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## Circuit racing 2022

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The 2022 season added another stone to the mosaic of ESET Cup and TCR Eastern Europe history. The calendars were consisted of exactly six race weekends for each championship with season finale in Most for TCR EE and in case of ESET Cup in Brno. Those races wrote the stories full of happiness, wins, hard fights and also disappointments and defeats.

But that's how motorsport and sport generally work. The chase for the cup is lined by many obstacles and every sports person and member of the team had to deal with it. Thousands of horse power from the engines, which roared on the tracks, attract people's attention and the sound of the cars is like symphonic music for every motorsport fan. And those, who unleash the power of the engines, are a colourful mixture of different mentalities. Youngs or veterans, novices or experienced ones. Well-known or un-known drivers. You name it.

Each race event had its own winners and defeated. Across many series and classes there was always something to watch. Not only on the track, but also in the paddock, garages or on the starting grid. Because nothing makes an engineer more productive than the last minutes before the start. I suppose one of their last messages towards drivers are something like: "Going for the gap always presupposes there is a gap. Do not overstep your capabilities..." Or maybe: "Go for it, man!" It depends on the situation.

I always think that the race weekends are more alive and more richly coloured than any other weekend. I'm pretty sure that many race enthusiasts will agree with me. Motorsport is a passion and you can see it in the eyes of people within ESET Cup and TCR Eastern Europe. As the 2022 closed its doors and the next ones are slowly opening, just take a second and remind yourself the stories of another amazing past season.

We wish you pleasant reading!

Aleš Sirný





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## MEDIA and ORGANIZATION GROUPS

The ESET Cup and TCR Eastern Europe series have their own dedicated websites. The latest news, information and race reactions can be found at

[www.eset-v4.com](http://www.eset-v4.com)  
[easterneurope.tcr-series.com](http://easterneurope.tcr-series.com)  
[accr-f4.com](http://accr-f4.com)  
[www.cez-motorsport.com](http://www.cez-motorsport.com)

The 2022 season races were broadcasted live on the YouTube on the GP1 channels and in 15minutes 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. TV crew is producing video content during the events. Social media Facebook and Instagram are used during the season and race weekends for live updates.



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**Hungaroring**

**08.-10. 04. 2022**

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**02**



**Red Bull Ring**

**04.-05. 06. 2022**



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**03**



**Poznań**

**24.-26. 06. 2022**



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**04**



**Grobnik**

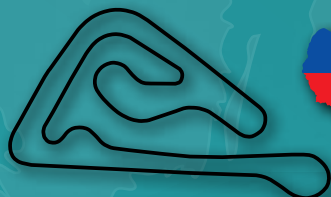
**23.-24. 07. 2022**





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**Slovakia Ring**

**20.–21. 08. 2022**



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**06**



**Most**

**02.–04. 09. 2022**

**07**



**Brno**

**10.–11. 09. 2022**

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**CALENDAR**



## The road to glory. How Libor Milota became the new champion of ESET GT3

Libor Milota became the sixth ESET GT3 champion in the ten-year history of the ESET Cup. The Czech driver replaced the Pole Marcin Jedlinski on the throne, who completed only two events this year.

Libor Milota put his red and white Mercedes AMG GT3 on pole position right at the start of the season at the Hungaroring. It was raining in qualifying and Milota left the competition far behind. He was the absolute fastest and also easily beat the Ligier LMP2 prototype. The race went on in a similar spirit and the members of the GT2 Motorsport team celebrated their first victory of the year. However, Milota was absent from other races at the Hungaroring. He made a mistake that even the best F1 drivers have not avoided in the past. He crashed on the way to the starting grid.

The second race in Hungary won the defending champion Jedlinski in Mercedes AMG GT3 and then the ESET Cup moved to Austria for the second round. Milota finished twice on the podium, but never

on the top one. The Austrian Ernst Kirchmayr secured top position for the whole weekend. Sixty-year-old Kirchmayr already started in Hungary with the Ferrari Challenge, but on home soil he sat behind the wheel of a Ferrari 488 GT3 and literally blew away his opponents.

Just as the Austrian dominated in Austria, Poles dominated the third round in Poland. Robin Rogalski in Seyffarth Motorsport's Audi R8 GT3 EVO2 could have won all the races, but he was penalized in the first sprint for overtaking under yellow flags. Therefore, Jedlinski became the winner. Rogalski secured race win in the second sprint.

Gregor Zsigo from Racing Trevor team started from pole position at Grobnik. The Croatian track obviously suited him and

his BMW M4 GT3, but Milota soon took the lead after short battle. He won for the first time since Hungary. Zsigo finished second and it was his fifth podium finish of the season. Thanks to that, he was still within points reach of the leading Milota.

But Milota continued his winning streak in the following rounds. He won all the sprints at the Slovakia Ring and Brno and was on his way to his first title in the ESET Cup. He was up against strong competition in the whole season. Either in the form of newer cars than his Mercedes or really fast drivers. However, the former motorcycle racer managed to keep his cool and regularly stayed at the front positions. Gregor Zsigo was also always there, prepared to take advantage of any mistake from his opponent, but it never came. Milota won six of the eleven sprint races. Both Jedlinski and Kirchmayr triumphed twice and Rogalski once. For the rest of the drivers in the field remained only the podium positions. Piotr Wira with a Mercedes AMG GT3 from the Good-Speed Racing Team finished four times on the podium, Stanislaw Jedlinski with a Ferrari 488 GT3 stood up the three times and Petr Kačírek with an Audi R8 LMS ultra GT3 from the Duck Racing Team enjoyed the podium on two occasions. István Bóta with Mercedes AMG GT3 won the podium at the Slovakia Ring. ■



## ESET GT3 2022

- ① Libor Milota
- ② Gregor Zsigo
- ③ Piotr Wira
- ④ Petr Kačírek
- ⑤ Stanislaw Jedlinski





## Audi Sport



### Audi R8 LMS GT3

Engine:	V10 naturally-aspirated
Displacement:	5.200 cc
Power:	585 hp
Torque:	550 Nm
Gearbox:	Six-speed, sequential, paddle shift
Teams:	Duck Racing, Olimp Racing, Seyffarth Motorsport

### BMW M6 GT3

Engine:	V8 Bi-turbo
Displacement:	4.395 cc
Power:	585 hp
Torque:	550 Nm
Gearbox:	Six-speed, sequential, paddle shift
Team:	Trevor Racing



### BMW M4 GT3

Engine:	Turbocharged Straight 6
Displacement:	2.993 cc
Power:	590 hp
Torque:	700 Nm
Gearbox:	Six-speed, sequential, paddle shift
Team:	Trevor Racing





## Ferrari 488 GT3

Engine:	V8 Bi-turbo
Displacement:	3996 cc
Power:	600 hp
Torque:	700 Nm
Gearbox:	Six-speed, sequential, paddle shift
Team:	Olimp Racing, Baron Motorsport



## Mercedes AMG GT

Engine:	V8 naturally-aspirated engine
Displacement:	6.208 cc
Power:	550 hp
Torque:	650 Nm
Gearbox:	Six-speed, sequential, paddle shift
Teams:	GT2 Motorsport, Good-Speed Racing Team, WCar Competition



## Aston Martin Vantage

Engine:	V12
Displacement:	5.935 cc
Power:	600 hp
Torque:	700 Nm
Gearbox:	six-speed, sequential, paddle shift
Team:	GFS Racing Team





## 10 DRIVERS

4		1	
2		1	
2			

DRIVER'S TITLE:	<i>Libor Milota</i>
MOST WINS:	<i>Libor Milota [6]</i>
MOST POLE-POSITIONS:	<i>Libor Milota [5]</i>
MOST FASTEST LAPS:	<i>Libor Milota [6]</i>











## I love my car, said champion Libor Milota

Red and white Mercedes AMG GT3 and Libor Milota behind the wheel. This was a championship combination this season. Milota achieved the title in the ESET Cup GT3 and at the same time became the overall winner of the ESET Cup, which includes both sprint and endurance points.

**Libor, you have achieved the ESET Cup title, what does this result mean to you?**

*I am very happy, the title in both championships has a great value for me. This is another level of my racing growth, when to score points in one race is not enough, you need to be smart, race wisely and keep the bar high throughout the season. This is an award for the whole team, I see the success as a diploma for the work done throughout the season.*

**You drive for the GT2 Motorsport team with a Mercedes AMG GT3. How old is the model and how did it race against newer and advanced cars?**

*Our Mercedes is the first evolution of this GT series. This year marks six years since it left the factory in Affalterbach. And how*

*did I like to drive it? It was fantastic! Someone I respected a lot in the racing world, once told me that if I wanted to win, I had to love my car. And I do! Our car is not at the cutting edge of modern technology for a long time, so the success we achieved has even greater value to us.*

**How many people take care of your Mercedes and how much of a benefit is it to have Erik Janiš as an engineer in the team?**

*Many people take care of the car, even if some of them weren't present at the races. It starts at home with my fantastic girlfriend and children, continues through people from GT2 and ends with the mechanics, team manager Jirka Procházka from MIRAGE Motorsport and the team's chief engineer, which was Erik Janiš*

*this year. And how is the collaboration with Erik? He is a professional and he is the best in the Czech Republic in my view. However, one cannot single out one person from the entire team. Everyone involved takes a lot of credit and I can responsibly say, that during my racing career, I have the best background I have ever had this season. And that's not only thanks to Erik, although his share is huge.*

**Which race do you consider to be your best this season?**

*The best race was probably Brno, but we also did well at Poznaň or at Grobňnik. The best race for me was always the one, where I competed with smart and fast guys. I think they know who they are. And it's not just Dennis Waszek, Štefan Rossina, Josef Záruba or Gregor Zsigo. It has a sporting value for me and I like that a lot.*

**And when was the worst time for you behind the wheel?**

*The worst? Definitely at Hungaroring, where I got pole-position and crashed in the pace lap. ■*







## BMW and Porsche track battle

Fight for the title in GT4 class was all about German manufacturers BMW and Porsche. Sandi Jeram with Porsche Cayman from Lema Racing eventually became the champion thanks to the one more race than his opponents.

It all started in Hungaroring. Both sprint races were dominated by Matěj Pavlíček and Josef Knopp from RTR Racing. Last year's champion Pavlíček won the first race with his KTM, Knopp was victorious in the second race. But ESET Cup wasn't their priority for the 2022 season, so this was their one-off start.

Second in both races in Hungary was Petr Švantner from Šenkýř Motorsport Team. Actually it was his first time on the track as a racing driver and he did really well. He was a member of team's program for young drivers from Šenkýř Motorsport track days. His rookie team mates from Slovakia Marian Bíž and Samuel Vetrák also raced at Hungaroring – sharing the

BMW M4 GT4 in two sprints and finishing third in both occasions. Sandi Jeram collected important points for fourth place in second sprint. Fifth in second sprint was Andrea Fontana.

As the season continued with second round at Red Bull Ring, Šenkýř Motorsport was back as well as Lema Racing with Sandi Jeram and his team mates Predag Šainovič – Luca Panizzi, sharing Mercedes AMG GT4, and Richard Haas from MBB Racing with Porsche Cayman GT4.

Bíž dominated the first race and showed the promising speed behind the wheel. Considering that he was a beginner in motorsport, he did really well. Jeram finished

second in front of third Luca Panizzi, who was the fastest among GT4 drivers, but an issue resulted into the lap down situation for him.

For second race in Austria Predag Šainovič replaced Panizzi in the Mercedes and won the race by close margin. Samuel Vetrák and Petr Švantner started in front of him, but Šainovič moved into the lead and defended his position against Švantner and Vetrák pretty well. Šainovič won the second race.

The situation in the standings was great for Šenkýř Motorsport, as Bíž, Švantner and Vetrák led the GT4 standings. However it was clear, that they aren't going to continue, because their main goal was endurance race at Barcelona. The question was, will Jeram take the opportunity? He missed the race in Poland, but he was back in Croatia. Jeram won the race in front of Franjo Kovač and Alexander Ober, which meant he took the lead in the standings and it was enough for him to win the GT4 class. ■





## ESET GT4 2022

- ① Sandi Jeram
- ② Marián Bíž
- ③ Petr Švantner
- ④ Samuel Vetrák
- ⑤ Matěj Pavlíček







### BMW M4 GT4

Engine:	<i>Inline 6 bi-turbo</i>
Displacement:	<i>2.979 cc</i>
Power:	<i>486 hp</i>
Torque:	<i>600 Nm</i>
Gearbox:	<i>Six-speed, sequential</i>
Teams:	<i>Šenkýř Motorsport</i>

### KTM GT4

Engine:	<i>Inline 4 turbocharged</i>
Displacement:	<i>1.984 cc</i>
Power:	<i>355 hp</i>
Torque:	<i>500 Nm</i>
Gearbox:	<i>Six-speed, sequential</i>
Teams:	<i>RTR Projects</i>



### Mercedes AMG GT4

Engine:	<i>V8 turbocharged</i>
Displacement:	<i>3.982 cc</i>
Power:	<i>470 hp</i>
Torque:	<i>630 Nm</i>
Gearbox:	<i>Six-speed, sequential</i>
Teams:	<i>Besagroup Vukovic Motorsport, LEMA Racing</i>



### Porsche Cayman GT4

Engine:	<i>6 boxer</i>
Displacement:	<i>3.800 cc</i>
Power:	<i>420 hp</i>
Torque:	<i>425 Nm</i>
Gearbox:	<i>Six-speed, sequential</i>
Team:	<i>LEMA Racing, MBB Racing</i>







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## 10 DRIVERS

3		2	
2		2	
2		1	

DRIVER'S TITLE:

Sandi Jeram

MOST WINS:

Matěj Pavlíček, Josef Knopp,  
Marián Bíž, Predrag Šainović,  
Sandi Jeram [1]

MOST POLE-POSITIONS:

Samuel Vetrák [2]

MOST FASTEST LAPS:

Matěj Pavlíček, Josef Knopp,  
Petr Švantner, Luca Panizzi,  
Sandi Jeram [1]









## Yellow was the colour of the GTC category

Dennis Waszek from GT2 Motorsport Team was superior in the GTC class for the whole season. His yellow Lamborghini SuperTropheo was always on the top, but because he missed two rounds, the championship went down to the wire.

Waszek won both sprints at Hungaroring and repeated this success also at Red Bull Ring. He was fast enough to fight with GT3 cars, so he was on the route to the championship.

However everything changed in Poland. Waszek crashed his car pretty hard and the Lamborghini had to be repaired. Waszek missed not only both sprints at Tor Poznań, but he also didn't start at Grobnik. It was an opportunity for his opponents to close up in the driver's standings.

Last year champion Adam Rzepecki with Porsche 911 has it's own problems at Red Bull Ring and didn't score a point. He also

changed the car during the season and moved to the TCR Eastern Europe. Austrian Dennis Watt with Porsche 911 had enough pace to score a couple of podium finishes, but he was also more or less out of contention. Martin Kaczmarski with Porsche 911 won first sprint at Tor Poznań, but he missed first round at Hungaroring, so he was not enough close to Waszek in term of points. The only driver who had a serious chance for championship was Petr Brecka with Porsche 911. Czech driver from GT Sports Technology was finishing on the points during the whole season and as Waszek was missing, he took the victory in second sprint at Poznań. Brecka also won the first race at Slovakia Ring, which

moved him up into the lead of the standings. Waszek was back at Slovakia Ring, but missed the opportunity for double and only win the second sprint.

The difference between Brecka and Waszek was only eight points. It was no secret, that Waszek will be faster in the season finale in Brno, but as the 2022 season showed us, anything can happen. But Waszek left nothing to chance. He again dominated sprint races among ESET GTC class and scored maximum points in both occasions. Clemens Stadler finished behind him twice, Martin Kaczmarski with Dennis Watt completed the podiums on Saturday and Sunday. Brecka finished outside podium, but he still kept his second place in the championship behind Dennis Waszek, who won his first title in GTC class. Third in the standings is Martin Kaczmarski, fourth Dennis Watt and fifth Adam Rzepecki, who didn't participate in last two rounds. ■





## ESET GTC 2022

① Dennis Waszek



② Petr Brecka



③ Martin Kaczmarowski



④ Denis Watt



⑤ Adam Rzepecki







### Lamborghini Super Trofeo

Engine:	V10 naturally-aspirated
Displacement:	5.200 cc
Power:	620 hp
Torque:	570 Nm
Gearbox:	Six-speed, sequential, paddle shift
Team:	GT2 Motorsport

### Porsche 911 GT3 Cup

Engine:	6 boxer
Displacement:	3.996 cc
Power:	485 hp
Torque:	480 Nm
Gearbox:	Six-speed, sequential, paddle shift
Teams:	Basenhurt A&T Racing, Gerald Hofer, GT Sports Technology, KLK Racing, Koglbauer Motorsport, K-R Racing, PTT Racing



### Ferrari 488 Challenge

Engine:	V8 turbocharged
Displacement:	3.902 cc
Power:	670 hp
Torque:	760 Nm
Gearbox:	Six-speed, sequential, paddle shift
Teams:	Baron Motorsport







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## 14 DRIVERS

8		2	
3		1	

DRIVER'S TITLE:	<i>Dennis Waszek</i>
MOST WINS:	<i>Dennis Waszek [7]</i>
MOST POLE-POSITIONS:	<i>Dennis Waszek [6]</i>
MOST FASTEST LAPS:	<i>Dennis Waszek [7]</i>







## Dennis Waszek: Gran Turismo Amphibian

Dennis Waszek again alternated the two types of GT cars. He started with the Lamborghini Super Trofeo of the GTC category for the GT2 Motorsport team in the sprint races and he shared the wheel of the new BMW M4 GT3 with Gregor Zsigo in the endurance. And he achieved the title in both categories.

**You became the champion of the GTC category and together with Gregor Zsigo you dominated the endurance in the GT3 category. What does this result mean for you?**

*Given the close result, it means a lot to me. It wasn't easy this year. In GTC I had to make up for a point loss after the crash in Poznań. In endurance, Libor Milota was on our heels and I had to give it my all behind the wheel. The whole team was getting used to the new BMW M4 GT3 car this year, so it was difficult at times. Anyway, the car worked flawlessly for most of the season and thanks to the great work of the whole team, and especially Gregor Zsigo, we were able to win the championship.*

**You already alternated GTC and GT3 cars last season. I assume that you have probably gotten used to driving different equipment during the race weekends, so where do you have to be careful, when you get behind the wheel of another car?**

*I've gotten quite used to it, but of course it's still difficult as you have to remember different braking points, a different ideal line and timing the full throttle. The*

*Lamborghini has more power [about 600 hp] than the BMW [about 550 hp], but the BMW is a brand new GT3 that has one of the best chassis and aerodynamics as well. I have to say that I really enjoyed both cars.*

**Let's go to GTC, where you drove a Lamborghini and won almost every race you entered. How do you rate your season in sprints?**

*First of all, I would like to thank the whole team, especially the team boss and father Boleslav Waszek and the chief mechanic Jarda Slaboch. In the end, everything went well and we collected only five points more than Petr Brecka. Thanks to that, we managed to win the championship, despite my crash in Poznań due to ABS failure and also the problems at the Slovakia Ring, where my door flew off during the race.*

**Which race do you consider to be your best this season?**

*The GT Open race at the Hungaroring with BMW in July. We won the PRO-AM*

*category with BMW factory driver Jesse Krohn. No one expected it and since there was a very strong field, it was one of my best experiences in my career. As for the ESET Cup, I certainly enjoyed the Red Bull Ring, where I got into the BMW halfway through the endurance and had to chase Libor until the last lap. And there I managed to overtake him. I also enjoyed racing in Brno with Lamborghini.*

**I suppose the worst moment of the season was the crash in Poznań...**

*Yes, I hit a tire barrier at about 120 km/h after the ABS failed. I also regretted the contact with my friend Antonin Herbeck at the Hungaroring. My half-axle was damaged and his Pagani Zonda R spun towards the wall. Outside the cockpit, it was certainly a tragic event at Grobnik.*

**Let's go back to Poznań. How badly was the car damaged and how long did it take to repair?**

*Fortunately, I got out of the crash uninjured and only with a strained groin and neck muscle. During the summer, things are a little slower with Italian car manufacturers, which is why we waited a long time for spare parts. The repair itself then took one to two weeks.*

**Didn't you think that the title might be lost?**

*For a while, I didn't expect to win GTC title. But thanks to the excellent work of the team in the last two races, we did it together. ■*









## Zonda did it!

GTX class with non-restricted GT cars has one champion, but two drivers at the top of the table with the same number of points. Crucial moment for the championship were number of better finishes. Antonin Herbeck eventually became the overall winner of the GTX class with his red Pagani Zonda. Christian Wimberger had to settle for second place.

There weren't many GTX cars at season opening Hungaroring. However the changing and wet conditions challenged the drivers for the whole weekend. Antonin Herbeck had no serious competition in his class, as Ralf Ott with KTM GT4 drove outside overall TOP 10. Herbeck finished fourth overall and won his class. No one from GTX class participated in second sprint in Hungary, so next opportunity for the drivers was Red Bull Ring. This time GTX drivers belonged among the fastest. Leo Pichler



## ESET GTX 2022

- |                       |   |
|-----------------------|---|
| ① Antonin Herbeck     |  |
| ② Christian Wimberger |  |
| ③ Ralf Ott            |  |
| ④ Martin Koch         |  |
| ⑤ Leo Pichler         |  |



with KTM GTX won the race in overall classification and Herbeck finished second in front of Martin Koch with another KTM GTX. Koch won the second race with Wimberger second and Herbeck third.

Another event with GTX cars in the field hosted Grobnik circuit. Christian Wimberger with Lamborghini Huracan GT3 won his first race of the season with Ralf Ott second. Because of cancelled second sprint, Wimberger went home with-

out chance to collect another race finish, which was probably the decisive moment in the championship battle. Herbeck was missing at Grobnik and also in following event at Slovakia Ring. Wimberger won both sprints in front of Artur Chwist with KTM GT2. Third were Ralf Ott in first sprint and Alexander Ober with Porsche Cayman GT4 in the second one.

As Wimberger didn't take part in the last round at Brno, Herbeck needed a win no

matter what. But he finished last in overall standings and third in the class after issues during the race. Denis Liebl won, Koch was second – both with KTM GTX. But the second sprint was under Herbeck's control, he controlled the GTX lead and won with comfortable margin, which meant, that he had 43 points, same as Wimberger. But thanks to the third place in first sprint at Brno, he had one more podium finish over Wimberger and that secured him championship win in GTX class. ■





**KTM**

## KTM GT2

Engine:	5 cylinders turbocharged
Displacement:	2.480 cc
Power:	600 hp
Torque:	720 Nm
Gearbox:	Six-speed, sequential
Teams:	PTT Racing

## KTM GTX

Engine:	5 cylinders turbocharged
Displacement:	2.480 cc
Power:	530 hp
Torque:	615 Nm
Gearbox:	Six-speed, sequential
Teams:	MZR Racing, Razoon, MBB Racing



**KTM**



**KTM**

## KTM GT4

Engine:	4 cylinders turbocharged
Displacement:	1.984 cc
Power:	355 hp
Torque:	460 Nm
Gearbox:	Six-speed, sequential
Teams:	MZR Racing



## Lamborghini Huracan GT3

Engine:	V10 naturally-aspirated
Displacement:	5.204 cc
Power:	580 hp
Torque:	540 Nm
Gearbox:	Six-speed, sequential
Teams:	MBB Racing



## Pagani Zonda GR

Engine:	V12 naturally-aspirated
Displacement:	7010 cc
Power:	590 hp
Torque:	786 Nm
Gearbox:	Six-speed, sequential
Team:	Rock Robots



## SIN Cars R1

Engine:	V8 naturally-aspirated
Displacement:	6.200 cc
Power:	360 hp
Torque:	550 Nm
Gearbox:	Six-speed, manual
Teams:	K-2 Racing Team





**GTX**







## 14 DRIVERS

5		1	
1		1	
1		1	
1			

DRIVER'S TITLE:

*Antonin Herbeck*

MOST WINS:

*Christian Wimberger [3]*

MOST POLE-POSITIONS:

*Antonin Herbeck, Ralf Ott [2]*

MOST FASTEST LAPS:

*Antonin Herbeck [3]*







## Pagani Zonda and Antonin Herbeck are still giving the competition a hard time

Antonin Herbeck took part in three ESET Cup events with a Pagani Zonda. Although that was enough for him to become the overall winner of the GTx category, he values partial successes the most, such as overall second place in the sprint at the Red Bull Ring.

**What is your relationship with your car, which you have been racing for several years?**

*Very warm. It's more or less a car that we've built ourselves, tested what works and what doesn't, and even after almost*

*twenty years since its inception, we're giving the factory teams a run for their money.*

**In previous years, you often missed the finish line due to technical difficulties. You**

**have obviously solved your car problems this year...**

*This year, we had only one technical problem – the gearbox stopped working, because a small stone got into the pneumatic shifting system and the piston did not close. We had no other problem. In the past the engine was very problematic, because we were pushing it to the performances, that were too brutal for the stock Mercedes block, but as soon as we reduced the output, everything calmed down. I have to thank our mechanics for a perfectly prepared car for this season.*

**You won the opening and final sprint races of the season in your category. Which of those wins do you value more? At the Hungaroring or in Brno?**

*The biggest joy this year was the third*





place in the overall qualification on the water in sprint at the Hungaroring – even among Le Mans prototypes. I always think I'm awfully slow and careful on the water, but strangely, even when the Zonda slides all over the place, I'm always surprised that me and the car aren't too bad on the water.

**At the same time, you won the GTX classification in the ESET Cup. What does this result mean to you after all these years of racing?**

I don't want to blaspheme, but this year we entered only three races, so I'm more interested in how we do in the overall standing than in the class. So I was most excited about the overall second place in the sprint at the Red Bull Ring.

**When was the worst time for you this year? And when the best?**

The worst thing for me was when, in the very first lap of the endurance race at the Hungaroring, I was knocked out

from the first place by Dennis Waszek, who outbraked his BMW in the fifth corner. He broke my rear wheel suspension; the car became undrivable and I flew into the barriers. I had to slowly count to a thousand in my mind, otherwise I could already be in prison for the crime. The worst thing about racing is when you get crashed by an over-motivated driver who doesn't care how much work and money it costs to put the car back together. As I mentioned, I felt the best at the end of the sprint at the Red Bull Ring, where I finished in second place in the overall standings.

**And what are your plans for next year?**

Next year we need to tune the Zonda's chassis for the dry condition, as we are not as fast as I would have imagined in the slower sectors. At the same time, I need to be in perfect physical condition, which I neglected a bit this year. We will also work on the further development of the engine, which we make ourselves. ■







## Maximum grip

Max Grip became the champion of LMP drivers classification after successful drive through the 2022 season. He drove KTM X-Bow car in the colours of MZR Racing team and although he sometimes fought against faster prototypes, he collected enough points to clinch the title.

Max Grip had no chance against much faster LMP2 prototype in the hands of Miro Konôpka from ARC Bratislava team. But he finished second behind him and in front Denis Liebl and Radomir Djurić also with KTM X-Bow. But ARC Bratislava team was missing in the second round at Red Bull Ring and Grip took the advantage of this opportunity and won his class. Important win against many opponents meant, that he collected 25





## ESET GTX 2022

- ① Max Grip
- ② Miro Konôpka
- ③ Denis Liebl
- ④ Holger Baumgartner
- ⑤ Mat'o Konôpka



points and took the lead in the standings. Second finished Holger Baumgartner, third Daniel Drexel – all with KTM. Second sprint race in Austria was won by Liebl.

Third event at Poznań belonged to local driver Jacek Zielonka with Radical SR10. He won both races, unfortunately he didn't participate in the rest of the season. Grip didn't start in Poland, but was

back at Grobnik and duly won the sprint race in front of Djurić and Bob Bau.

Grip's victory in Croatia brought him really close to winning the championship. He had a comfortable lead in the standings and although he missed the Slovakia Ring round, he became the class champion before the last event of the season. Local ARC Bratislava team won both races in Slovakia thanks to

Maťo Konôpka and his father Miro, but it wasn't enough to keep the championship chances until the last round. Max Grip and Miro Konôpka met at Automo-todrom Brno circuit. Slovakian veteran Miro Konôpka won both races in front of his son Maťo, both with Le Mans prototypes and newly crowned champion Max Grip finished third. ■





### KTM X-BOW

Engine:	<i>Straight-four engine</i>
Displacement:	<i>1.984 cc</i>
Power:	<i>240 hp</i>
Torque:	<i>420 Nm</i>
Gearbox:	<i>Six-speed, manual</i>
Teams:	<i>MZR Racing</i>

### LIGIER JSP217

Engine:	<i>V8</i>
Displacement:	<i>4.200 cc</i>
Power:	<i>600 hp</i>
Torque:	<i>555 Nm</i>
Gearbox:	<i>Six-speed, sequential</i>
Teams:	<i>ARC Bratislava</i>



### LIGIER JS P320

Engine:	<i>V8</i>
Displacement:	<i>5.600 cc</i>
Power:	<i>455 hp</i>
Gearbox:	<i>Six-speed, sequential</i>
Teams:	<i>ARC Bratislava</i>

### RADICAL SR10

Engine:	<i>Four cylinders</i>
Displacement:	<i>2.300 cc</i>
Power:	<i>425 hp</i>
Torque:	<i>515 Nm</i>
Gearbox:	<i>Six-speed, sequential</i>
Teams:	<i>Psofix Racing</i>



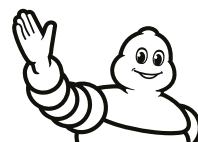


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**MICHELIN**













## 13 DRIVERS

9		1	
2		1	

DRIVER'S TITLE:

*Max Grip*

MOST WINS:

*Miro Konôpka [5]*

MOST POLE-POSITIONS:

*Miro Konôpka [6]*

MOST FASTEST LAPS:

*Miro Konôpka [5]*



## Opponents are great, said champion Max Grip

Austrian driver Max Grip won the LMP class in sprint races. He only missed two events, in the remaining four, he was always fast in his KTM X-BOW from MZR Racing team. Two victories and four podium finishes were enough for winning his class and also in the Touring Car Masters championship, which was run together with ESET Cup.

**Max, you have collected a lot of trophies at prize giving ceremony...**

*Oh yes, more than I expected, to be honest. I'm surprised. There were a lot of different classes and categories, however I'm not really chasing the rewards and trophies. But I'm always happy, when I received some.*

**How did you enjoy the 2022 season?**

*I must say I really like the ESET Cup series. I'm pleasantly surprised with the opponents. They are professionals, not inexperienced drivers like in others series. So the racing on the track with a lot of cars was good.*

**Which race do you remember most?**

*I think the best race was at Hungaroring. The weather conditions were bad, it was*

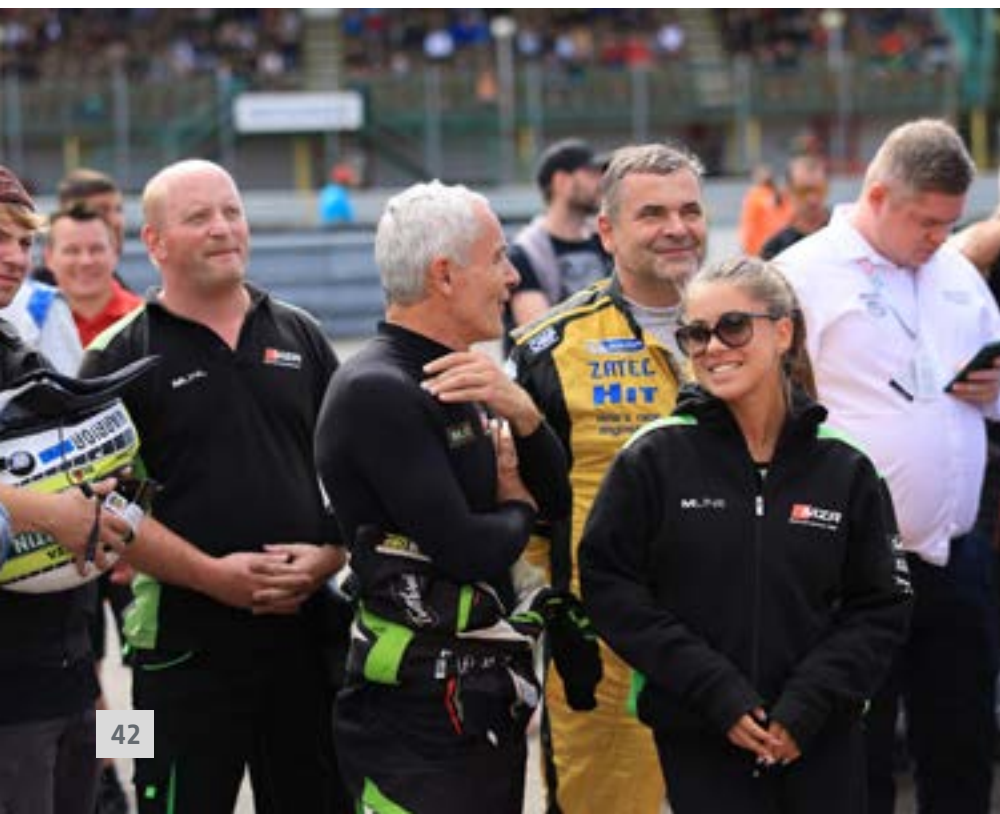
*cold and often wet. The car didn't work during the practices at all, but we managed to find a better setup and finished second behind LMP car.*

**You have been racing with KTM X-BOW, how the car suits you?**

*I like the KTM. It's very fast car with good handling. We have a lot of KTM car in our MZR Racing Team, from X-BOW types to GT4. And a lot of fast drivers.*

**Are you considering staying in ESET Cup for next season?**

*It depends. I mean I would love to continue, but I have a business to take care, so if the race dates will be fine with my work, I wouldn't rule out to do complete season. ■*









## TCR Eastern Europe fight went down to the wire

The 2022 season has been a great racing spectacle, with eight winners over the course of the whole year and two title contenders, fighting fearlessly until the last race at Most. That's just a basic summary of the fourth year of TCR Eastern Europe.

It all started at Hungaroring in April. Bartosz Groszek, driving an Audi RS3 LMS TCR, won the first race and the question became, who will be his main opponent throughout the season? Janík Motorsport team looked strong, but there was no assurance that they would continue in the championship. Jáchym Galáš and his teammate Maťo Homola were in Hungary only to test and try the race trim of the Hyundai Elantra for TCR Europe. Another two drivers with older Hyundai i30N TCRs, Petr Semerád and team owner Václav Janík, weren't sure if they would continue. However, their results changed everything. At Hungaroring and Red Bull Ring, they scored four podium finishes and Semerád sat third in the drivers' championship, not far behind Groszek. The battle was on.

There was also Milenko Vuković with the Renault Mégane RS TCR that he and his team Besagroup Vuković had developed. He won at Red Bull Ring and took his place among the title contenders until the third round at Poznań, which was the last round for him for the season. Then it was all about Groszek and Semerád. They both won races at Poznań – Groszek for the second time in the season, Semerád for the first time – and continued their battle until the last event.

The tension between the two of them was high. There had already been some on-track contacts made between the two of them at Slovakia Ring and, during the first race at Most, another contact occurred. Semerád used it to his advantage and overtook Groszek, which moved him into

the lead of the championship by one point. The final race of the season was all about their fight and how it would end. It was a marvellous racing spectacle. Groszek was defending his position, Semerád was trying to find a gap. Sadly, their duel ended prematurely because of Semerád's technical issues. From that moment on, Groszek's only goal was to finish the race. He did that without any problem and became the fourth TCR Eastern Europe champion. Semerád finished in second and, in third, was Petr Čížek from Fullinrace Academy, who was, thanks to making regular points finishes, a mathematical title contender until the last round.

Never in the history of the championship were there as many as eight winning drivers. Besides Groszek and Semerád, Jáchym Galáš won at Hungaroring, German driver Patrick Sing at Red Bull Ring, and former TCR Eastern Europe champion Milovan Vesnić at Grobnik. Maťo Homola and Petr Fulín scored two victories at their home tracks – Slovakia Ring and Most, respectively.

The team with the most wins was Janík Motorsport, thanks to Semerád, Galáš, and Homola. The Czech crew has won the Team standings with quite a margin over ADITIS Racing and Fullinrace Academy. ■





## TCR EASTERN EUROPE 2022

① Bartosz Groszek



② Petr Semerád



③ Petr Čížek



④ Václav Janík



⑤ Sebastian Steibel







## Alfa Romeo Giulietta TCR RF

Engine:	Inline 4 turbocharged
Displacement:	1.742 cc
Power:	340 hp
Torque:	440 Nm
Gearbox:	Six-speed, sequential, paddle shift
Team:	Zsille Motorsport

## Audi RS3 LMS TCR 2021

Engine:	Inline 4 turbocharged
Displacement:	1984 cc
Power:	340 hp
Torque:	420 Nm
Gearbox:	Six-speed, sequential, paddle shift
Team:	Aditis Racing



## Audi RS3 LMS TCR

Engine:	Inline 4 turbocharged
Displacement:	1.998 cc
Power:	340 hp
Torque:	460 Nm
Gearbox:	Six-speed, sequential, paddle shift
Teams:	Aditis Racing, AK Olimpija, ASK Vesnić, Basenhurt A&T Racing, CS-Motorsport



## Cupra Leon Competición TCR

Engine:	<i>Inline 4 turbocharged</i>
Displacement:	<i>1.984 cc</i>
Power:	<i>350 hp</i>
Torque:	<i>410 Nm</i>
Gearbox:	<i>Six-speed, sequential, paddle shift</i>
Teams:	<i>Auto Klub Dubrovnik, Fullinrace Academy</i>



## Cupra TCR SEQ

Engine:	<i>Inline 4 turbocharged</i>
Displacement:	<i>1.994 cc</i>
Power:	<i>340 hp</i>
Torque:	<i>420 Nm</i>
Gearbox:	<i>Six-speed, sequential, paddle shift</i>
Teams:	<i>Aditis Racing, Steibel Motorsport, Lema Racing</i>

## Hyundai i30N TCR

Engine:	<i>Inline 4 turbocharged</i>
Displacement:	<i>1.995 cc</i>
Power:	<i>340 hp</i>
Torque:	<i>460 Nm</i>
Gearbox:	<i>Six-speed, sequential, paddle shift</i>
Teams:	<i>Hyundai Janík Motorsport, RaceSing</i>







## Hyundai Elantra N TCR

Engine:	<i>Inline 4 turbocharged</i>
Displacement:	<i>1.998 cc</i>
Power:	<i>350 hp</i>
Torque:	<i>460 Nm</i>
Gearbox:	<i>Six-speed, sequential, paddle shift</i>
Teams:	<i>Agressive Team Italia, Janík Motorsport</i>

## Renault Mégane RS TCR

Engine:	<i>Inline 4 turbocharged</i>
Displacement:	<i>1.798 cc</i>
Power:	<i>340 hp</i>
Torque:	<i>420 Nm</i>
Gearbox:	<i>Six-speed, sequential, paddle shift</i>
Team:	<i>Besagroup Vuković Motorsport</i>



## Volkswagen Golf GTI TCR

Engine:	<i>Inline 4 turbocharged</i>
Displacement:	<i>1.994 cc</i>
Power:	<i>340 hp</i>
Torque:	<i>420 Nm</i>
Gearbox:	<i>Six-speed, sequential, paddle shift</i>
Team:	<i>Basenhurt A&amp;T Racing</i>



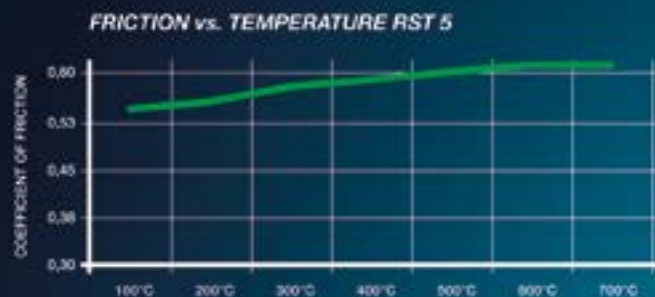
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## 23 DRIVERS

7		1	
5		1	
3		1	
2		1	
2			

**DRIVER'S TITLE:**

*Bartosz Groszek*

**TEAMS' TITLE:**

*Hyundai Janík Motorsport*

**MOST WINS:**

*Bartosz Groszek,  
Maťo Homola, Petr Fulín [2]*

**MOST QUALIFYING WINS:**

*Bartosz Groszek [2]*

**MOST POLE-POSITIONS:**

*Radim Adámek [3]*

**MOST FASTEST LAPS:**

*Petr Semerád,  
Maťo Homola [4]*







## RACE 1

- ① Bartosz Groszek
- ② Ma'č Homola
- ③ Milenko Vuković





# HUNGARORING



## RACE 2

- ① Jáchym Galáš
- ② Petr Semerád
- ③ Milenko Vuković









# RED BULL RING



## RACE 1

- ① Patrick Sing
- ② Petr Čížek
- ③ Václav Janík



## RACE 2

- ① Milenko Vuković
- ② Petr Semerád
- ③ Václav Janík





## RACE 1

- ① Petr Šemerád
- ② Bartosz Groszek
- ③ Petr Čížek





## RACE 2

① Bartosz Groszek



② Petr Semerád



③ Václav Janík











## RACE 1

- ① Milovan Vesnić
- ② Bartosz Groszek
- ③ Petr Semerád





## RACE 1

① Maťo Homola



② Petr Semerád



③ Petr Čížek





# SLOVAKIA RING

## RACE 2

- ① Maťo Homola
- ② Petr Semerád
- ③ Bartosz Groszek









## RACE 1

- ① Petr Fulín
- ② Petr Čížek
- ③ Petr Semerád



## RACE 2

- ① Petr Fulín
- ② Václav Janík
- ③ Sebastian Steibel







## The championship means a lot to me, said Bartosz Groszek

Newly-crowned TCR Eastern Europe champion Bartosz Groszek from the ADITIS Racing team has worked really hard to achieve his greatest success in his short career so far. Although he led the standings from the first race with an Audi RS3 LMS TCR, his title rival Petr Semerád made it very tough for him and the championship came down to the wire.

**What does it mean to you to be the TCR Eastern Europe champion?**

*As I'm new to racing and I'm just starting my career, it means a lot to me. Especially after how hard it was to achieve. It means that my hard work was not wasted.*

**You have had a couple of on-track fights with Petr Semerád. Which one do you remember the most?**

*I think I remember the fight in the last race of the season the most. Ten races of rivalry were behind us and everything was decided in that last fight. Unfortunately, it did not last long due to the problem with Petr's car, but for sure I remember that fight best out of the whole season.*

**What do you think about the draw for the starting order of the second race? Did you enjoy starting from the middle of the field, knowing that you would have to fight through it?**

*I really like the concept. I prefer when something is going on during races rather than driving alone throughout them. I would only change the format so that, before qualifying, we would already know how many positions will be reversed (like in WTCR or TCR Europe), so that we could carry out some tactics during qualifying. To me, it is a very good spectacle for fans.*

**What was your worst time behind the wheel and what was your best?**

*I think my worst time behind the wheel this*

*season was at Red Bull Ring. The compensatory weight hit us very badly. I wasn't expecting that much of a difference in pace with the ballast. It was my first time on that track and I like it a lot, but I didn't enjoy that weekend at all. On the other hand, the best one was the race at Grobnik. Yes, I did stall on the grid, but after that, I had the best race of this season. Overtaking almost everyone in 35°C heat wasn't easy, but I was enjoying the race.*

**It was your second season in TCR Eastern Europe. How do you rate the series?**

*I liked it very much, so after the end of last season, I decided that I would give it another try, but, this time, the full season. Mr. Josef Křeněk leads the series very well and the level is getting higher every year, as is the number of drivers.*

**You said before this season that you wanted to fight for the TCR Eastern Europe championship, and you've fulfilled it. What do you want in the 2023 season? What are your plans?**

*I would like to start full-season in TCR Europe and to score some podiums there. I know it will not be easy even to enter this series because of the budget we'll need to raise. But I would like to race there for the next season and to be a regular in the Top 5 results. That's my plan for the near future. ■*







## Speed of the junior drivers

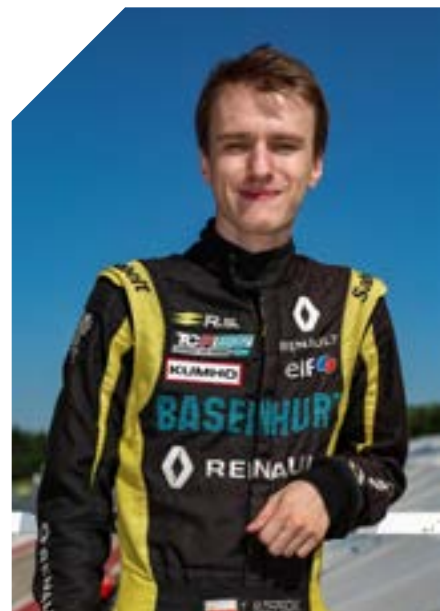
Exactly five junior drivers under the age of 23 participated in the TCR Eastern Europe 2022. These young drivers also had separate classification, which was dominated from first to last races by Petr Semerád from Janík Motorsport Team.

Two junior drivers managed to win a race in the TCR Eastern Europe. The first one was Janík Motorsport driver Jáchym Galáš, who competed in first round of Eastern Europe championship, as it was conceived as preparation for his TCR Europe campaign. Galáš drove Hyundai Elantra TCR and his junior team mate Petr Semerád started with older generation Hyundai i30. Thanks to the fourth and second place in the both races, Semerád left the opening round in Hungary as a leader of Junior driver's classification. And he stayed there until the end of the season, in which he fought for the championship title with Bartosz Groszek.

Second in Junior driver's classification was Tomasz Rzepecki from Basenhurt A&T Racing. A young Pole raced with old VW Golf TCR second year in the row, but he managed to finish in TOP 5 twice and kept his second place in the standings through the season.

Third Levente Losonczy changed the cars during the season and participated in three rounds. He started with Alfa Romeo Giulietta TCR and finished fifth in his first race. Red Bull Ring was his last event for a while and he came back at Slovakia Ring with a new team Agressive Team Italia and a new car Hyundai Elantra TCR. Losonczy fought for the podium and eventually finished sixth in both races.

Jáchym Galáš collected 25 points for win in Hungary and that kept him in the fourth place in the standings. Fifth was Milan Vuković, who started the season in Twingo Cup and in the third round sat behind the wheel of Renault Mégane TCR. Vuković proved his speed with more powerful Mégane and finished seventh in his debut race at Poznań. Unfortunately, due to the technical issues he didn't finish the second race and didn't started in the rest of the season. ■







## TCR EASTERN EUROPE JUNIOR 2022

- ① Petr Semerád
- ② Tomasz Rzepecki
- ③ Levente Losonczy
- ④ Jáchym Galáš
- ⑤ Milan Vuković







## Petr Semerád: It was a challenging season

Petr Semerád wasn't supposed to race the whole season with a Hyundai i30 N TCR for the Janík Motorsport team. But the results were too good not to continue for the rest of the season and fight for the title. Although he finished second after a nice battle with Bartosz Groszek, Janík Motorsport won the team standings and Semerád became the best junior driver in the field.

**Regardless of the championship outcome, how do you rate your season in TCR Eastern Europe?**

*I rate the season positively. I don't want to complain, but we had a limited budget, so there weren't many testing sessions, there was a limited number of new tyres, and so on. But that was the challenge and everybody was trying to make the most of the minimum. And we succeeded.*

**You have probably experienced all possible situations – winning, fighting on the track, crashing, technical difficulties...**

*It's true. We experienced all situations. For example, the car worked superbly at Poznań and we didn't have any issues. On the other hand, we had problems at Red*

*Bull Ring, where the car didn't start and, later in the race, when I damaged the suspension upright. Also, the accident in the qualifying at Most was unnecessary and the car was no longer in perfect condition like it was before. We can only speculate if that is what influenced the engine blow out in the second race.*

**Your DNF in the last race of the season meant that Bartosz Groszek won the title and that you finished second in the standings. How did you feel immediately after the end of the race and how do you rate your second-place standing in the championship in hindsight?**

*I was very disappointed at the time, also with myself. I guess I should have done*

*more and initiated some things that should have been done. So I was kind of angry with myself. On the other hand, I think even second place is a great success. Bartosz Groszek is a great driver on the European championship level. When I consider that I wasn't supposed to race for the whole season and that I entered the first round with doubts, the results exceeded our expectations.*

**Why were you worried before the first race of the season?**

*I was originally called in as a replacement for Gábor Tim, who planned to race at Hungaroring. But he wasn't able to work out a budget, so, thanks to Mr. Josef Křenek, I came in. But I was worried that I wouldn't be competitive enough or fast enough. However, we did really well in Hungary and achieved some good results.*

**You weren't supposed to start for the whole season. What was the turning point? When did you and the team decide to run a complete season?**

*Thanks to the results in Hungary, we entered the second round at Red Bull Ring. We showed our speed again, and we were even faster. I started from the first row and,*





although I had a bad start and then broke the suspension upright, I finished second in the second race after starting from the back row. That weekend in Austria was the turning point in our plans and we decided to continue for as long as a chance at the championship remained alive.

## And you soon became one of the title contenders...

Yes, I fought with Bartosz until the last race of the season. After Red Bull Ring, we had an even better car in Poznań and the speed of that car was unbelievable. I won and continued to stay on top until the last round at Most. I was even leading the championship after the first race there. Eventually, the title was decided by my retirement due to the engine and not to anything that had happened on the track. It's a shame of course, but that's motorsport.

## Which moment in the season do you remember the most?

For sure, the first race at Most, where I started from the back because of an accident that occurred during qualifying. I had to finish the race in front of Bartosz or the chance for the championship would be really slim. So I went for it, but I made a lot of mistakes. When I got close to him, I made a small error, went out of the track, and had to catch up with him again. That happened three or four times. Then I finally passed him in the first chicane, but it was a controversial moment that included a contact. However, there were a lot of contacts made between all cars in the field throughout the season and the race stewards decided not to investigate the matter. I didn't feel good about it, but it wasn't done on purpose. So this was the most intense moment for me in the sea-

son – racing for the title in front of full grandstands, where I felt the energy.

## Although you finished second in the championship, you have won the Junior standings. You have a lot ahead of you, but you aren't hiding your rally ambitions. Do you think you will still find a way to circuit racing?

Yeah, it's been a long time since I met Mr. Křenek at the Junior Star talent competition. It won't be long before I can no longer be classified as a junior driver. Anyway, my ambitions are in rally for sure. That's the place where I grew up and, for a couple of years, I gave it my all there. So rally is closer to my heart, but I like circuit racing and I enjoy it very much. It's more a question of budget and time, so I wouldn't really mind continuing there. I mean I would like to continue there. ■





## I wouldn't believe in such success before the season, said Václav Janík

The fight for the team title was close at the beginning of the season, but soon it was clear, that Janík Motorsport team has an upper hand in the standings – thanks to wins by Petr Semerád, Jáchym Galáš and Maťo Homola. Václav Janík, who acted as both team owner and driver, added several podium finishes and the title was sealed at Most. What was supposed to be a part-time racing programme grew into a full-season commitment that was hugely successful.

**Let's summarize the results: the championship-winning team with a Hyundai i30 N and a few Elantras, four race wins, a fight in the driver's championship, and you personally scored several podium finishes. If someone had told you this at the beginning of the season, how would you have reacted?**

Well, first, if someone had told me that I would be racing in TCR, I wouldn't have believed it. Everything came together just before the first race at Hungaroring. We had one free car, so I said let's try it. And I enjoyed myself in Hungary – I wasn't last and I had a lot of fun. Touring car racing is

quite the contact sport; I wasn't used to that in prototypes, so I received a few hits, but as I said, I enjoyed it and learned a couple of things from my younger, but more experienced teammates. So we continued on to Red Bull Ring, where I finished third in both races. Then we continued through the whole season and I scored some more Top 3s. Meanwhile, Petr Semerád fought for the title and, although it didn't work out, we won team standings. This success is also due to the merits of Jáchym Galáš and Maťo Homola, as they won three races. But it's been nice to race in TCR East-

ern Europe for the first complete season and collect such success.

**How difficult is it to combine the roles of team manager and driver?**

It was quite demanding because we also had a racing programme in TCR Europe. However, I have a team full of great people who know what to do, so when I was behind the wheel during race weekends, they worked very well and I had less to be worried about. Of course I still had to deal with some things outside of my car and it would have been easier to have focused solely on driving, but it worked quite well.

**Let's move on to the final round of the season. The fight between Bartosz Groszek and your driver Petr Semerád really escalated...**

It escalated after Slovakia Ring and continued to do so at Most. I watched their fight for some time because I was driving behind them. I think that if Petr hadn't had the technical issue that had resulted from the qualifying crash, he would definitely have won the championship. But the season finale was great for the sport.

**I think Most will be remembered often in your team. Was there any other special race from the 2022 season?**

For sure Red Bull Ring because I finished in the Top 3 for the first time. It was great





a weekend, we had a fast car, and everything worked. Even the top drivers weren't too far away from me. For the first time, I felt that I was able to fight with them.

**Your team competed in both TCR Eastern Europe and TCR Europe. Can you compare those two series?**

*I can compare them from two points of view – driving standards and organization. The organization of the TCR Eastern*

*Europe series is great. I also think that the decisions made by the race stewards were fairer there because politics comes into play in TCR Europe. Overall, in TCR EE, there was nothing wrong. There aren't many differences between TCR Europe and TCR Eastern Europe. Of course, we are under strict supervision in TCR Europe. For example, inspectors will disassemble doors or gearboxes just to be sure that everything is ok.*

**And what about driving standards in both series?**

*The racing is much tougher in TCR Europe, but it's fair. Most of the drivers are real professionals and handle their cars extremely well, so they know what to expect from their cars. In TCR Eastern Europe, at times it seemed like some drivers didn't have their cars under control. But that's my subjective view and I can say so, as I also started at Monza in TCR Europe. ■*





## Another winning season for Carpek Racing

Austrian driver Tobias Poschik became a driver of the Czech team Carpek Racing and together they were almost unbeatable.

Clio Cup was divided into two classes this season. Drivers behind the wheel of the newest Clio V were fighting in Driver's classification, drivers with older Clio IV were classified in Trophy class. But

because the field of the Clio IV cars was larger and those cars are also faster than newest generation, this season was mostly all about Clio IV and their young drivers fighting for the title.

As the season begun at Hungaroring, it looked like that the battle between Tobias Poschik from Carpek Racing and Szabolcs Lantos from NNR Team Hungary will be really close, as both won first two races. However Poschik had the upper hand in the following events. He fought for wins at Red Bull Ring, where finished second in the first race and retired due to the technical issues in the second one. At TOR Poznań





## CLIO CUP V

① Tomáš Pekař



② Henrik Seibel



③ Dejan Robida



④ Ivan Mandić



⑤ David Nemček



## CLIO CUP IV

① Tobias Poschik



② Szabolcs Lantos



③ Miha Primožič



④ Valter Nežič



⑤ Michael Hulm



he showed great comeback from the back of the grid in the opening race and finished second. Then he won the second race and also scored victory at Grobnik. Meanwhile Lantos lacked the pace at Red Bull Ring and although he was fast again in Poland and Croatia, it wasn't enough to beat Poschik.

It all changed at Slovakia Ring, where Lantos had a great speed and won both races. It was an important success for him, because he kept his chances for the title

until the last round of the championship at Brno. But Poschik was back on the top in Brno, dominated the opening race and won the title with great margin. The win in the last race, his fifth in the season, was just an icing on the cake in his great performance.

Tobias Poschik became the new Clio Cup champion with 229 points, Szabolcs Lantos finished second with 175 points. Third was experienced Miha Primožič from Lema Racing, who didn't manage to win any race,

but expected one race, he always finished in TOP3. The only winners beside Poschik and Lantos were Michael Hulm from Steibel Motorsport at Red Bull Ring and Tomáš Pekař from Carpek Racing at TOR Poznań.

Driver and team owner of Carpek Racing Tomáš Pekař also became the champion of Clio V classification, as he started with the newer generation in most of the races. He was also a mentor of another debutant Henrik Seibel, who finished second in Clio V. ■



# CLIO CUP



## CAR

Engine:	<i>Inline 4 cylinders turbocharged</i>
Capacity:	<i>1.618 cc</i>
Power:	<i>212 hp</i>
Torque:	<i>280 Nm</i>
Gearbox:	<i>Six-speed, sequential, paddle shift</i>
Weight:	<i>1.075 kg</i>
Tyres:	<i>Michelin</i>







## TEAMS

AAK Buzet Autosport

AK Istra Racing Team Pazin

AK Lamko

ARC Bratislava

Art of Racing

ASU Tempo Racing Team

BA Motorsport

Becker Racing

Carpek Racing

Jiří Zbožínek

Lema Racing

MSC Rottenegg

NNR Team Hungary

Steibel Motorsport








## GENTLEMAN DRIVERS

- ① Valter Nežić
- ② Igor Tomljanović
- ③ Richard Meixner
- ④ Ivan Gustin
- ⑤ Lukáš Uxa





## 21 DRIVERS

6		2	
3		1	
3		1	
2		1	
2			

DRIVER'S TITLE:

Tomáš Pekař (Clio Cup V),  
Tobias Poschik (Clio Cup IV)

MOST WINS:

Tobias Poschik [5]

MOST POLE-POSITIONS:

Tobias Poschik [7]

MOST FASTEST LAPS:

Tobias Poschik [4]

## JUNIOR DRIVERS

- ① Tobias Poschik 
- ② Szabolcs Lantos 
- ③ Jiří Zbožínek 
- ④ Henrik Seibel 
- ⑤ Martin Kadlečík 





## Tobias Poschik: The feeling was indescribable

New Clio Cup champion Tobias Poschik had a tremendous debut season behind the wheel of racing car. After years in karts, he entered cup racing with Carpek Racing team and headed to the title since the first race.

**There were some tears in your eyes right after the finish of the first race in Brno, where you secured the title. What does it mean for you to be a champion in Clio Cup?**  
*It means a lot to me. All the sacrifices and all the hard work finally paid off. The feeling I had when crossing the line was indescribable.*

**You had nice points lead during the whole season, but Szabolcs Lantos showed a great pace at Slovakia Ring and postponed your crowning until the last round. How did you prepare for the final event?**

*I spent a lot of time in the simulator to be prepared as good as possible. I also had a couple of phone calls with my team boss Tomáš Pekař in order to know as much as*

*possible about the track and all in all, it worked out perfectly.*

**You were a member of Carpek Racing team, which dominated Clio Cup last few seasons. How important is to be in great team in cup racing?**

*We chose Carpek racing because of their great history in Clio Cup racing. It was important for me to have someone around me, who can teach me all the new stuff, that I had to learn in my rookie year.*

**It was your first season in the car racing after years in karts. What was most significant thing you have learnt during this year?**

*The races in car racing are longer, and therefore you have to manage the tires*

*degradation right. And right tire management can really make the difference at the end.*

**You have also showed, that you are not afraid to be hard on the track when you are fighting for positions. How would you describe your driving style? Aggressive or calm?**

*I would describe my driving style as precise, but aggressive. I was always a fan of Ayrton Senna and when I was a little kid, I once watched a documentary about him in which he said his famous quote „If you no longer go for a gap that exists, you are no longer a racing driver” and I would say this quote shaped me and my driving.*

**Where are you heading after winning Clio Cup? What would be your next step? Could it be TCR Eastern Europe?**

*Well, the winter brake will definitely be stressful. And there seem to be some possibilities for next year, but I don't really want to talk about it until it is clear. ■*









# RENAULT TWINGO CUP



## Defending the title

Twingo Cup is always very close and entertaining championship. This year was no exception, although there were only three winning drivers. Nik Štefančič was the best from all and defended his title from previous season.

Matej Ivanuša scored two victories in opening round at Hungaroring. Nik Štefančič was also in the contention, but the weekend in Hungary belonged to Slovenian driver. Next race weekend at Red Bull Ring was dominated by Nik Štefančič.

Twingo Cup is very competitive championship and spectators can watch passing



## TWINGO CUP

- ① Nik Štefančič
- ② Matej Ivanuša
- ③ Mihajlo Mladenović
- ④ Miha Fabian
- ⑤ David Stušek



## TWINGO CUP JUNIOR

- ① Nik Štefančič
- ② Mihajlo Mladenović
- ③ Luka Grm
- ④ Martin Kadlečík
- ⑤ Milan Vuković



manoeuvres for the lead not only in almost every race, but in every lap. Lead changes happens so often, that sometimes it's hard to count them. However the most important think is to be in the leading group until the final phase of the race. And then attack in the right place and in the right time. This is the moment, when experienced Twingo Cup

drivers like Ivanuša and Štefančič have an advantage.

As season continued, Ivanuša has won at Grobnik and entered the last round at Slovakia Ring with seven points behind Štefančič. After the first race there, which was won by Miha Fabian, Štefančič had just one point lead in the standings. So

the final race was all about the outcome of the championship. Thrilling race at long Slovakian circuit had dramatic moments, but the eventual winner was Nik Štefančič, who became the first driver ever to defend the title in Twingo Cup. Second finished Ivanuša, third Mihajlo Mladenović, fourth Miha Fabijan and fifth David Stušek. ■



# RENAULT TWINGO CUP

## CAR

Engine:	<i>Inline 3 naturally aspirated</i>
Capacity:	<i>999 ccm</i>
Power:	<i>82 HP</i>
Torque:	<i>95 Nm</i>
Gearbox:	<i>Five-speed manual</i>
Weight:	<i>890 kg</i>
Tyres:	<i>Nankang 195/50 R15</i>





**TEAMS:**

AK Lamko

AKK Siti Skopje

BA Motorsport

ŠD Jus Security

AKK Prosport

AŠD Novo Město

Křenek Motorsport

Swift Racing

AKK Renault Sport Skopje

ASK Mixa Racing Team

Lema Racing

Vuković Motorsport






# RENAULT TWINGO CUP







## 19 DRIVERS

12		1	
3		1	
2			

DRIVER'S TITLE:

*Nik Štefančič*

MOST WINS:

*Nik Štefančič,  
Matej Ivanuša [3]*

MOST POLE-POSITIONS:

*Nik Štefančič [3]*

MOST FASTEST LAPS:

*Grm, Ivanuša, Mladenović,  
Milenković, Malinkovski,  
Preša, Štefančič [1]*





## It took a day to sink in, said Twingo Cup champion Nik Štefančič

Another extraordinary Twingo Cup season is history. Nik Štefančič defended the title as the first driver in the history and without doubt he deserves this success.

**You have done it. You defended the title in the Twingo Cup as first driver in the history. How do you feel?**

*Yeah, wow. It took a day to really sink in. It feels good, even more special than the first one because I think I had to work harder for this one.*

**The last race was unbelievable and really close. Can you talk us through the race?**

*Well, it got boring quite quickly due to safety car. Once we eventually got under way it was right back to regular Twingo Cup racing. Like always I tried to fall backwards in the front group, on like P6 or P7. At the start of the final lap, I found myself in P2 and then controlled the gap behind to keep this position until the last corner, made my move on the inside and won.*

**The Twingo Cup is very close championship and the field is very tight. However you and Matej Ivanuša have won six from seven races this season. What do you think is behind your dominance?**

*It's a perfect example of how luck effects the outcome of the championship in motorsport. I believe that Matej Ivanuša has been performing on the same level for a while, but last year, after 5 races, he had 45 points due to technical issues, when at the same time this year, he had 93. Of course there's also skill and experience involved. You need to keep up the pace and concentration until the end of the race and to make the right decisions on the final lap.*

**What was your worst time behind the wheel and what was your best?**

*Well, for this season, I'd say my worst time*

*was the first race. I mean like, it should be an easy win, I was leading on the final lap at the end of the first sector and there was no chance for Ivanuša to overtake me. But we caught up to a lapped driver and I had nowhere to go. I braked and bumped into him, lost 3 places and finished 4th. Other than that, there really weren't any bad moments in my Twingo Cup career. I did roll over a couple of times but it was really slowly and I knew that the car was still driveable and not damaged a lot. The best moment [other than defending the title], were both races at Red Bull Ring in Austria. I had so much more pace than other drivers. I even did my fastest lap in qualifying without slipstream. The fast left handers at the end of 2nd and start of 3rd sector I had so much confidence and I could take them with full throttle.*

**What about the future? Will you go for the third title or are you planning to move forward to faster cars?**

*My answer is going to be the same every year, it all depends on the finances. I did gain some sponsors this year and hopefully it will be enough to maybe do a Clio Cup in the next year. I believe it will be like that: I either leave Twingo Cup and move up the ranks or I stay here for "eternity". ■*









# FORMULA TROPHY







## FORMULA TROPHY

- |                    |   |
|--------------------|---|
| ① Zénó Kovács      |    |
| ② Tommaso Lovati   |   |
| ③ Salvatore Liotti |  |
| ④ Patrick Schober  |  |
| ⑤ Vojtěch Birgus   |  |

## The Formula Trophy season started at Red Bull Ring

Planned start of the ACCR Formula 4 championship was postponed to 2023 due to the delay in delivery by racing car manufacturer Tatuus. Only a couple of registered teams have received their new Gen2 vehicles, so the 2022 racing season was run as Formula Trophy with mixed old and new cars in the starting field.

Season opening round at Red Bull Ring had two winners – Czech Vojtěch Birgus and Italian Tommaso Lovati both with older generation Tatuus T104. Lovati could win both races, but he received 30 second penalty after the race, so Birgus celebrated his first win with formula 4 car. Unfortunately, it was the only start in the season

for Birgus and the JMT Racing team. Zénó Kovács also participated at Red Bull Ring as a member of the Racing Trevor team. He was supposed to start with new Tatuus T421, but because of delivery delay he started with older car, raced by Václav Šafář in the past. Kovács finished third in both occasions and added another third

place at Grobnik with wealthy grid of F4 cars with Italian drivers. Kovács finally started with new Tatuus T421 in Croatia and showed promising pace.

Slovakia Ring was dominated by local driver Patrick Schober with Tatuus T104. Kovács finished second in both races and collected important points in the championship standings. His closest rival Tommaso Lovati scored only one third in Slovakia and Kovács had the title within reach. When it was clear that Lovati would not start in the season finale at Brno, the question about Formula Trophy championship was answered. The title went to Zénó Kovács, who won both races in Czech Republic. ■





## Tatuus T104

Engine:	<i>Inline 4 turbocharged</i>
Displacement:	<i>1.400 cc</i>
Power:	<i>158 hp</i>
Torque:	<i>240 Nm</i>
Gearbox:	<i>Six-speed, sequential, paddle shift</i>
Weight:	<i>570 kg</i>
Teams:	<i>JMT Racing, Lema Racing, MDR Events, G Motorsport, Dexters Motorsport, Eureka Competition, Team Zanatta, Procar Motorsport</i>



## Tatuus T421

Engine:	<i>Inline 4 turbocharged</i>
Displacement:	<i>1.370 cc</i>
Power:	<i>158–177 hp</i>
Torque:	<i>250 Nm</i>
Gearbox:	<i>Six-speed, sequential, paddle shift</i>
Weight:	<i>570 kg</i>
Teams:	<i>Racing Trevor</i>







## Tatuus F4 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 HP
Electronics	Magneti Marelli
Gearbox	Sadev SIR75
Full cell	Premier FT3-1999, 45 lt
Wheels	OZ / front 8x13" / rear 10x13"
Tires	Pirelli / front 200x540-13 / rear 250x575-13
Price	85.000€ + VAT








# FORMULA TROPHY





## STATISTICS

**9 DRIVERS**

6		1	
1		1	

DRIVER'S TITLE:

*Zénó Kovács*

MOST WINS:

*Zénó Kovács,  
Patrick Schober [2]*

MOST POLE-POSITIONS:

*Zénó Kovács [4]*

MOST FASTEST LAPS:

*Zénó Kovács,  
Patrick Schober [2]*





## New formula 4 is much better, said champion Zénó Kovács

Zénó Kovács raced with a newest generation of formula 4 car since Grobnik and managed to adapt to it quickly. Formula Tatuus T421 in his hands was always favourite for race win.

Kovács from Racing Trevor team moved from karts to big circuits and debuted in Red Bull Ring with older F4. He finished third in both races and then changed formula car for the new one. So what was the difference between two generations?

*"The driving experience of the new car is much better for me than in the old gener-*

*ation car. Fortunately, I managed to adapt to it quickly. Although the fundamental difference between the two cars is that the new generation car is 25 kg heavier, which means a serious disadvantage compared to the old models. Because of this, it is much more difficult for me to keep up with them, a significant part of the extra*

*weight is the halo, which changes the centre of gravity of the car, and for this reason you have to drive in a different style than the old car,"* said Kovács.

The place of his debut with Tatuus T421 was dangerous Grobnik. Drivers can pay high price for any mistakes, as the barriers are very close to the track. But Kovács managed the weekend very well. He finished third in Grobnik and also took two second places at Slovakia Ring, so he moved up into the lead of the championship, where he stayed to the last round of the 2022 season at Brno. ■







## FORMULA PWRD BY ESET 2022

① Benjamin Berta



② Sandro Zeller



③ Nikolas Szabó



④ János Magyar



⑤ Paolo Brajnik



## Benjamin Berta continues hot streak with third straight championship win

Hungarian driver Benjamin Berta became F4 champion in 2020, following year he had a couple start with F4 single seater and then, still during the season, moved to F3. It suited him very well and he managed to win the title even with a few missing races. Also the 2022 season happened to be very successful for Berta.

Berta participated in all races and won three of them. Team Hoffmann driver opened the season with the win at Hungaroring, he triumphed also at Slovakia Ring and in Brno. Berta with black Dallara F317 hadn't serious opponent during the whole season. Always fast Sandro Zeller with Dallara F312 only started in two rounds at Red Bull Ring and Brno, so Berta led the overall standing and also F3 standings from the opening to the last round. ■



## FORMULA PWRD BY ESET 2022

① Benjamin Berta



② Sandro Zeller



③ David Richert



④ Luca Iannaccone



⑤ Nikolas Szabó





## Saturday classic

Classic Saturday's endurance races were of course part of the ESET Cup season. Drivers through five classes battled for race wins and the championship, some of them as team mates in one car, the others were racing alone.

The highest award in GT3 class belongs to Gregor Zsigo and Dennis Waszek, who were sharing new BMW M4 GT3 of Racing Trevor Team. They never finished worse than second and win at Slovakia Ring brought them within reach of the title. Although their main rival Libor Milota won the last endurance race, Zsigo and Waszek were already 2022 champions.

Another team mates were also successful in GT4 class. Predrag Šainović and Luca Panizzi from LEMA Racing scored two wins at Red Bull Ring and Slovakia Ring (although Šainović raced alone in Slovakia) with Mercedes AMG GT4. With 75 points for third place in opening round at Hungaroring, they easily clinched the championship title.

Pretty dominant during their journey to the GTC title were Mateusz Lisowski and Martin Kaczmarek with Porsche 992 GT3 Cup. The Polish duo from PTT Racing team turned their four starts into four wins at Red Bull Ring, Poznań, Slovakia Ring and Brno.

Much closer battle went on in GTX class between Ralf Ott with KTM GT4 and Martin Koch with KTM GT2. Ott from MZR Racing team won the endurance race in Hungaroring and thanks to the third places at Red Bull Ring and Slovakia Ring, he clinched the title just by one point from Koch, who started in only two races and collected one win and second place.

Miro Konôpka and his son Maťo Konôpka won at Slovakia Ring and Brno. They shared fast Ligier LMP2 prototype, which was an excellent car in LMP class. But most important was fourth place by Miro Konôpka at Hungaroring, where he collected five points and ended the season five points ahead of Holger Baumhartner with KTM X-BOW ■

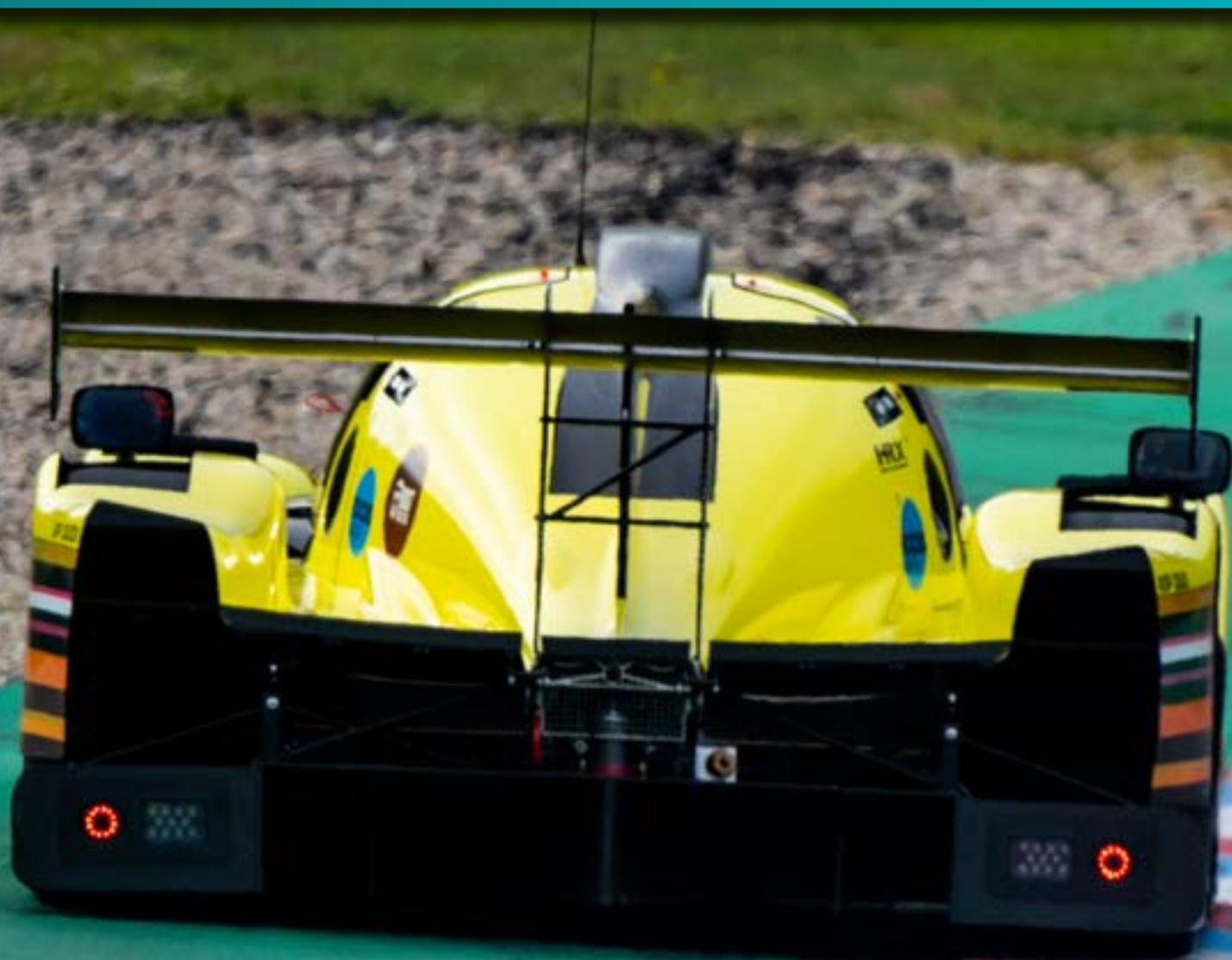








# ENDURANCE





**GT3**  
**11 drivers**

**GT4**  
**9 drivers**

**GTC**  
**16 drivers**

**GTX**  
**13 drivers**

**LMP**  
**11 drivers**

## DRIVER'S TITLE

GT3 *Gregor Zsigo – Dennis Waszek*

GT4 *Predrag Šainović – Luca Panizzi*

GTC *Mateusz Lisowski – Martin Kaczmariski*

GTX *Ralf Ott*

LMP *Miro Konôpka*

## MOST WINS

GT3 *Stanislaw Jedlinski – Krystian Korzeiowski, Ernst Kirchmayr – Philipp Baron, Robin Rogalski, Gregor Zsigo – Dennis Waszek, Libor Milota [1]*

GT4 *Predrag Šainović – Luca Panizzi [2]*

GTC *Mateusz Lisowski – Martin Kaczmariski [4]*

GTX *Ralf Ott, Martin Koch, Christian Wimberger, Antonin Herbeck [1]*

LMP *Miro Konôpka [2]*

## MOST POLE-POSITIONS

GT3 *Stanislaw Jedlinski – Krystian Korzeiowski [2]*

GT4 *Predrag Šainović – Luca Panizzi [2]*

GTC *Mateusz Lisowski – Martin Kaczmariski [4]*

GTX *Antonin Herbeck [2]*

LMP *Miro Konôpka [3]*

## MOST FASTEST LAPS

GT3 *Stanislaw Jedlinski – Krystian Korzeiowski [3]*

GT4 *Predrag Šainović – Luca Panizzi [2]*

GTC *Mateusz Lisowski – Martin Kaczmariski [4]*

GTX *Ralf Ott, Artur Chwist, Christian Wimberger, Martin Koch [1]*

LMP *Miro Konôpka [3]*

18		3		1	
11		2		1	
10		2			
6		1			







## ENDURANCE GT3 2022

- |                       |   |
|-----------------------|---|
| ① Gregor Zsigo        |  |
| Dennis Waszek         |  |
| ② Libor Milota        |  |
| ③ Stanislaw Jedlinski |  |
| Krystian Korzeniowski |  |
| ④ Robin Rogalski      |  |
| ⑤ Ernst Kirchmayer    |  |
| Philipp Baron         |  |



## The goal was to defend the title, said Gregor Zsigo. And he succeeded

Gregor Zsigo, driver and owner of the Racing Trevor team, won his second GT3 endurance title. As in the previous season, he shared a BMW M4 GT3 with Dennis Waszek and together they achieved another important triumph for the Racing Trevor team.

### Gregor, how do you rate the season?

*This season went smoothly and without an accident. Of course, there were small contacts sometimes, but nothing serious. Our goal was to defend the title in Endurance, which we did. Dennis Waszek is a skilful racer, who drove for us in the GT Open, where he shared a car with BMW factory driver Jesse Krohn. They took first and second place at the Hungaroring in the PRO-AM category. So I rate the entire season for the Racing Trevor team very positively.*

**You achieved another title with Waszek, so the collaboration is obviously working great.**

*Yes, Dennis and I are friends and as far as driving is concerned, he is perfect. Behind the wheel, he pays attention to himself and to the car, and we always try to find balanced car setup to suit both of us.*

**At the beginning of the season, you drove the older BMW M6 GT3 in Hungary, and after that you started regularly with the BMW M4 GT3. How do you compare the two generations?**

*The older M6 works great, we've done a lot of racing together. Of course, the M4 GT3 is slightly better. Development is constantly moving forward, so many things*

*are modernized and improved compared to the previous generation. In addition, it is easier to control new M4. But as I point out, I still like the M6, as well as the old BMW Alpina B6, which I still have.*

### Which race from this season do you remember the most?

*Definitely an endurance race in Brno, because I raced with both cars, BMW M4 and BMW M6. Štefan Rosina started the race with an older car, while I started with M4. Halfway through the race I switched cars during the pit stops and it was a great feeling, because I drove both cars in one race. As soon as I got into the M6, it suited me right away, so I didn't even have to get used to a slightly different car.*

### Your Racing Trevor team also entered the formula 4 car for the first time. How do you rate the debut season?

*Since it was the first season, we had a caution beginning. You have to learn all your life, and this applies to races and cars. However, we quickly got used to single seater, finding ideal car setup started to be easier and our driver Zénó Kovács also got used to the single seater very quickly. ■*





## ENDURANCE GT4 2022

① Predrag Šainović



Luca Panizzi



② Petr Švantner



③ Samuel Vetrák



Marian Bíž



④ Matěj Pavlíček



Josef Knopp



⑤ Andrea Fontana



Sandi Jeram







## The fastest doctor Predrag Šainović

Serbian urologist and surgeon Predrag Šainović, living and working in Slovenia, shared the wheel of Mercedes AMG GT4 with Italian Luca Panizzi. They managed to clinch the endurance title in GT4 class with Lema Racing team.

**How did you enjoy the season in the ESET Cup?**

*I have enjoyed it very much, this was my first time competing in GT class, so expectations weren't high, but I had a good team mate Luca Panizzi and also good team Lema Racing, so thank to all, because we managed to win the championship in our class.*

**Which race do you remember most from this season?**

*The ESET Cup has well-known tracks and I think my most remembered race happened at Slovakia Ring. My team mate Luca caught a coronavirus, so I had to race in one hour endurance all alone. It was very challenging and tough. I'm very proud, that I have finished and won the race.*

**You mentioned this season was your first time behind the wheel of GT car. Remind us which racing cars you used to drive.**

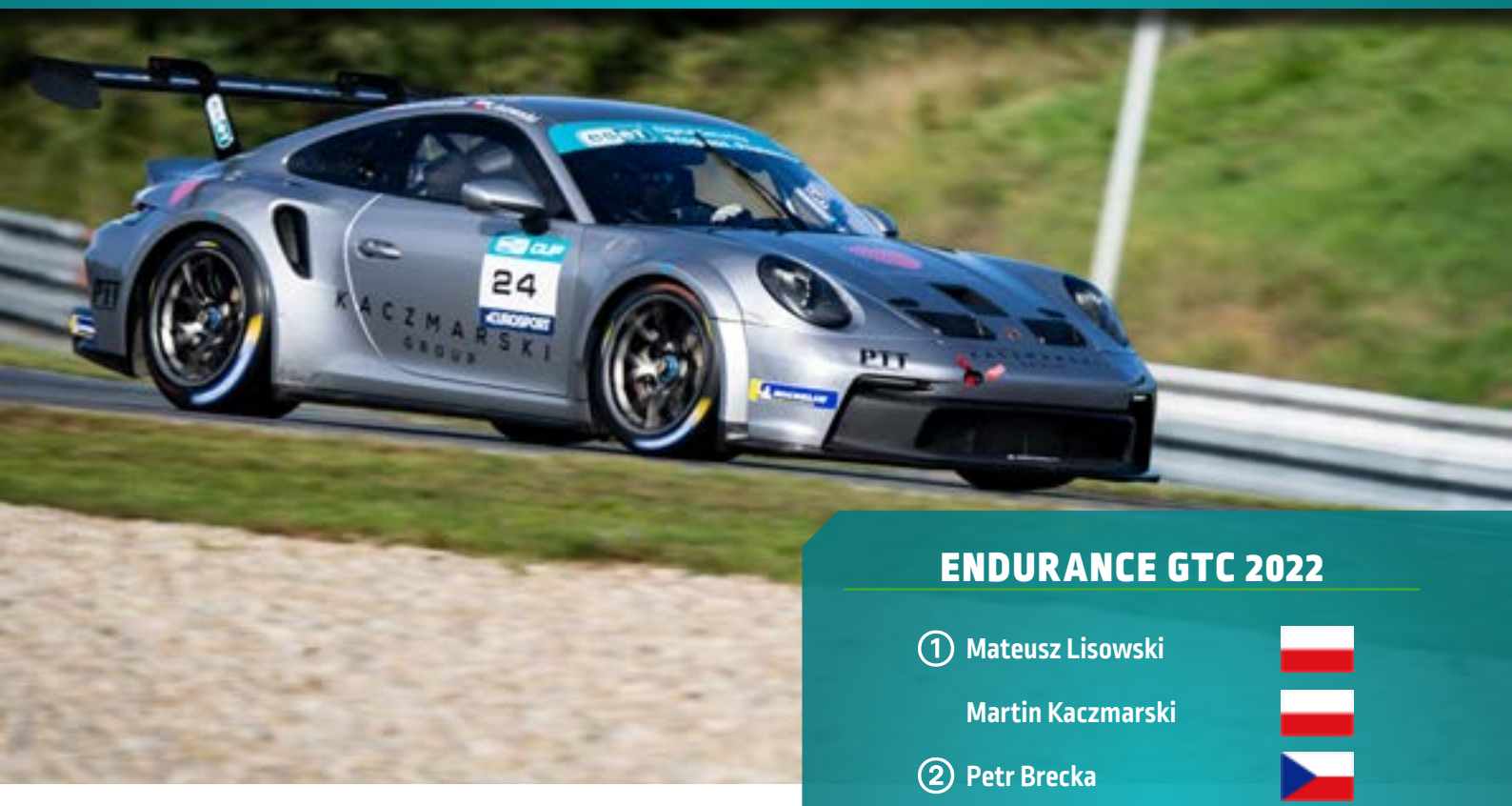
*I started with touring cars in Serbia and then I competed in ESET Cup with Renault Twingo, after that I continued with Renault Clio last year, then I started once with TCR car. After the last season I decided to try Mercedes AMG GT4 and I can say, it was right choice.*

**What about the next season? Will you stay in ESET Cup?**

*The main goal is to stay in ESET Cup and in GT4 class, so yes. But this time the plan is to compete in sprint races. However one driver approached me if I want to race with him in endurance, so we will see. ■*







## ENDURANCE GTC 2022

- |   |                     |   |
|---|---------------------|---|
| ① | Mateusz Lisowski    |    |
|   | Martin Kaczmarowski |    |
| ② | Petr Brecka         |    |
|   | Karel Neffe         |   |
| ③ | Franz Lahmer        |  |
| ④ | Clemens Stadler     |  |
| ⑤ | Bob Bau             |  |







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## ENDURANCE GTX 2022

- ① Ralf Ott 
- ② Martin Koch 
- ③ Artur Chwist 
- ④ Christian Loimayr 
- ⑤ Max Grip 





## Ralf Ott: rookie and instant champion

Ralf Ott found a new drug in his life – race cars. He started racing in 2021 and next year he won the GTX class in endurance with KTM GT4 Evo with MZR Racing team.

**Ralf, how did you enjoy your season in ESET Cup?**

*It was really big experience for me. Although I didn't participate in all races, in those I started, it was difficult and fun in the same time. There were lot of cars on the track and I tried to do best in the car, as I only started racing in 2021. It was the time, when I sat behind the wheel of the racing car on the slick tires for the very first time. I gained some experience in the first year and then in ESET Cup, I became better driver.*

**As you said, there were a lot of cars on the track with different speed across all classes.**

**How did you cope with that?**

*I think racing in ESET Cup is very fair. Most driver raced fair play and carefully, so I had no problems. That's really important for me. I don't race for the trophies, but for fun. I mean trophies are great, but mostly we want to have a good time.*

**Which race do you remember most?**

*I know Grobnik very well, so I was looking forward to race there, unfortunately due*

*to the tragic accident, the race was cancelled. I also enjoyed Slovakia Ring.*

**I thought you would say Hungaroring, where you won your class in quite difficult weather conditions...**

*Well, the weather wasn't really problem. My KTM GT4 Evo hadn't full power, much less than around 390 horsepower, so the wet track wasn't tough. Actually less power was better for me.*

**So what about the following season?**

*We will see. The problem is, that I have a business in car industry and the actual world situation isn't good for me. So I had to wait for better times. If the business will grow up, I will definitely race again. It's great adrenaline. Best drug on the world. ■*





## ENDURANCE LMP 2022

① Miro Konôpka



② Holger Baumgartner



③ Maťo Konôpka



④ Jacek Zielonka



Jakub Litwin



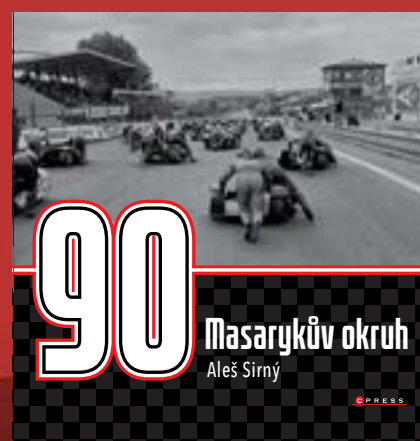
⑤ Max Grip





# Historie nejslavnější éry automobilového závodění v Československu

Vynález automobilu s sebou přinesl revoluci v dopravě, podnikání, životním stylu – a sportu. Odvážní závodníci na čtyřech kolech neváhali pro vítězné vavříny riskovat zdraví ani život. Geniální inženýři jim konstruovali nejrychlejší závodní stroje své doby a přitom posouvali technologické hranice neustále kupředu. Pořadatelé a činovníci pro tyto bláznové a průkopníky připravovali nebezpečné okruhy a organizovali ambiciózní podniky. A fanoušci tato burácející představení i jejich hrdiny zbožňovali. Jedním z ohnisek automobilového světa bylo i meziválečné Československo. Na brněnském Masarykově okruhu se ve třicátých letech jezdil závod, na který se ve své době třásla světová závodnická špička i statisíce diváků.



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## The rise of the youth

Young drivers from central Europe had again unique opportunity to race with the support of ESET RaceStar project, which was founded by promoter Ing. Josef Křenek. Supported drivers raced in different series, from fast to small touring cars or formula 4. They had really successful season and two of them became a series champions.

ESET RaceStar project supported seven drivers in 2022 season. The most successful was Bartosz Groszek from Aditis Racing, who became a TCR Eastern Europe champion. Second in the standing was Petr Se-

merád from Janík Motorsport. You can find an interview with them on the previous pages. Another champion is Zéno Kovács from Trevor Racing, who debuted at circuit racing with formula 4 and won the series.

Sebastian Steibel (TCR Eastern Europe), Jiří Zbožínek (Clio Cup), Martin Kadlečík (Twingo Cup, Clio Cup) and Mihajlo Mladenović (Twingo Cup) raced also with the back up from ESET RaceStar and you can find an interview with them on the following pages.

Support and talent search are one of the many goals by Mr. Křenek. "Our aim is to make it easier for beginners, but also to help with their performance and move forward, ideally to world championship series. But it's not just about the results, it's important how the drivers perform and work together. In addition, they must also be able to present themselves in the media. We try to help them in those areas also," said Josef Křenek. ■







## BARTOSZ GROSZEK



2022  
STATS

Team	Aditis Racing
Series	TCR Eastern Europe
Starts	11
Wins	2
Podiums	5
Pole positions	2
Fastest laps	1
Final Standing	1 <sup>st</sup>



## PETR SEMERÁD



2022  
STATS

Team	Janík Motorsport
Series	TCR Eastern Europe
Starts	11
Wins	1
Podiums	8
Pole positions	1
Fastest laps	4
Final Standing	2 <sup>nd</sup>



## SEBASTIAN STEIBEL



2022  
STATS

Team	Steibel Motorsport
Series	TCR Eastern Europe
Starts	11
Wins	0
Podiums	1
Pole positions	1
Fastest laps	0
Final Standing	5 <sup>th</sup>



## JIŘÍ ZBOŽÍNEK



2022  
STATS

Team	Jiří Zbožínek
Series	Clio Cup
Starts	11
Wins	0
Podiums	0
Pole positions	0
Fastest laps	0
Final Standing	8 <sup>th</sup>



## MARTIN KADLEČÍK



2022  
STATS

Team	Křenek Motorsport (TW), Carpek Racing (CC)
Series	Twingo Cup, Clio Cup
Starts	7 (TW), 2 (CC)
Wins	0
Podiums	0
Pole positions	0
Fastest laps	0
Final Standing	11 <sup>th</sup> (TW), 13 <sup>th</sup> (CC)

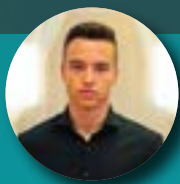


## MIHAJLO MLADENOVIĆ



2022  
STATS

Team	ASK Mixa Racing Team
Series	Twingo Cup
Starts	8
Wins	0
Podiums	5
Pole positions	0
Fastest laps	1
Final Standing	3 <sup>rd</sup>



## ZÉNO KOVÁCS



2022  
STATS

Team	Trevor Racing
Series	ACCR Formula
Starts	7
Wins	2
Podiums	7
Pole positions	4
Fastest laps	0
Final Standing	1 <sup>st</sup>

eset® RACESTAR





## Without ESET RaceStar, it wouldn't be possible to do this sport

Sebastian Steibel, from his family racing team Steibel Motorsport, drove an older generation Cupra TCR again. Although his chances for podium finishes were slimmer than before, he enjoyed another season, which, as he said, wouldn't have been possible to do without the support of the ESET RaceStar project.

**It looked like you wouldn't score podium in 2022, but in the final race of the season, you made it and finished third. How did you feel?**  
Well, it was very hard to be competitive with my old car for the whole season. So I was really happy about the podium finish in the last race. I have to say that the whole week-

*end went very well. It started with a great qualifying and ended with a podium.*

**Let's talk about your season. You finished fifth in the driver standings, the same position as in the previous year. Are you satisfied with your season? What can you tell us about 2022?**

*Overall, I'm happy with my season. I had opportunities to attain good results and, in addition, the season was also very nice, as I continued to develop friendships with other drivers and teams!*

**You started from pole position at Poznań, but you had a bad start and lost the chance for a podium finish at the very least. Is it your worst memory from the season?**

*Yes... it's the worst memory from the season. Other than that, my season was quite uneventful, apart from one or two bumps with opponents.*

**You have an older generation Cupra. How hard is it to compete against newer cars, even with weight balance?**

*Depending on the race track and my performance, it was from time to time either good or bad. Although, it's a pity that the BOP has not changed in my car throughout the year. But I had to live with it.*





**You are from Germany and you could have competed in TCR Germany. What made you stay in TCR Eastern Europe?**

*The answer is very simple: ESET RaceStar. Without this project, it wouldn't have been possible for me to do this sport, so I'm very, very grateful for the support.*

**So what does this kind of support mean for your career?**

*For sure, the ESET RaceStar Project has helped me to develop my career further because I was able to fight and race in a more relaxed mood and, above all, with good materials, thanks to this support. As I said before, motorsport at this level wouldn't be possible for me without this project.*

**And what about the following season? Any plans?**

*Of course I want to race again in TCR Eastern Europe. At the moment, I have to check how I can make this possible. ■*





## The debut was challenging, but I'm already looking forward to the next season, said Jiří Zbožínek

Circuit debutant Jiří Zbožínek moved from kart racing to the Clio Cup with the support of ESET RaceStar. The 2022 season was a baptism of fire for him and he has a lot to build on in the coming ones.

### How do you rate your 2022 season?

*I rate the season positively, considering that I graduated from the circuit school at the beginning of March 2022 and it all happened quite quickly. I didn't even have the opportunity to test the car before the start of the season, I gained my first experience at the first race at Hungaroring. We had no experience with the Clio car and since it was an older car, we were dealing with technical problems through the season. Although I am not completely satisfied with the overall result, we have recorded some partial successes, so I rate it positively.*

### Was it difficult to get used to a completely different race car?

*Yes, it was very challenging because after years in karting, it was very difficult for me to get used to a front wheel drive car. The kart is rear-wheel drive, so I had to com-*

*pletely change my driving style. Also, the Clio is much heavier and it was difficult for me to start working with that weight. Anyway, during the season I gradually got used to everything and learned to work with the car and change my driving style correctly.*

### You achieved best result in Poznań - fourth and fifth place. Does this mean that this track suits you? Alternatively, which one did you like in the calendar?

*Definitely Poznań suited me very well. During the race weekend, I really liked the track and enjoyed it. I also enjoyed Hungaroring, Red Bull Ring and Grobnik as well.*

### Which moment this year stuck in your memory?

*I have two moments that stick out in my mind the most. The first is definitely the fight with Henrik Seibel in Poznań, and the*

*second moment is the last lap in Grobnik. In both cases, those are valuable racing experience.*

### Although it is a cup Clio, i.e. identical technology, this championship has been dominated by the Carpek Racing team for the last few seasons. How big was your team? And what is needed for the driver/team to reach the absolute top?

*Our team is smaller, only three of us were going to the races. However, everyone gave their best, and for that I want to thank them very much. It is necessary to focus on the best possible technical preparation, pre-season testing, possibly tests during the season with thorough data analysis. This is related to car setup for individual circuits and, last but not least, financial security.*

### You were racing with ESET RaceStar support. How important is such support for your career?

*Very important, because motorsport is a very expensive sport. I really appreciate any support, we have just started and we want to continue successfully in the next seasons. ■*











## Successful racer and sim-racer

Martin Kadlečík had busy 2022 season. He made his debut in the Twingo Cup and at the end of the season he switched to the faster Renault Clio and finished fourth and fifth in Brno. And at the end of October, he raced on simulator in the FIA Motorsport Games in France at Paul Ricard, where he achieved a fantastic result in the Esport category.

True is, Kadlečík used to race in Autocross and when he finished third in Czech Sim-racing Series, it opened the door to the real racing circuits through the Twingo Cup championship. Debut in Twingo Cup at Hungaroring didn't end well because of technical issues, but next races were way better and Kadlečík also fought for podium finish-

es. But Twingo Cup is very competitive series and late moves in the last stages of the races can make a huge difference, however relatively unexperienced Kadlečík managed to finish as high as four at Red Bull Ring.

Twingo Cup ended the season at Slovakia Ring and Kadlečík made a deal with Carpek

Racing team in Clio Cup, where he excelled. Fourth and fifth place don't fully reflected the great pace he have had in Brno, where he was able to keep the speed with the top drivers.

After the season, he accepted the offer to represent the Czech Republic in FIA Motorsport Games. For his performance in France, he later received special ESET Cup trophy.

**You got the offer to start in the FIA Motorsport Games quite late. How many days until the start and were you immediately determined to go or did you hesitate?**

*I received the offer about 14 days before the event itself. However, I did not hesitate for a moment, in my opinion, such an offer cannot be refused, as it might not happen again in the future. After all, represent-*





*ing the country is different from driving a simulator at home.*

**Almost sixty competitors were registered in the Esport category. What result were you expecting?**

*My only goal was to advance to the finals, but I knew that nothing was going to be easy, since the best drivers from every country participated in the competition...*

**You eventually progressed to the finals. How did you feel going through the elimination rounds?**

*At the beginning it took me a while to get used to the equipment I was driving, but in the quarter final I managed to fine-tune the steering wheel and from then on I had good speed. I tried not to take unnecessary risks, I wanted to save it for the final.*

**In the final, you started from the front row, but there was a collision in the first corner. What happened?**

*Unfortunately, the outside lane is bad into the first corner and when the Dutchman Harteveld, who started from third position, got next to me, he didn't give me much room in the second corner and I was forced to go over the inside kerb, which unsettled my car and the Brazilian Rodrigues hit me from behind... We both went off the track and it was hard to get back.*

**In the end, you finished in a great fifth place. How do you evaluate your performance at the FIA Motorsport Games and how do you like such an event?**

*I still enjoyed the final, I managed a few good overtaking manoeuvres and had a nice race with the guys. It's a shame*

*that there was a collision in the first lap, I think the podium was realistic. The event was perfect from my side, there was always something to watch between the races and the combination of real racing with esports was a great addition to the whole event.*

**When were you more nervous? At the start of a real race in a real car, or at the start of the final international esport race?**

*It is difficult to find an answer to such a question... After all, in real racing there is much more at stake and everyone drives more cautiously, on the contrary, in the simulator you drive at full speed from start to finish. However, I have to admit that it's very similar – being nervous, especially when you're representing a country and people are watching you. ■*





## Mihajlo Mladenović is focused on the future in the faster touring cars

Serbian driver Mihajlo Mladenović finished his second season in Twingo Cup with third place in the final standings and win at Monza. This young racer likes this competitive series, but he also would like to see himself in a faster touring car.

**How satisfied are you with the year 2022? Season before you finished fourth in the standings and in 2022 you finished third. But unlike year before, you didn't win.**  
Honestly, I'm satisfied, last year I wasn't so lucky to finish all the races, this year I

*managed to finish every race and that was my prior goal. I got a car from LEMA Racing team again and thanks to them and also with a little help from Eset, I was able to race again. But of course, none of that would be possible without my father*

*and godfather, who cover all financial expenses. Huge thank to them! Also to LEMA Racing and ESET. Anyway, I think last year's car suited me better than this year's, however I did win this year – at Monza, which was counted to Twingo Eurocup.*

**Congratulations for win with Twingo than! Monza is high speed track, which offers a lot of opportunities for slipstreaming and Twingo Cup racing is very competitive. The margin between winning and losing is very close. What the driver should do to gain the victory in the last moment of the race?**  
*The competition is really strong, there are a lot of us, this year we even had 38 cars on the track. There are not many calculations, it is important not to make mistakes*





*and to concentrate as much as possible on driving, whoever remains concentrated until the end, wins.*

**In terms of racing in Twingo, which tracks suits you more? Fast circuits or more twisted track?**

*I honestly like a challenge, so I prefer tracks with more curves. I enjoy driving through the corners as much as possible and I think those tracks are better for me in terms of my driving progress.*

**Let's talk about your racing history? How did you begin and where did you participate?**

*Since four, I accompanied my father, who was racing in the national championship of Serbia in class 1 Yugo 55. I had a desire*

*for karting, but we didn't have enough finances. A couple years later, when I was 14-15 years old, I started driving the rental karting cup, where I finished 2nd in the first season and then first. At the age of 16, I sat in my dad's racing Yugo for the first time and literally learned how to shift gears and all the basic in racing car. That year I also drove car slalom competitions and at the age of 17 I started to race at circuits and hillclimbs. My first circuit race was on Mišeluk in Novi Sad and I set a track record in my class. I ended 5th in the overall standings in circuit racing and 2nd on the hillclimb, where I deliberately skipped one race so I wouldn't be 1st because of the rule, that if you won, you cannot race in that class anymore.*

*I continue in the same class in 2020, winning nation title in hillclimb racing with numerous records, while on the circuit I fight for the championship title, but due to bad luck, the car breaks down in the last lap and I didn't finish the race, so I finished in 2nd place. Last year I started driving in Twingo Cup (winning two races and finishing fourth in the standings) and at the same time I stayed in national championship, where I won the title.*

**How important in your career is the support from ESET RaceStar project?**

*It's important to me and it really excites me that I have some support from the organisers, because I plan to move to a higher class in the future – like Clio Cup or TCR and I hope the organisers will support me again. ■*



# JUNIOR TROPHY



## Best youngsters of the season

One of the ESET Cup and TCR Eastern Europe priorities is to support young drivers. Since the inception of the ESET Cup, junior awards are handed to the most successful drivers under the age of 21 in sprint and also endurance races.

The 2022 happened to be close battle between Tobias Poschik from Clio Cup and Petr Semerád from TCR Eastern Europe. The Junior Trophy was eventually won by Poschik, who started in Clio Cup for the first time and had a prominent season in Carpek Racing team, winning five races. Petr Semerád from Janík Motorsport ended second in the overall Junior Trophy standing, however he was best

junior driver in the TCR Eastern Europe championship. The third place was taken by second best driver in Clio Cup Szabolcs Lantos, who also debuted in this series. Fourth was Formula powered by ESET champion Benjamin Berta and fifth Twin-go Cup champion Nik Štefančíč. ■





## ESET JUNIOR TROPHY 2022

- ① Tobias Poschik
- ② Petr Semerád
- ③ Szabolcs Lantos
- ④ Benjamin Berta
- ⑤ Nik Štefančíč





## Large trophy for promising Poschik

The LUKY 21 Challenge Trophy is handed over in honor of Lukáš Hanžl for extraordinary performance and contribution in motorsport from the year 2013. For 2022, the huge trophy travels to Austria in the hand of Clio Cup champion Tobias Poschik.

Bartosz Groszek, owner of the trophy during 2022 season, handed Luky 21 Challenge Trophy to Poschik during the prize giving ceremony. Surprised and pleased Poschik received this award for

his great performance in the Clio Cup. Young Austrian driver just started his touring car career and after winning the Clio Cup is heading to TCR Eastern Europe in 2023. ■



### Previous owners

2013	Chris Höher – Franz Wöss Racing
2014	Christof von Grünigen – Daltec Racing
2015	Chris Höher – Franz Wöss Racing
2016	Paolo Brajnik – Puresport Motorsport Antonín Sus – Fras Motorsport
2017	Bartłomiej Mirecki – BM Racing Team Richard Chlad junior – K+K Racing Team
2018	Jáchym Galáš – GT2 Motorsport Renault Twingo Cup – Lema Racing
2019	Tom Beckhäuser – Franz Wöss Racing Franz Wöss – Franz Wöss Racing
2020	Szymon Jablonski – BM Racing Team Petr Semerád – City Taxi Racing
2021	Bartosz Groszek – Aditis Racing Tomáš Pekař – Carpek Racing
2022	Tobias Poschik – Carpek Racing





## ESET CUP 2022

Prestigious ESET Cup for driver with highest number of points in sprint and endurance races across all classes has been won by Libor Milota with Mercedes AMG GT3 from GT2 Motorsport team. Czech driver finished first in sprints and second in endurance and collected most points from the entire field in 2022 season.

### ESET CUP 2022

- ① Libor Milota
- ② Gregor Zsigo
- ③ Martin Kaczmariski





# PRIZE GIVING CEREMONY



## A pleasant evening and happy smiles after the season

On Friday, November 4, 2022, the prize giving ceremony in ESET Cup and TCR Eastern Europe took place at the Therma Hotel in Dunajská Streda.









GT3 DRIVER'S CLASSIFICATION			HUNGARORING			REDBULLRING			POZNAN			GROBNIK			SLOVAKIARING			BRNO		
Position	Driver / Car	Total		R1	R2		R3	R4		R5	R6		R7	R8		R9	R10		R11	R12
1	Libor Milota	136		25			18	15		18	18		25			25	25		25	25
2	Gregor Zsigo	99		15	18		12	18		12	15		18			15			15	
3	Piotr Wira	76					15	10		10			15			12	18		12	18
4	Petr Kačírek	50		12	12			8								10	12		18	15
5	Stanislav Jedlinski	57		18	15		10	12		8	12					8	15			
6	Marcin Jedlinski	50			25					25										
7	István Bóta	26			8											18				
8	Ernst Kirchmayer	25					25	25												
9	Robin Rogalski	25								15	25									
10	János Santa	10			10															

GT4 DRIVER'S CLASSIFICATION			HUNGARORING			REDBULLRING			POZNAN			GROBNIK			SLOVAKIARING			BRNO		
Position	Driver / Car	Total		R1	R2		R3	R4		R5	R6		R7	R8		R9	R10		R11	R12
1	Sandi Jeram	27,5			6		9	5					12,5							
2	Marián Biž	20			7,5		12,5													
3	Petr Švantner	18		9	9			9												
4	Samuel Vetrák	15		7,5				7,5												
5	Matěj Pavlíček*	12,5		12,5																
6	Josef Knopp*	12,5			12,5															
7	Predrag Šainović	12,5						12,5												
8	Franjo Kovač	9											9							
9	Luca Panizzi	7,5					7,5													
10	Richard Haas	6						6												
11	Alexander Ober	6											6							
12	Andrea Fontana	5		5																

GTC DRIVER'S CLASSIFICATION			HUNGARORING			REDBULLRING			POZNAN			GROBNIK			SLOVAKIARING			BRNO		
Position	Driver / Car	Total		R1	R2		R3	R4		R5	R6		R7	R8		R9	R10		R11	R12
1	Dennis Waszek	87,5		25	12,5		25	25								10	12,5		25	25
2	Petr Brecka	82,5		12	7,5		8	12		7,5	12,5		9			25			12	8
3	Martin Kaczmarek	63,5					18			12,5						18			15	
4	Denis Watt	56		8			15	15					6			12			8	15
5	Adam Rzepecki	39,5		18	9					9	9		12,5							
6	Franz Lahmer	33		6			12									15				
7	Clemens Stadler	26														8			18	18
8	Bob Bau	23					10	10								4	9		4	
9	Igor Klaja	21											7,5			6	7,5		6	
10	Wolfgang Triller	18						18												
13	Richard Woschitz	18					6	8												10
14	Ernst Kirchmayer	15		15																
15	Lafix	12																	10	12
16	Gerald Hofer	10		10																



GTX DRIVER'S CLASSIFICATION			HUNGARORING			REDBULLRING			POZNAN			GROBNIK			SLOVAKIARING			BRNO		
Position	Driver / Car	Total		R1	R2		R3	R4		R5	R6		R7	R8		R9	R10		R11	R12
1	Antonín Herbeck	43		12,5			18	15											7,5	12,5
2	Christian Wimberger	43						18					12,5			12,5	12,5			
3	Ralf Ott	37,5		9			10	12					9			7,5				
4	Martin Koch	34					15	25											9	7,5
5	Leo Pichler	25					25													
6	Alexander Ober	19,5					12									6	7,5			
7	Artur Chwist	17					8									9	9			
8	Denis Liebl	12,5																	12,5	
9	János Santa	10						10												
10	Daniel Drexel	9																		9
11	Ivan Vlachkov	8						8												

LMP DRIVER'S CLASSIFICATION			HUNGARORING			REDBULLRING			POZNAN			GROBNIK			SLOVAKIARING			BRNO		
Position	Driver / Car	Total		R1	R2		R3	R4		R5	R6		R7	R8		R9	R10		R11	R12
1	Max Grip	54		9			25	18					12,5						7,5	7,5
2	Miro Konôpka	37,5		12,5	12,5											9	12,5		12,5	12,5
3	Denis Liebl	32,5		7,5				25												
4	Holger Baumgartner	25,5					18	15								7,5				
5	Maťo Konôpka	21,5														12,5	9		9	9
6	Jacek Zielonka	20,5					8			12,5	12,5									
7	Radomír Djurič	18		6	9								9							
8	Daniel Drexel	15					15	10												
9	Clemens Drexel	12					12													
10	Christian Schaefer	12						12												
11	Adrian Kreiner	10					10	8												
12	Bob Bau	7,5											7,5							
13	Nico Ratzinger	5		5																

JUNIOR DRIVER'S CLASSIFICATION			HUNGARORING			REDBULLRING			POZNAN			GROBNIK			SLOVAKIARING			BRNO		
Position	Driver / Car	Total		R1	R2		R3	R4		R5	R6		R7	R8		R9	R10		R11	R12
1	Matěj Pavlíček*	9,33		9,33																
2	Josef Knopp*	9,33			9,33															

\* junior

Only one best result from each race weekend counted towards the championship.



DRIVER'S CLASSIFICATION			HUNGARORING			RED BULL RING			POZNAN			GROBNIK			SLOVAKIARING			MOST		
Position	Driver / Car	Total		R1	R2		R3	R4		R5	R6		R7	R8		R9	R10		R11	R12
1	<b>Bartosz GROSZEK</b> Audi RS3 LMS TCR	180	3	25	12		12	12		18	25	4	18			12	15		12	12
2	<b>Petr SEMERÁD</b> Hyundai i30N TCR *	169		12	18	4		18	5	25	18	1	15		2	18	18		15	
3	<b>Petr ČÍŽEK</b> Cupra Competición TCR	134		8	6	1	18	4	2	15	12		12			15	12	1	18	10
4	<b>Václav JANÍK</b> Hyundai i30N TCR	106					15	15	1	10	15		8			6	10		8	18
5	<b>Sebastian STEIBEL</b> Cupra TCR	87		6	2		10	2		8	8		10			10	4	2	10	15
6	<b>Maťo HOMOLA</b> Hyundai Elantra N TCR	83	2	18	8										5	25	25			
7	<b>Milenko VUKOVIĆ</b> Renault Mégane RS TCR	72		15	15	3		25		12	2									
8	<b>Petr FULÍN</b> Cupra Competición TCR	55																5	25	25
9	<b>Tomasz RZEPECKI</b> Volkswagen Golf GTI TCR *	50		4	10		6	8		4	10		1				6			1
10	<b>Patrick SING</b> Hyundai i30N TCR	35					25	10												
11	<b>Levente LOSONCZY</b> Hyundai Elantra N TCR *	35		10			8								1	8	8			
12	<b>Milovan VESNIĆ</b> AUDI RS3 LMS TCR	34			1			6				2	25							
13	<b>Jáchym GALÁŠ</b> Hyundai Elantra N TCR *	28	3		25															
14	<b>Žarko KNEGO</b> Cupra Competición TCR	21								1	6					2			4	8
15	<b>Radim ADÁMEK</b> Audi RS3 LMS TCR 2021	20		1			2			2	4		6						1	4
16	<b>Adam RZEPECKI</b> Audi RS3 LMS TCR	16														4			6	6
17	<b>Vít SMEJKAL</b> Cupra TCR	10					4	1									1		2	2
18	<b>Robert PRAVDIČ</b> Audi RS3 LMS TCR	7											4			1	2			
19	<b>Milan VUKOVIĆ</b> Renault Mégane RS TCR *	6								6										
20	<b>Carol WITTKE</b> Cupra Competición TCR	4			4															
21	<b>Sanel CEHIĆ</b> Audi RS3 LMS TCR	3		2			1													
22	<b>Grega ŠIMUNOVIČ</b> Cupra TCR	2											2							
23	<b>Franjo KOVAČ</b> Renault Mégane RS TCR	0																		

\* junior



JUNIOR DRIVER'S CLASSIFICATION			HUNGARO-RING			RED BULL RING			POZNAN			GROBNIK			SLOVAKIA-RING			MOST		
Position	Driver / Car	Total		R1	R2		R3	R4		R5	R6		R7	R8		R9	R10		R11	R12
1	Petr SEMERÁD	157		12	18			18		25	18		15			18	18		15	
2	Tomasz RZEPECKI	50		4	10		6	8		4	10		1				6			1
3	Levente LOSONCZY	34		10			8									8	8			
4	Jáchym GALÁŠ	25			25															
5	Milan Vuković	6								6										
TEAM'S CLASSIFICATION																				
Position	Team	Total		R1	R2		R3	R4		R5	R6		R7	R8		R9	R10		R11	R12
1	JANIK MOTORSPORT	275		12	18	4	15	33	6	35	33	1	23		2	24	28		23	18
2	ADITIS RACING	200	3	26	12		14	12		20	29	4	24			12	15		13	16
3	FULLINRACE ACADEMY	138		8	10	1	18	4	2	15	12		12			15	12	1	18	10
4	STEIBEL MOTORSPORT	87		6	2		10	2		8	8		10			10	4	2	10	15
5	BESAGROUP VUKOVIC MOTORSPORT	78		15	15	3		25		18	2									
6	BASENHURT A&T RACING	58		4	10		6			4	10		1			4	6		6	7
7	RACESING	35					25	10												
8	ASK VESNIC	34			1			6				2	25							
9	AUTO KLUB DUBROVNIK	21								1	6					2			4	8
10	ZSILLE MOTORSPORT	18		10			8													
11	AGRESSIVE TEAM ITALIA	17													1	8	8			
12	AK OLIMPIJA	7											4			1	2			
13	CS-MOTORSPORT	3		2			1													
14	LEMA RACING	2											2							

TROPHY DRIVER'S CLASSIFICATION			HUNGARO-RING		RED BULL RING		POZNAN		GROBNIK		SLOVAKIA-RING		MOST	
Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12
1	Bartosz GROSZEK	217	25	18	15	15	18	25	18		25	25	18	15
2	Václav JANÍK	152		6	18	18	15	15	10		15	18	12	25
3	Petr SEMERÁD	151	18	25		25	25	18	15				25	
4	Sebastian STEIBEL	139	12	12	12	6	12	10	12		18	12	15	18
5	Tomasz RZEPECKI	96	10	15	8	10	8	12	4		6	15		8
6	Vít SMEJKAL	44			6	4					8	8	8	10
7	Milovan VESNIČ	43		10		8			25					
8	Patrick SING	37			25	12								
9	Adam RZEPECKI	34									12		10	12
10	Robert PRAVDIČ	28							8		10	10		
11	Radim ADÁMEK	28	6	4	4		6	8						
12	Levente LOSONCZY	25	15		10									
13	Sanel CEHIC	19	8	8	2	1								
14	Milan Vuković	10					10							
15	Franjo KOVAC	8	4	2		2								
16	Grega Šimunovič	6							6					
TROPHY TEAM'S CLASSIFICATION														
Position	Team	Total	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12
1	JANIK MOTORSPORT	293	18	31	18	33	40	33	25		15	18	37	25
2	ADITIS RACING	279	31	22	19	15	24	33	18		33	33	26	25
3	STEIBEL MOTORSPORT	139	12	12	12	6	12	10	12		18	12	15	18
4	BASENHURT A&T RACING	130	10	15	8	10	8	12	4		18	15	10	20
5	ASK VESNIC	43		10		8			25					
6	RACESING	37			25	12								
7	AK OLIMPIJA	28							8		10	10		
8	ZSILLE MOTORSPORT	25	15		10									
9	CS-MOTORSPORT	19	8	8	2	1								
10	BESAGROUP VUKOVIC MOTORSPORT	18	4	2		2	10							
11	LEMA RACING	6							6					



# RENAULT CLIO CUP

DRIVER'S CLASSIFICATION			HUNGARORING			REDBULLRING			POZNAN			GROBNIK			SLOVAKIARING			BRNO		
Position	Driver / Car	Total		R1	R2		R3	R4		R5	R6		R7	R8		R9	R10		R11	R12
1	Tomáš Pekař	77,5	4	12,5	12,5	4	12,5	12,5							1	12,5	6			
2	Henrik Seibel*	65		9	9		9	9	4	12,5	12,5									
3	Dejan Robida	51,5											12,5			5	5	4	12,5	12,5
4	Ivan Mandić	30,5										3	9		2	7,5	9			
5	David Nemček	21,5														9	12,5			
6	Francesco Stefan	14,5													1	6	7,5			
TROPHY DRIVER'S CLASSIFICATION																				
1	Tobias Poschik*	229	3	25	18	2	18		3	18	25	3	25		1	18	18	2	25	25
2	Szabolcs Lantos*	175	1	18	25		2	1		12	15		15		3	25	25		15	18
3	Miha Primožič	148		15	15	1		15		15	18		8			15	12	1	18	15
4	Valter Nežič**	78		12	8		10	4					12			8	8		8	8
5	Michael Hulm	65					25	18								12	10			
6	Thomas Fischer	62					12	25								10	15			
7	Tomáš Pekař	54							1	25	10		18							
8	Jiří Zbožínek*	52		2	6		4	6		10	12		2			4			4	2
9	Igor Tomljanovič**	52		6	2		6	8					6			6	6		6	6
10	Richard Meixner**	52		10	10	1	8	12										1	10	
11	Libor Horák	45		8	12		15	10												
12	Martin Fischer	33											10					1	10	12
13	Martin Kadlečík	22																	12	10
14	Ivan Gustin**	15		4	4		1	2					4							
15	Lukáš Uxa	8														2	4		2	
16	Adam Konôpka*	4																		4
JUNIOR DRIVER'S CLASSIFICATION																				
1	Tobias Poschik*	94,38		10	9		9,33			8,14	9,57		10			9	9		10,17	10,17
2	Szabolcs Lantos*	83		9	10		3,5	2,67		5,29	6,71		8			10	10		8,5	9,33
3	Jiří Zbožínek*	36,6		2	4		4,33	5,17		3,86	5,29		2			3			4,33	2,62
4	Henrik Seibel*	29,32		4,33	4,33		4,33	4,33		6	6									
5	Martin Kadlečík*	14,5																	7,67	6,83
6	Adam Konôpka*	3,5																		3,5
GENTLEMAN DRIVER'S CLASSIFICATION																				
1	Valter Nežič	51,33		7	5		6,83	4,33					7			5	5		6	5,17
2	Igor Tomljanovič	38,67		4	2		5,17	6					4			4	4		5,17	4,33
3	Richard Meixner	34,34		6	6		6	7,67											2,67	6
4	Ivan Gustin	14,33		3	3		1,83	3,5					3							
5	Lukáš Uxa	8,5														2	3		3,5	

\* junior

\*\* gentleman



DRIVER'S CLASSIFICATION			HUNGARORING			REDBULLRING			GROBNIK			SLOVAKIARING		
Position	Driver	Total		R1	R2		R3	R4		R7	R8		R9	R10
1	Nik Štefančič*	137		12	18	3	25	25	2	15			12	25
2	Matej Ivanuša	123	3	25	25		15			25			18	12
3	Mihajlo Mladenović*	95	1	10	15	1	18	18		2			15	15
4	Miha Fabian	62		15	12								25	10
5	David Štusek	54		8	8		6	12		18		2		
6	Luka Grm *	41		18	4					10		1	4	4
7	Marko Blazevski	38			1		10	15		12				
8	Rok Cerar	34		4						4			8	18
9	Dejan Robida	30						4		8			10	8
10	Mihajlo Milenković	24		1			2	8		1			6	6
11	Martin Kadlečík*	20					12			6			2	
12	Milan Vuković*	18					8	10						
13	David Malinkovski	14		2	10		1		1					
14	Luka Glazer	13			6		4	1						2
15	Vladimir Treneski	8		6				2						
16	Tom Gruenfeld	8						6					2	
17	Bojan Šeme	2			2									
18	Janez Preša	1										1		
19	Jaka Štuflek	1												1
20	Lovro Rakovič*	0												
21	Zal Rezar*	0												
22	Nejc Vrhovec*	0												

\*junior



FORMULA TROPHY pwrđ by ESET DRIVER'S CLASSIFICATION			REDBULLRING			GROBNIK			SLOVAKIARING			BRNO		
Position	Driver / Car	Total		R3	R4		R7	R8		R9	R10		R11	R12
1	Zénó Kovács *	70		6	6		15			9	9		12,5	12,5
2	Tommaso Lovati *	37		9	12,5		8			7,5				
3	Patrick Schober *	25								12,5	12,5			
4	Salvatore Liotti	25					25							
5	Vojtěch Birgus *	21,5		12,5	9									
6	Andrea Bodellini	18					18							
7	Giovanni Maschio	12					12							
8	Andrea Raiconi	10					10							
7	Silvano Rangheri	6					6							

[illegible][illegible]



## ESET CUP SERIES GT / LMP ENDURANCE

[illegible]

### GT4 DRIVER'S CLASSIFICATION

Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6
1	Predrag Sainović	32,5	7,5	12,5			12,5	
	Luca Panizzi	32,5	7,5	12,5			12,5	
2	Petr Švantner	16,5	9	7,5				
3	Samuel Vetrák	15	6	9				
	Marian Bíž	15	6	9				
4	Matěj Pavlíček*	12,5	12,5					
	Josef Knopp*	12,5	12,5					
5	Andrea Fontana	5	5					
	Sandi Jeram	5	5					

### GTC DRIVER'S CLASSIFICATION

Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6
1	Mateusz Lisowski	87,5		25	12,5		25	25
	Martin Kaczmarek	87,5		25	12,5		25	25
2	Petr Brecka	53,5	7,5	10	9		15	12
	Karel Neffe	53,5	7,5	10	9		15	12
3	Franz Lahmer	39	9	18			12	
4	Clemens Stadler	36					18	18
5	Bob Bau	22		12			10	
6	Gerald Hofer	21	6	15				
7	Richard Woschitz	16		8			8	
8	Lafix	15						15
9	Jiří Mičánek	12,5	12,5					
	Bronislav Formánek	12,5	12,5					
10	Igor Klaja	6					6	
11	Ernst Kirchmayer	5	5					
	Philipp Baron	5	5					

### GTX DRIVER'S CLASSIFICATION

GT4 DRIVER'S CLASSIFICATION																				
Position	Driver / Car	Total	R1			R2			R3			R4			R5			R6		
1	Ralf Ott	35	12,5			15									7,5					
2	Martin Koch	34				25												9		
3	Artur Chwist	27				18									9					
4	Christian Loimayr	18				18														
5	Max Grip	15				15														
6	Christian Wimberger	12,5													12,5					
7	Antonín Herbeck	12,5																12,5		
8	Ivan Vlachkov	12				12														
9	János Sánta	10				10														
10	Denis Liebl	7,5																7,5		
	Daniel Drexel	7,5																7,5		
11	Alexander Ober	6													6					

### LMP DRIVER'S CLASSIFICATION

Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6
1	Miro Konôpka	30	5				12,5	12,5
2	Holger Baumgartner	25		25				
3	Mat'ô Konôpka	25					12,5	12,5
4	Jacek Zielonka	24,5		12	12,5			
	Jakub Litwin	24,5		12	12,5			
5	Max Grip	21,5	12,5					9
6	Christian Schäfer	18		18				
7	Clemens Drexel	15		15				
8	Adrian Kreiner	10		10				
9	Denis Liebl	9	9					
10	Oliver Müller	6	6					

## JUNIOR DRIVER'S CLASSIFICATION

[illegible]



# JUNIOR TROPHY

DRIVER'S CLASSIFICATION			HUNGARORING			REDBULLRING			POZNAN			GROBNIK		SLOVAKIARING			BRNO / MOST			
Position	Driver	Total		R1	R2		R3	R4		R5	R6		R7	R8		R9	R10		R11	R12
1	Tobias Poschik	94,38		10	9		9,33			8,14	9,57		10			9	9		10,17	10,17
2	Petr Semerád	86,45		9,18	10,09			10,29		10,17	9,33		8,5			9,57	9,57		9,75	
3	Szabolcs Lantos	83		9	10		3,5	2,67		5,29	6,71		8			10	10		8,5	9,33
4	Benjámn Bert	69,99		9,33			7,36	8,14					8,5			9,33	9,33		9	9
5	Nik Štefančíč	66,4		8,5	9,75		10,38	10,38					9,13			7,88	10,38			
6	Mihailo Mladenović	59,52		7,88	9,13		9,75	9,75					5,38			8,5	9,13			
7	Tomasz Rzepecki	53,52		6	7,88		6,63	7,25		4,33	6,83		2,67			2,43	6			3,5
8	Zénó Kovacs	39,27					3,5	3,5					8,27			6	6		6	6
9	Jiří Zbožínek	36,6		2	4		4,33	5,17		3,86	5,29		2			3			4,33	2,62
10	Luka Grm	35,63		9,75	6								7,88			6	6			
11	Martin Kadlečík	35,01					8,5						6,63			5,38			7,67	6,83
12	Levente Losonczy	31,82		8,27			7,25	2,88								6,71	6,71			
13	Henrik Seibel	29,32		4,33	4,33		4,33	4,33		6	6									
14	Milan Vukovic	20,3					7,25	7,88		5,17										
15	Jan Matyáš	17,33					4,33												7	6
16	Patrick Schober	17														8,5	8,5			
17	Vojtěch Birgus	14,5					8,5	6												
18	Tommaso Lovati	14,5					6	8,5												
19	Ádám Kovács	11		6	5															
20	Jáchym Galáš	10,38			10,38															
21	Josef Knopp	9,33			9,33															
22	Matěj Pavlíček	9,33		9,33																
23	Adam Konôpka	3,5																		3,5
24	Lovro Rakovič	0																		
25	Zal Rezar	0																		
26	Nejc Vrhovec	0																		



# PIVOVAR A RESTAURACE U Fleků

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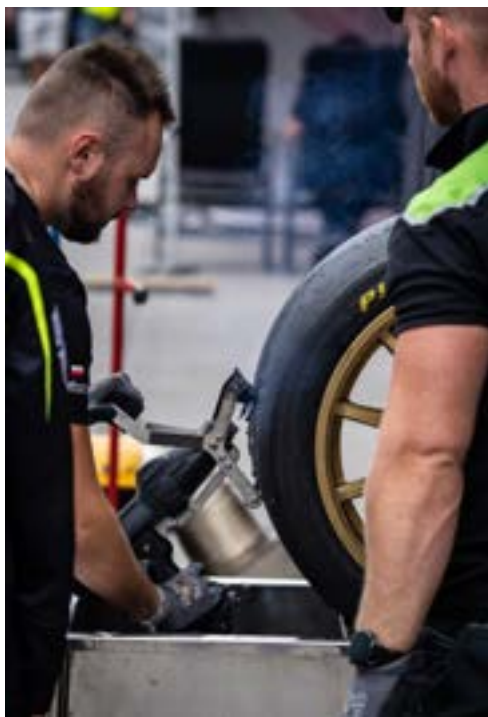


# ACKNOWLEDGEMENT

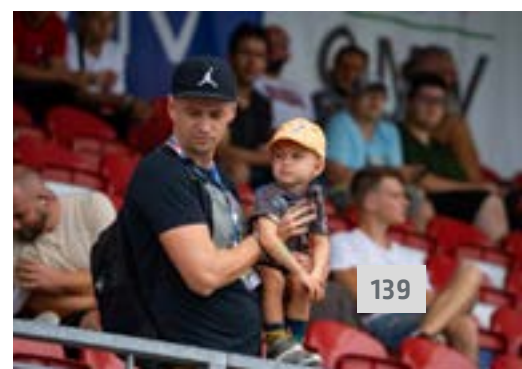
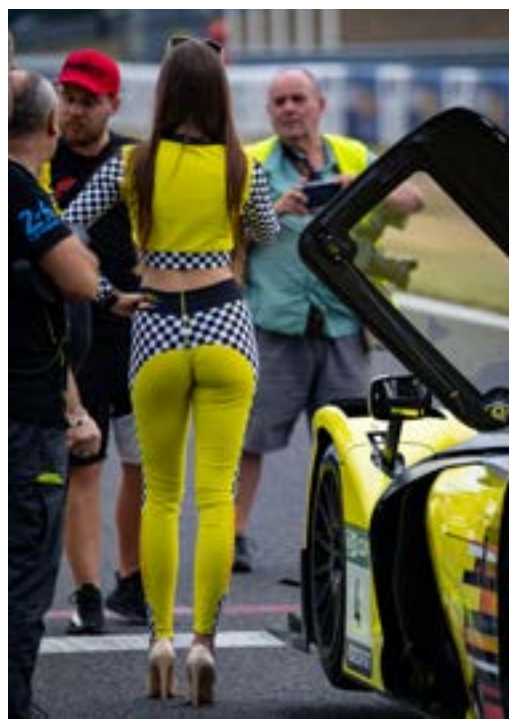


Best drivers and best team have been introduced, now we can finally thank all those people, who remained in the background of each race weekend during the 2022 season. It wouldn't be possible to race on the circuits without you – organizers, sports and technical commissioners, doctors, team engineers and mechanics, partners, sponsors and the media. Everyone did an excellent job this time as well.

**We sincerely thank you all**









# CALENDAR 2023

Motorsport Arena  
Oschersleben



08. - 09. 04. 2023

Hungaroring



29. - 30. 04. 2023

Red Bull Ring



20. - 21. 05. 2023

Slovakia Ring



TCR Eastern Europe only

09. - 11. 06. 2023

Autodrom Most



05. - 06. 08. 2023

Slovakia Ring



ESET Cup Series only

19. - 20. 08. 2023

Automotodrom Brno



09. - 10. 09. 2023



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