * | 12,5 | | | | | | 12,5 |
| 8 | TOMAS ENGE | 9 | | | 9 | | | |
| 9 | GABRIELA SAJLEROVA | 7,5 | | 7,5 | | | | |
| | FILIP SAJLER | 7,5 | | 7,5 | | | | |

ENDURANCE GTC

| DRIVER'S CLASSIFIKATION | | | HUNGARORING | SLOVAKIARING | POZNAN | GROBNIK | SLOVAKIARING | BRNO |
|-------------------------|---------------------|-------|-------------|--------------|--------|---------|--------------|------|
| POS. | DRIVER | TOTAL | | | | | | |
| 1 | BOLEK WASZEK | 39,5 | | 9 | 12,5 | | 9 | 9 |
| 2 | PETR BRECKA | 34 | | | | 9 | 12,5 | 12,5 |
| 3 | TOMAS MINIBERGER | 25 | | 12,5 | | 12,5 | | |
| 4 | SERGER PAVLOVEC | 12,5 | | 12,5 | | | | |
| 5 | ANDRZEJ LEWANDOWSKI | 9 | | | 9 | | | |
| 6 | ADRIAN LEWANDOWSKI | 9 | | | 9 | | | |
| 7 | KAREL NEFFE | 9 | | | | 9 | | |

ENDURANCE TCR

| DRIVER'S CLASSIFIKATION | | | HUNGARORING | SLOVAKIARING | POZNAN | GROBNIK | SLOVAKIARING | BRNO |
|-------------------------|-----------------|-------|-------------|--------------|--------|---------|--------------|------|
| POS. | DRIVER | TOTAL | | | | | | |
| 1 | BARTOSZ GROSZEK | 25 | 12,5 | 12,5 | | | | |
| 2 | ADAM PUCIATA | 12,5 | | | 12,5 | | | |
| | ADAM BOUGSIAA | 12,5 | | | 12,5 | | | |
| 3 | FRANO DUBRETA | 12,5 | | | | | | 12,5 |
| 4 | KISMA | 9 | 9 | | | | | |
| 5 | RADIM ADAMEK | 0 | | | | | | |
| | MIRO HORNAK | 0 | | | | | | |

ENDURANCE TWC

| DRIVER'S CLASSIFIKATION | | | HUNGARORING | SLOVAKIARING | POZNAN | GROBNIK | SLOVAKIARING | BRNO |
|-------------------------|-----------------|-------|-------------|--------------|--------|---------|--------------|------|
| POS. | DRIVER | TOTAL | | | | | | |
| 1 | YASMEEN KOLOC * | 50 | 12,5 | 12,5 | 12,5 | 12,5 | | |
| 2 | TEO CALVET | 12,5 | 12,5 | | | | | |

ENDURANCE LMP

| DRIVER'S CLASSIFIKATION | | | HUNGARORING | SLOVAKIARING | POZNAN | GROBNIK | SLOVAKIARING | BRNO |
|-------------------------|-----------------|-------|-------------|--------------|--------|---------|--------------|------|
| POS. | DRIVER | TOTAL | | | | | | |
| 1 | JACEK ZIELONKA | 54 | 7,5 | 9 | 12,5 | 12,5 | 12,5 | |
| | JAKUB LITWIN | 54 | 7,5 | 9 | 12,5 | 12,5 | 12,5 | |
| 2 | MIRO KONOPKA | 37,5 | 12,5 | 12,5 | | | | 12,5 |
| 3 | TOMAS KONVICKA | 9 | 9 | | | | | |
| | BALAZS VOLENTER | 9 | 9 | | | | | |

| JUNIOR | | | | | | | | | | | | | | |
|-------------------------|--------------------|--------|-------------|-------|--------------|-------|--------|------|---------|-------|--------------|-------|-------|-------|
| DRIVER'S CLASSIFIKATION | | | HUNGARORING | | SLOVAKIARING | | POZNAN | | GROBNIK | | SLOVAKIARING | | BRNO | |
| POS. | DRIVER / CAR | TOTAL | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | R9 | R10 | R11 | R12 |
| 1 | FILIP SANDSTRÖM | 112,08 | 10,29 | 10,29 | 10,17 | 10,17 | 2,25 | 8,14 | 10,23 | 9,46 | 10,33 | 10,29 | 10,23 | 10,23 |
| 2 | MICHAL MAKES | 107,22 | 9,57 | 8,86 | 10,33 | 9 | 10,38 | 9,75 | 8,33 | 7 | 8,14 | 10,29 | 8,14 | 7,43 |
| 3 | ERIK BERTILSSON | 100,45 | 9,57 | 8,86 | 6,83 | 8,5 | 8,5 | 9,57 | 3,31 | 10,23 | 9,67 | 9,57 | 6,38 | 9,46 |
| 4 | LEVENTE LOSONCZY | 70,19 | | 9,57 | 9,33 | | 7,25 | 3,86 | | 7,15 | 8,33 | 8,86 | 8,69 | 7,15 |
| 5 | JUUSO PANTILLA | 69,14 | | | 7,67 | 4,33 | 9,75 | 6,71 | 7,92 | 6,38 | 9 | | 9,46 | 7,92 |
| 6 | MATEJ PAVLICEK | 68,67 | 8,5 | 3,5 | 8,5 | 8,5 | 7,67 | 6 | 9 | | 8,5 | 8,5 | | |
| 7 | NIK STEFANCIC | 65,15 | 10,38 | 9,13 | 10,38 | 9,75 | | | 8,5 | 7,88 | | 9,13 | | |
| 8 | TOMASZ RZEPECKI | 63,08 | 6,71 | 5,29 | 8,33 | 2,33 | 8,5 | 6,63 | 5,67 | 8,33 | | | 6 | 5,29 |
| 9 | MIHAJLO MLADENOVIC | 44,39 | 9,75 | | 5,38 | | | | 10,38 | 10,38 | | 8,5 | | |
| 10 | YASMEEN KOLOC | 28,88 | 3,14 | | 2,67 | 6,8 | 3,5 | | 7,15 | 5,62 | | | | |
| 11 | JULIA SCHAYER | 27,34 | 7,67 | 7,67 | | | 6 | 6 | | | | | | |
| 12 | BALASZ HARTMANN | 25,83 | 4,33 | 4,33 | 7,67 | | | | 3,5 | 6 | | | | |
| 13 | GERGŐ RACZ | 24,83 | | | 6 | 9,33 | | | 6 | 3,5 | | | | |
| 14 | ALIYYAH KOLOC | 19,25 | 7,25 | | | | | | | 8,5 | | 3,5 | | |
| 15 | MARTIN KOSTOKOVSKI | 19,01 | 7,25 | 5,38 | | 4,75 | | | 1,63 | | | | | |
| 16 | SZABOLCS LANTOS | 19,01 | | 3,5 | | | | | | 3,5 | 1,63 | 10,38 | | |
| 17 | SZYMON JABLONSKI | 17,63 | | | | | 9,13 | 8,5 | | | | | | |
| 18 | MARK MRAMOR | 15,74 | 6,71 | 3,86 | 5,17 | | | | | | | | | |
| 19 | PETR SEMERAD | 10,57 | | | | | | | | | | | 4,57 | 6 |
| 20 | MACIEJ BLAZEK | 6 | 6 | | | | | | | | | | | |

SIM Racing

| CZECH SIM RACING SERIES | | | |
|-------------------------|--|------|--|
| DRIVER'S CLASSIFIKATION | | | |
| POS. | QUALIFYING CMK - IMOLA | POS. | QUALIFYING ACCR - REDBULLRING |
| 1 | PETR DOLEZAL | 1 | PETR DOLEZAL |
| 2 | MARTIN KADLECIK | 2 | VOJTECH POLESNY |
| 3 | MICHAL SEDLACEK | 3 | DAVID VRBA |
| 4 | WANI FINKBOHNER | 4 | DANIEL LISCAK |
| POS. | QUALIFYING PVA - BRANDS HATCH | POS. | QUALIFYING AUTODROM BRNO - NÜRBURGRING |
| 1 | JIRI TOMAN | 1 | PAVEL REIGL |
| 2 | SIMON KOVACIC | 2 | PAVEL BARTON |
| 3 | MICHAL BLAZEK | 3 | PETR DANIEL |
| 4 | ANTON CAZANIC | 4 | DAVID KOUELKA |
| POS. | FINAL QUALIFYING RACING EXPO - BARCELONA | POS. | FINAL RACE RACING EXPO - BARCELONA |
| 1 | MICHAL SMIDL | 1 | MICHAL SMIDL |
| 2 | MARTIN KADLECIK | 2 | MICHAL BLAZEK |
| 3 | MICHAL BLAZEK | 3 | MARTIN KADLECIK |
| 4 | VOJTECH POLESNY | 4 | VOJTECH POLESNY |

The series have their own dedicated websites with the latest news. Information and race reactions can be found: www.eset-v4.com, www.cez-motorsport.com,

<https://easterneurope.tcr-series.com>

The races were broadcasted live on the YouTube and TV Kreator channels and in 15-minute highlights on Eurosport.

Press releases are sent to the international press after each session, as well as during the year.

The series have their own press officer and photographer at all race weekends.

Facebook and Instagram are used throughout the season and during the racing weekends for live updates.

Regular printmedia reports in AUTO SPORT MAGAZIN

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Thanks



We introduced the best drivers and teams and finally we would like to thank all those who remain in the background, but it wouldn't be possible to race without them - organizers, sports and technical commissioners, doctors, team engineers and mechanics, partners, sponsors and the media. Everyone did an excellent job this time as well. Much obliged.







Circuit racing 2021

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