

CIRCUIT RACING 2020

ESET CUP SERIES

TCR Eastern
Europe
TOURING CAR SERIES **eset**



RAVENOL

the lifeblood of your car

PREMIUM LUBRICANTS

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and reliable!*



LUBRICANT PARTNER OF

TCR Eastern Europe
TOURING CAR SERIES **eset**



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INTRODUCTION

Despite all the struggles related to the COVID pandemic, the 2020 season has shown that the circuit racing scene in the Central Europe region keeps improving.

A very good cooperation between national federations proved to be fruitful. In spite of all restrictions, the FIA Central European Zone, ESET Cup and TCR Eastern Europe series have managed to run four full race weekends, with cars of various categories – GTs, TCRs, Clio Cup cars, Twingo Cup cars and single-seaters.

While the COVID-19 pandemic restrictions affected the whole organisation of the events, in the end, the Central European drivers met at the end of July in Grobnik, Croatia for the opening round of the season. And later even managed to run all the remaining races at Slovakiaring, Automotodrom Brno and Hungaroring.

Luckily, all the struggles in Europe did not affect the quality of the racing and even offered some very attractive events with plenty of entrants. The series even brought some stars like Tomas Enge, Stefan Rosina, Dusan Borkovic, David Vrsecky, Petr Fulin and Adam

Lacko. In total, there were 164 drivers from 16 countries. And the Czech Republic managed to win the Nations Cup.

In the ESET Cup standings, after summing the Sprint and Endurance races points, it was Daniel Skalicky with Audi R8 who took his first championship title. He is the third Czech driver to ever do so, after Richard Chlad (2019) and Jakub Knoll (2017).

The most successful driver of this Central European series so far is a Slovak driver Miro Konopka (he won in 2013, 2014 and 2015). Another Slovak driver Stefan Rosina won in 2015 and Marcin Jedlinski became the only Polish driver to win the series in 2018.

The second TCR Eastern Europe series was won by an experienced Serbian driver Dusan Borkovic, with Jachym Galas taking the championship title for the best junior. Tomas Pekar then managed to win the Renault Clio Cup series, while Jaka Marinsek finished in first place in the Renault Twingo Cup series. Paolo Brajnik took the championship title in single-seaters. An award for the best junior driver overall went to a Polish driver Szymon Jablonski.

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CIRCUIT RACING

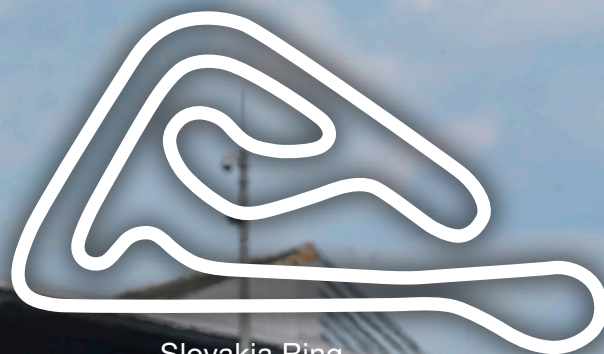




CALENDAR



Grobnik Circuit
25.–26. 7.
4.168 m



Slovakia Ring
22.–23. 8.
5.922 m



2020

Automotodrom Brno
4.–6. 9.
5.403 m



Hungaroring
23.–25. 10.
4.381 m





Daniel Skalicky was victorious in the GT category. He has already won the FIA Central European Zone series and also a couple of national championships, but this was his first GT victory. Gregor Zsigo finished second by only three points, he took three podiums and one win at Brno, but it was not enough. Especially because for the first time ever, only the best result from both races counted towards the overall standings and that is what decided the title for Daniel Skalicky. The Czech driver finished second twice and three times in third place. Every race weekend featured a different winner and there were some big stars on the grid. In Grobnik, it was Libor Milota, while in Slovakiaring, it was a two-time European Truck Racing Champion David Vrsecky. Gregor Zsigo and Petr Kacirek dominated at Brno, with the ESET Cup 2018 champion Marcin Jedlinski taking the glory at Hungaroring, after a tight battle with another European Truck Racing Champion Adam Lacko.



32 DRIVERS

	16
	7
	5
	2
	1
	1

RACE FORMAT

2x QUALIFYING 25“

2x RACE 25“



GT 2020

1. DANIEL SKALICKY



2. GREGOR ZSIGO



3. PETR KACIREK



4. SERGEJ PAVLOVEC



5. FERENC FICZA



Dan, do you think that this season could have been any better?

I could have also won the Sprint championship, but that would be probably too much. Anyway, it was the best season for my and the Duck Racing team as well. I won three titles, and Petr Kacirek finished third in the GT3 Sprint.

Which of those four race weekends is your favourite to remember?

There were more great moments. First was Grobnik and my battle with Miro Konopka. I spent the whole hour on his tail in the Endurance race. I couldn't find a way to pass him, because his Huracan was better on the straights, so I was just waiting for him to make a mistake. But he didn't.

Another such moment came in another Endurance race at Slovakiaring, when I was battling with Trevor Racing duo Stefan Rosina and Gregor Zsigo. In the first half, Stefan was trying to make a gap, while Gregor's plan was just to maintain it. On the other hand, I was trying to get close and that was also a big moment. And then another endurance race at Hungaroring, where I managed to get ahead of those two and then to fight with Lacko – Koloc. All those were beautiful moments.

How would you compare this season to previous ones?

When I won the championship title in a 3.5L category with a BMW M3 GTR, that was also nice. There were four of us, who were very competitive, and sometimes we really raced door-to-door. But I knew that even if I won, it was still "only" in the second-tier category. It's much tighter in the GT category, it's the highest category and you fight for the highest positions in the overall standings.



Now, the ESET Cup is built in a way that even slower cars can fight for the overall win, which I like. Everybody has a chance.

What about your plans for the next year?

I'll definitely continue with the Duck Racing team. I don't think I could ever leave, we have a strong connection, like a racing family. Right now, the Duck Racing team is my priority, but I'm also in discussions with Libor Milota and a possibility of racing with his Mercedes, which is something I'd like to do. I prefer a car with an engine in the front and a light rear. And it's a newer car. I race with Audi that is ten years old.





AUDI R8 LMS ULTRA GT3

DUCK RACING

V10 naturally-aspirated engine

5.200 ccm

585 PS

550 Nm

Six-speed, sequential, paddle shift

1.250 kg



BMW M6 GT3

TREVOR RACING

V8 bi-turbo

4.395 ccm

585 PS

550 Nm

Six-speed, sequential, paddle shift

1.300 kg



BMW Z4 GT3

BOVI MOTORSPORT

V8 naturally-aspirated engine

4.360 ccm

515 PS (7.000/min)

520 Nm

Six-speed, sequential, paddle shift

1.190 kg

**MERCEDES AMG GT3**

BUGGYRA ZERO MILEAGE RACING

GT2 MOTORSPORT

OLIMP RACING

V8 naturally-aspirated engine

6.208 ccm

560 PS (7.300/min)

650 Nm (4.800/min)

Six-speed, sequential, paddle shift

1.285 kg



Mercedes-Benz



Gregor Zsigo managed to win the GT3 category title, after beating Daniel Skalicky by a single point. The decisive moments came in Brno on Saturday. Skalicky had to settle for only second place. During the season finale at Hungaroring, Daniel managed to keep Gregor behind

him, but he was not able to erase those three more points. The highly experienced GT3 grid also welcomed a woman for the first time. Aliyyah Koloc made her debut for the Buggyra team in Hungary. A daughter of a former European champion in truck racing, Martin Koloc.







GT3 2020

1. GREGOR ZSIGO
2. DANIEL SKALICKY
3. PETR KACIREK
4. LIBOR MILOTA
5. DAVID VRSECKY





If you look back at the 2020 season, what satisfied you more? All the good results of your team? Or as the ESET Cup organiser that the racing could continue despite COVID-19 pandemic?

Both are very nice. Of course, the COVID pandemic has affected the ESET Cup a lot. The first round of the season didn't take place until July and the calendar had to be shortened by a lot. On the other side, I was pleased that the drivers were interested. Each round had a lot of entries, including some top drivers and great battles. All the organisers have also done a really good job, including all necessary hygiene rules. Nobody did underestimate anything.

It was the eight ESET Cup season. How do you explain its popularity in the Central European region?

We're trying to do our best with the series, so it has some quality. That's why we try to come up with something new every year, to please the fans and the drivers. Recently, live streaming with online broadcasts has become popular, but we're also working on live TV coverage. We're also focusing a lot on young drivers, who can gain their first experience in the ESET Cup, thanks to the Twingo Cup and Clio Cup series.

When you look back at the season, which race weekend did you like the most?

I have to say that each round has something. I liked them all, the opening round at Grobnik, Croatia, the home round at Slovakiaring or Brno, and the season finale at Hungaroring. Each event offered some great battles and to make it even better, I was always on the podium. Thanks to the great work of the whole team and the competitive results, I fought for the best results in the GT until the end and I'm glad to win the GT3 Sprint category.

You almost won the Endurance title as well. Why didn't that work out?

I was unlucky at Brno in the Endurance race. There was an accident of two cars just ahead of me and I had to go through the gravel. That cost me some time and I and Stefan could not make it up from there. In the GT4 Sprint, we were unlucky at Hungaroring after Ferenc Ficza crashed out and lost the chance to win the title in the very end.

You have been racing with BMW cars for several years now. What has brought you to that manufacturer? I've always liked BMW cars and it's like 15 years since we've started working together. We've opened a dealership and a service, and then we put together a racing team. I started racing with BMW Alpina cars and I have some beautiful memories. Currently, their strongest weapon is BMW M6 GT3, which I'm really enjoying. It's a big car, that's something I like because you don't feel so tight in it. But at the moment, the GT4 cars are becoming really popular, so I'm even more excited about the new BMW in that category that's coming next year.





GT3

BMW M6 GT3



GREGOR ZSIGO



ŠTEFAN ROSINA

ABSOLUTE WINNER IN:

- FIA CEZ
ENDURANCE & SPRINT**
- ESET CUP SERIES
SPRINT**
- HUNGARIAN CHAMPIONSHIP
ENDURANCE & SPRINT**
- SLOVAK CHAMPIONSHIP
ENDURANCE & SPRINT**



Racing
TREVOR
www.racingtrevor.sk

GT4



BMW M4 GT4

TREVOR RACING

inline 6 bi-turbo
2.979 ccm
493 PS (6.250/min)
600 Nm (5.500/min)
Seven-speed
1.380 kg



KTM X-BOW GT4

RTR PROJECTS

inline 4 turbocahrged
1.984 ccm
360 PS
500 Nm
Six-speed
975 kg



MERCEDES AMG GT4

GOOD SPEED RACING TEAM

V8 turbocharged
3.982 ccm
476 PS
630 Nm
Six-speed
1.390 kg



Mercedes-Benz

**PORSCHE 718 CAYMAN**

AK ANVI RACING TEAM

6 boxer
3.800 ccm
425 PS (7.500/min)
425 Nm (6.600/min)
Six-speed
1.320 kg



PORSCHE





The battle for the newly popular GT4 category was all about Sergej Pavlovic and Ferenc Ficza. While Pavlovic won the opening round at Grobnik, it was Ficza who then dominated a couple of following races. It took until Brno when Sergej managed to stop his competitor

in Sunday's race. And Ficza even had to settle for only 4th place, so the championship had to go down to the wire to Hungaroring. Ferenc was heading to his home race with a 3.5 points gap, but that was not enough. A tight battle ended prematurely as Ficza crashed and Sergej Pavlovic then took an easy victory.





GT4 2020

1. SERGEJ PAVLOVEC



2. FERENC FICZA



3. PIOTR WIRA



4. TOMAS MINIBERGER





It was a successful debut for you and the RTR Projects team in the ESET Cup. Are you happy with the results?

Every victory is nice, and we were successful in Endurance as well. In both cases, it was a fight until the end. The KTM X-Bow GT4 ran beautifully and the RTR Projects team did a great job. Of course, the COVID affected the season and we had to adjust our schedule. We missed our traditional races in Endurance events and focused on the Central European Zone and the ESET Cup. It's a miracle that we managed to do all that, even though the overall participation had to be affected. I was expecting a bit bigger competition before the season.

What was your best race weekend?

Probably the wet one in Hungary, when I managed to pass a couple of GT3 cars. And I don't actually remember any bad moments. There were some tough battles because cars from the higher classes were often in the way between me and my biggest GT4 rival Ferenc Ficza. For example, we didn't get to have a fair fight at Slovakiaring at all. But it's an experience that I can use in the future. His BMW M4 GT4 was faster on the straights, so it often went in a way that he got ahead of me at the start and I had to try very hard to get back in front of him. Sometimes it worked out, sometimes not, we had tight but fair battles. Ferenc is young but experienced. I remember that he defended well against

my attacks. But we always shook our hands after the race and had a friendly chat. I had a great feeling about him. That's why it felt really bad when he crashed out at Hungaroring because it ended our championship fight too early. And we were both looking forward to it.

You managed to stop his winning streak in Brno. Did you believe yourself heading to Hungaroring?

Every time I lose or fail to meet my objective, I think about it, analyse my own mistakes and try to move forward. I managed to do so and I'm grateful for that this year.

Do you consider the GT4 title to be your best career achievement so far?

I really appreciate this win, but I rate more my victory in the 24 hours race and the championship titles in the X-Bow-Battle series from 2017 and 2018. All that has made me a better driver, but I believe the best is still ahead of me.

What are your plans for the 2021 season?

We're still discussing that. The RTR Projects team will be one of the first to get the long-awaited KTM X-Bow GTX, that is supposed to be on the level of the GT3 cars. I'm really looking forward to that. We're also considering racing in the ADAC GT4 or GT Open with Libor Milota and his Mercedes-AMG GT3.

GTC cars



LAMBORGHINI SUPER TROFEO EVO

ARC BRATISLAVA

DUCK RACING

MICANEK MOTORSPORT pwr'd by BUGGYRA

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



PORSCHE

PORSCHE 911 GT3 CUP

BOVI MOTORSPORT

GT SPORTS TECHNOLOGY

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



PAGID RACING

THE DIFFERENCE IN BRAKING



QUALITY



INNOVATION

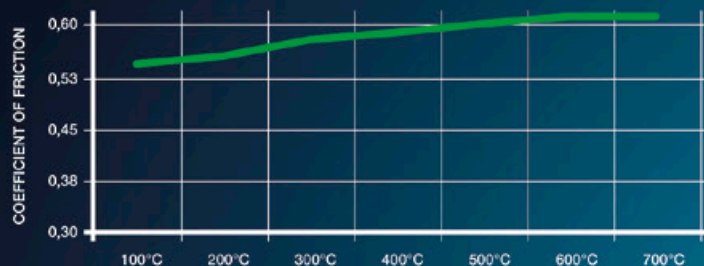
PERFORMANCE

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In the GTC Cup category, it was not as close as in the previous season. Only two victories were enough for Boleslav Waszek to take the championship title. The most experienced Slovak driver Miro Konopka with his Lamborghini Super Trofeo raced only at Grobnik, yet he managed to do a great result by finishing on the podium in both races, despite a GT3 competition. Kurt Wagner won at Slovakiaring, while Bodis Kalman crossed the finish line in first place in his home race at Hungaroring.



GTC 2020

1. BOLESLAV WASZEK
2. BODIS KALMAN
3. MIRO KONOPKA
4. KURT WAGNER
5. DANIEL SKOCDOPOLE



LMP cars



LIGIER JS P217

ARC BRATISLAVA

V8

4.200 ccm

600 PS

555 Nm

Six-speed, sequential

900 kg



NORMA M30 LMP3

Autoklub JV Sport Racing

V8

5.000 ccm

420 PS

550 Nm

Six-speed, sequential, paddle shift

900 kg





After Slovakiaring Miro Konopka, one of the most successful Slovak racing drivers, switched his Lamborghini for a prototype Ligier JS P217 from LMP2 category, which he also drove at the 24 Hours of Le Mans. With the most powerful car on the grid, he dominated the standings and took a clear victory.

His Mato then raced in the prototype category in Slovakia, ahead of delighted fans. The JV Sports team of Vaclav Janik with Petr Lisa and Jiri Svoboda also had a successful season, with Petr Lisa taking a podium at Slovakiaring and Brno to take the second place in the category



LMP 2020

1. MIRO KONOPKA



2. PETR LISA



3. TOMAS MINIBERGER



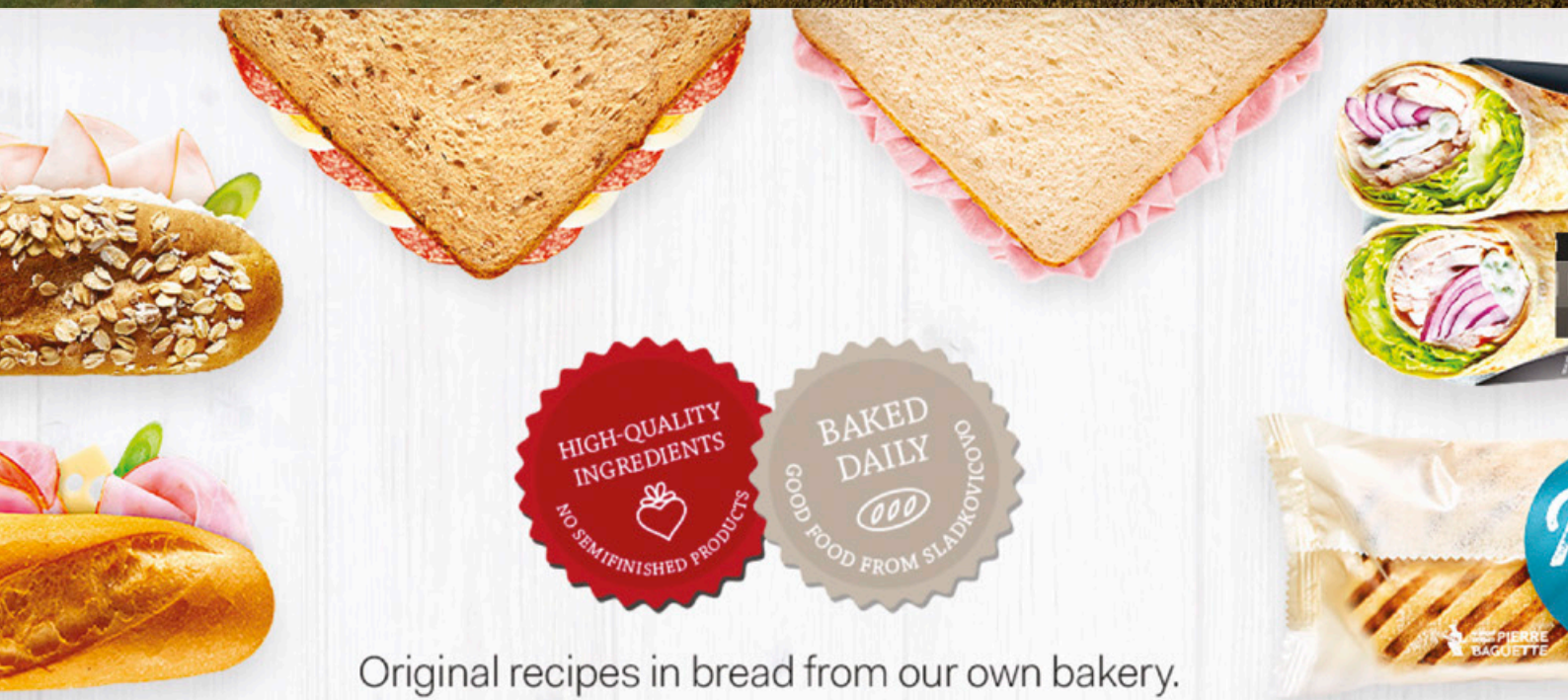
4. MATEJ KONOPKA



5. JIRI SVOBODA



SLOVENSKÝ SVETOVÝ OKRUH



Good food. Now.



How much did the COVID pandemic affect your 2020 racing plans?

Of course, the pandemic has affected everybody around us and even my racing calendar. At the beginning of the year, I still managed to race in the Asian Le Mans series at Bend, Australia. We race there regularly, but after that came a long COVID-19 break. Because we didn't finish the ALMS series, we were ineligible for the 24 Hours of Le Mans race. That's probably the only race in the world, for which you really need to qualify. The racing started halfway through the year and luckily, the ESET Cup organisers managed to put together four really solid events with a decent grid.

You race regularly in the Central European region. Was there anything that surprised you about this year's ESET Cup?

Probably only that even despite a difficult economic situation, the ESET Cup managed to keep its good quality of racing.

Which race weekend did you enjoy the most?

For me, the best race was the final Endurance race at Hungaroring. Unfortunately, the Hungarian stewards discredited the whole event, that just does not reflect on the quality of the Central European Zone and ESET Cup racing. And Grobnik, where we had a great battle with Daniel Skaliczky with GTs.

In Grobnik, you raced with a Lamborghini Huracan, but then you switched to Ligier LMP2. Why?

I raced with GT cars for almost twenty years and recently, I'm really against the current politics of the FIA regarding the BoP, even though that's something out of our hands. So, I've decided to try something new. And I've been focusing on Le Mans LMP prototypes more over the past two years anyway.

Did you manage to race in some other races as well?

In July, we took part in a 12-hour race at Monza, where me, my son Matej and Matej Homola won our class with a Lamborghini Huracan. And I also managed to race in GT Open with Zdeno Mikulasek at Hungaroring, where even



despite a horrible BoP for our Lamborghini, we managed to take a podium in our class. Right after that race, I sold the car to China and refocused myself even more on the LMP class.

What about your 2021 plans?

I have many racing plans for the 2021 season again. Let's wait and see what the COVID pandemic is going to allow us. The Lamborghini Supertrofeo is now heading to 24H Dubai, the new Ginetta LMP3s are on the way to Abu Dhabi for Asian LMS and maybe we're going to try the TOP level of what we can do in our category, but I don't want to speak too much about it. But, see you in March at Sebring!

TCR Eastern Europe



Audi



AUDI RS3 LMS SQ

GM RACING TEAM
HORNAK-ADITIS
MAIR RACING OSTTIROL

inline 4 turbocharged
1.998 ccm
340 PS (6.200/min)
460 Nm (2.500/min)
Six-speed, sequential, paddle shift
1.265 kg



CUPRA



CUPRA LEON COMPETICION TCR

FULLINRACE ACADEMY

inline 4 turbocharged
1.984 ccm
350 PS (6.800/min)
410 Nm (2.500/min)
Six-speed, sequential, paddle shift
1.265 kg



CUPRA



CUPRA TCR SEQ

ASK VESNIC
AK DUBROVNIK RACING
FULLINRACE ACADEMY
MICANEK MOTORSPORT pwrđ by BUGGYRA
ZENGO MOTORSPORT

inline 4 turbocharged
1.994 ccm
340 PS (6.200/min)
420 Nm (2.500/min)
Six-speed, sequential, paddle shift
1.265 kg

HONDA CIVIC TYPE R FK2 TCR

HONDA WYSZOMIRSKI



inline 4 turbocharged
 1.998 ccm
 340 PS (6.200/min)
 420 Nm (3.800/min)
 Six-speed, sequential, paddle shift
 1.265 kg

**HYUNDAI I30 N TCR**

ACCR CZECH TALENT TEAM

ARC BRATISLAVA

BM RACING TEAM

M1RA MOTORSPORT

STEFANOVSKI RACING TEAM

inline 4 turbocharged
 1.998 ccm
 340 PS (6.600/min)
 460 Nm (3.200/min)
 Six-speed, sequential, paddle shift
 1.265 kg

**VOLKSWAGEN GOLF GTI TCR SEQ**

BTC MASZYNY

GT2 MOTORSPORT

RTM MOTORSPORT

inline 4 turbocharged
 1.994 ccm
 340 PS (6.200/min)
 420 Nm (2.500/min)
 Six-speed, sequential, paddle shift
 1.265 kg



TCR Eastern Europe



The second season of the TCR Eastern Europe series was won by Dusan Borkovic. The 36-year-old Serbian, who is 207 centimetres tall, and has lots of experience including WTCC, TCR Europe and even is the ETCC race winner, confirmed his role as a favourite. He won all eight races and also was unstoppable in qualifying. He managed to collect 200 points and broke the series record. But behind him, it was a tight battle for the podium. Last year's winner Milovan Vesnic and Jachym Galas had the same number of points, but Vesnic had three second-place finishes, while Galas had only two, so he had to settle for the third place. Even though the Serbian had to miss the Slovakiaring weekend due to the COVID-19 restrictions. Galas then won at least the Junior

championship. In the teams' standings, it was the M1RA team from Hungary that took the glory, thanks to its driver Dusan Borkovic.

Even despite the ongoing pandemic, the TCR Eastern Europe always had a large grid. There were 23 drivers in total, from 9 countries.










Young guns also did really well. Michal Makes, Szymon Jablonski and Sandro Soubek, who all came from the Renault Clio Cup, managed to take a podium. And also, Dusan Kouril jr. and Tomas Koreny. The Hungarian driver Boldizs Bence then used the TCR Eastern Europe series to prepare for the WTCR season, just like his teammate Gabor Kismarty-Lechner. And both have already managed to score points in the WTCR series.



TCR Eastern Europe



23 DRIVERS

	6
	5
	4
	2
	2
	1
	1
	1
	1

RACE FORMAT

1x FREE PRACTICE 25“

1x QUALIFYING 25“

2x RACE 25“

TYRES

YOKOHAMA 250/660 18“




TCR Eastern Europe








Dusan Borkovic proved his qualities during his debut. While Milovan Vesnic fought hard, it was good enough only for second place in both races. Mato Konopka took two third places.

race 1

1. DUSAN BORKOVIC 
2. MILOVAN VESNIC 
3. MATEJ KONOPKA 

race 2

1. DUSAN BORKOVIC 
2. MILOVAN VESNIC 
3. MATEJ KONOPKA 



TCR Eastern Europe



The sunny and beautiful weather at Slovakiaring was all Dusan Borkovic needed. Dusan Kouril jr. finished second ahead of Sandro Soubek, who crossed the finish line in third place during his debut. Boldizs Bence took the podium in the second race ahead of third Soubek again.





race 1

DUSAN BORKOVIC
DUSAN KOURIL JR.
SANDRO SOUBEK



race 2

1. DUSAN BORKOVIC
2. BOLDISZ BENEC
3. SANDRO SOUBEK



TCR Eastern Europe



Dusan Borkovic did well at Brno as well as he clinched his championship victory there. The biggest surprise was Sandro Soubek, who finished second after a dramatic finish with Szymon Jablonski in third place. Vesnic took the lead in the second race, but Borkovic quickly retook it, as Jablonski grabbed another podium. Brno marked his best weekend of the season.





Brno



race 1

DUSAN BORKOVIC



SANDRO SOUBEK



SZYMON JABLONSKI



race 2

1. DUSAN BORKOVIC



2. MILOVAN VESNIC



3. SZYMON JABLONSKI



TCR Eastern Europe



Borkovic did not slow down even in the last race of the season, taking the record number of wins and points. Behind him, it was all about juniors. Galas, the best junior of the season, finished twice in second place. In the first race, the third place went to Tomas Koreny from the ACCR Czech Talent team, with Michal Makes finishing on the podium in the second race.





Hungaroring



race 1

1. DUSAN BORKOVIC
2. JACHYM GALAS
3. TOMAS KORENY



race 2

1. DUSAN BORKOVIC
2. JACHYM GALAS
3. MICHAL MAKES



TCR Eastern Europe



TCR EASTERN EUROPE 2020

1. DUSAN BORKOVIC
2. MILOVAN VESNIC
3. JACHYM GALAS
4. MICHAL MAKES
5. SZYMON JABLONSKI



Dusan Borkovic

Borkovic about the 2020 season: I can't be happier

Dusan Borkovic was absolutely dominant in the 2020 TCR Eastern Europe season. He won in all eight races and became the champion. He provided an interview for us now. In it, for example, he evaluated the 2020 season or spoke about his future plans.

Dusan, the 2020 TCR Eastern Europe season is over. You won in all eight races and became the champion in a dominant way. How would you evaluate the 2020 season?

It's an amazing feeling. It's a great encouragement in this year, which was difficult for all of us. Me and my team M1RA always worked very hard. We did our best and we took the perfect result. I can't be happier.

When we made an interview before the last round of the season at Hungaroring, you said that the your best moment from the 2020 season is the very first race in Grobnik, Croatia. It is still a valid information? Or did the Hungaroring round change something?

I considered the first race and last race of the season as my best moments from this year. Especially, I liked the congratulations from the team on the radio when I crossed the finish line of the very last race at Hungaroring. I'm very grateful to M1RA Team. It is our big success.



You took the dominant victories in the first few races and became the big favourite very quickly. What is in the mind of racing driver, who is in that situation and only victories are expected from him? How difficult is it to stay focused?

I'm racing over 25 years. I experienced the seasons in which I was a favourite. But I had also seasons, in which I was an underdog. But I approached to all of them with the same professionalism and with the same goal – to win. I'm a natural racing driver and I don't calculate much. I just do what I know and I try to improve.

In Race 2 at Automotodrom Brno and in Race 1 at Hungaroring, you had a strong opponent in the opening phases – Milovan Vesnic. He passed you after the start and took the lead. What was in your mind in these situations, which were unusual for you this year? Did you think that you can even be defeated? I wasn't worried about going back to the lead. I had two bad starts, but I knew how to beat the mentioned opponent. I didn't rush, but how you could see, it didn't take a long time and I returned to the lead.

What do you think about Milovan Vesnic? How would you evaluate him as a racing driver and as a human? I actually didn't race much against him, because I was in front every time. But I don't have a big opinion on him as a human. When he didn't start at Slovakia Ring, his team blamed my team for it. I wouldn't comment it further.

Did you progress in your decision about future in some way? Do you already have some idea where you will race in the 2021 season?

At the moment, it's a difficult to make some exact decision because of the coronavirus situation. I will wait a little bit longer with the final decision. It will depend on the development of the coronavirus situation. This year, it was very difficult to get to every race weekend at all. And I know it will be the same next year. We will make the decision with my team in the upcoming weeks.

Now I have last question and try to be as right as possible please. What is the probability that you will race in TCR Eastern Europe also next year? Try to express it as a percentage, for example. 50% (he is smiling – editorial note).

TCR Eastern Europe



In the Junior standings, that is limited to drivers under 21 years old, the reigning champion Jachym Galas managed to defend his title. Despite Szymon Jablonski and Michal Makes were solid rivals for him, in the end, the GT2 Motorsport driver had a great performance at the final round at Hungaroring that decided the season.

Jablonski did not manage to keep his second place in the standings, even though he had six points more than Makes before the final race as the Czech driver from Brno took his first podium of the season. The Polish talent Szymon Ladniak also had a successful weekend at Hungaroring.





TCR Eastern Europe Junior

TCR EASTERN EUROPE JUNIOR 2020

1. JACHYM GALAS
2. MICHAL MAKES
3. SZYMON JABLONSKI
4. DUSAN KOURIL Jr.
5. SZYMON LADNIAK





Jachym, which race do you consider to be your most successful one?

Most definitely the final race at Hungaroring. It was a wet race, and I was able to get ahead of a very experienced Milovan Vesnic, the last year's champion, right at the beginning. And then I also added the fastest lap of the race. I couldn't have hoped for a better season finale.

It was a much better performance than in Brno in September. What changed?

Brno wasn't easy. I had a BoP that put a heavy load on the car, so it wasn't so competitive. I didn't have anything like that at Hungaroring and I also had a new software update, so I believed myself more.

How did you enjoy the second season of the TCR Eastern Europe?

To be honest, I didn't expect such competition. After last year's second place, I wanted to go for the championship title, but that didn't work out. The racing is better, so in the end, being a Junior champion and to finish third, I'm happy about it. The only disappointment is that I couldn't beat Vesnic, even though it was tight, and we had the same amount of points. As an experienced driver, he didn't make any mistakes and it took me until the very end to beat him. And only the second-place finishes had decided it. That's why I'm even more disappointed about the disqualification from Slovakiaring, which I still don't think was fair. I finished second, but then during the technical scrutineering, the car was too low at one point. But it was just damage after the race, there was no intention to get an unfair advantage.



How was it to be on the grid with such a star like Dusan Borkovic?

It was the first time I raced against such an excellent driver, but I didn't enjoy it too much. In qualifying, it was clear that we stood no chance. The gap was not 2 or 3 tenths, but 2 seconds. In the race, he always built a huge gap in the first lap already. But that made the fighting behind him even better.

What about your plans for the next season?

I want to race in the TCR Eastern Europe. We're also considering the ADAC Cup, but my biggest wish is to make it to the TCR Europe. But I also need to focus on school, as I'm graduating from a German gymnasium.

TCR Eastern Europe best team



The M1RA Motorsport won the team's championship thanks to a perfect Dusan Borkovic. For the Serbian driver, it was his first season with the Hungarian team, and he could always counted on the perfectly prepared Hyundai i30 N TCR, thanks to the WTCC and WTCR mechanics. The team M1RA was set up by Norbert Michelisz, one of the most successful Hungarian racing drivers, in 2017. Michelisz also has experience from WTCC and he won the WTCR back in 2019.

TCR EASTERN EUROPE BEST TEAM 2020

1. M1RA MOTORSPORT
2. GT2 MOTORSPORT
3. ASK VESNIC
4. MICANEK MOTORSPORT pwr'd by BUGGYRA
5. BM RACING TEAM



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FORMULA cars

DALLARA F317

PFM (PAOLO BRAJNIK)
GT2 MOTORSPORT
H-KART CLUB v ACR

inline 4 naturally aspirated
2.000 ccm
240 PS
Six-speed, sequential, paddle shift
580 kg



DALLARA F3

FRANZ WÖSS RACING
FRAS MOTORSPORT
JO ZELLER RACING

inline 4 naturally aspirated
1.998 ccm
210 PS (6.000/min)
270 Nm (5.200/min)
Six-speed, sequential, paddle shift
560 kg



TATUUS F4-104

BUGGYRA ZERO MILLAGE RACING
F-RACING 2000 – GENDER RT
PROCAR MOTORSPORT

inline 4 turbocharged
1.400 ccm
160 PS (5.500/min)
240 Nm (3.500/min)
Six-speed, sequential, paddle shift
570 kg



22 DRIVERS

	6
	6
	4
	3
	1
	1
	1

RACE FORMAT

2x QUALIFYING 25

2x RACE 25"






FORMULA

Paolo Brajnik took the championship crown in single-seaters. He won both races in the overall standings at Grobnik and Slovakiaring and he added his fifth victory at Hungaroring. For the third time in a row, he won the Open class. Vladimir Netusil finished second, taking two podium finishes, ahead of Danny Luderer. Ralph Pütz won the F3 class, with Benjamin Berta taking the glory in the F4. Sandro Zeller was also one of the winners this season.








FORMULA open 2020

1. PAULO BRAJNIK 
2. VLADIMIR NETUSIL 
3. DANNY LUDERER 






FORMULA

F3 2020

1. RALPH PÜTZ 
2. DANIEL TAPINOS 
3. LUCA IANNACCONE 

F4 2020

1. BENJAMIN BERTA 
2. PATRICK SCHOBER 
3. YASMEEN KOLOC 





How would you compare this year's success to your previous seasons?

The current Formula 3 season was, of course, my most successful yet – with completely unexpected titles in the FIA CEZ series in the F3 class, in the F3 standings at the ESET V4 Cup and in the trophy classification of the Drexler F3 Cup. In addition, I finished third overall in the Drexler F3 Cup and second in the F3 AM standings of the Italian Topjet Formula Trophy. There is no more – and I am extremely grateful that I was able to experience it all in this way.

Which race of the season was the best for you? And which one was the unluckiest one?

As a rain specialist, of course, the second run at the Hungaroring gave me the most pleasure. There, I finished second in the FIA CEZ F3 behind my team-mate Antonin Sus, but until two corners before the finish flag, I was still ahead of him, but then I made an error. But I wasn't unlucky at all this season – quite the opposite!

How satisfied were you with the car performance?

I drive an older Dallara, but thanks to the professionalism of the Franz Wöss Racing team, the car was always optimally prepared and competitive. The car is always

kept almost in the new condition by the team, which of course pays off in the long term.

To what extent has the COVID pandemic influenced your race preparations?

Personally, I didn't mind, because I kept myself fit anyway and was happy to be able to drive at all. But the pandemic has presented the team with great logistical challenges, because after the race cancellations in the Spring, we raced four weekends in a row in late Summer. That meant we were „on the road“ almost permanently with the trucks and had to improvise. But this challenge was also great fun!

Have you also participated in other races apart from the Central European zone?

We took everything that was possible for us under COVID conditions: FIA CEZ, Drexler Formula Cup, ESET V4, TOPJET Italian Formula Trophy.

What are your plans for the next season?

I intend to continue driving a Formula 3 and hope to be looked after by Franz Wöss Racing with my car again. Hopefully COVID won't dictate the dates, but some normality returns.



Benjamin Berta



How would you rate this year's success in your racing career so far?

I would rate my hole year a solid 7 out of 10.

Which race of the season was the best for you and vice versa, which was the worst?

The best race of the year was Imola because we had a safetycar period in the last 7-8 minutes and after that I managed to defend my 1st place.

The worst race of the year was at the Hungaroring because we had three races on the weekend i was leading the championship until the 3rd race. I couldn't race on the 3rd race because of the administration mistake and I have lost the championship with this what I could win.

How satisfied were you with the car performance?

It wasn't bad but we need develop about setup of the car for the next season.

To what extent has the corona pandemic influenced your race preparatio?

The COVID-19 wasn't influenced my race preparation. I went to the gym everyday and that helps me a lot.

Did you also take part in races outside the Central European Zone?

Yes I took part in the the Drexler Formel Cup which I won in the F4 category and I also took part in the Hungarian Championship where I finished 2nd , I also write the reason in the 2nd question.

What are your plans for the next season?

My plans for the next season is to continue my hard work what I did in this year and also to take part in the Italian F4 Championship and to be in the top 5 in overall.





How would you rate this year's success in your racing career so far?

I think it was a great year where I learned a lot and managed to be the winner of multiple championships.

Which race of the season was the best for you and vice versa, which was the worst?

The race at the slovakiaring went well and the victory felt really good. On the other hand the weekend at Brno was a much more difficult one but still a nice result.

How satisfied were you with the car performance?

I think the team did a great job setting up the car and it was great feeling while driving.

To what extent has the corona pandemic influenced your race preparatio?

The corona pandemic made the entire racing worlds working much harder and everything was much more different but we still managed to compete at every race.

Did you also take part in races outside the Central European Zone?

Yes, one race at the Salzburgring which is also a home grandprix for me and the result was also decent so those are some good memories.

What are your plans for the next season?

Im not sure as of yet when we will be able to get back on the track again because of the pandemic which makes planning very hard.



RENAULT CLIO CUP Car



RENAULT CLIO CUP IV

AMKK COBRA VOROVITICA
BASENHURT
BM RACING TEAM
BUGGYRA ZERO MILLAGE RACING
CARPEK SERVICE
LEMA RACING
MSC ROTTENEGG
ZSP MOTORSPORT

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



RENAULT CLIO CUP

17 DRIVERS



4
4
3
2
1
1
1
1

RACE FORMAT

1x QUALIFYING 25"
2x RACE 25"

TYRES

HANKOOK 215/615 R17



RENAULT CLIO CUP



Tomas Pekar won the Renault Clio Cup championship already after Brno, where he took his sixth win. He is an experienced driver, but as a favourite, it was not easy for him with tough competition, like the Polish brothers Rzepecki, Pawel Wysmyk, his teammate Jonas Karklys or Mark Mramor

RENAULT CLIO CUP 2020

1. TOMAS PEKAR
2. ADAM RZEPECKI
3. PAWEŁ WYSMYK
4. TOMASZ RZEPECKI
5. MARK MRAMOR







RENAULT CLIO CUP



RENAULT CLIO CUP junior



RENAULT CLIO junior 2020

1. MARK MRAMOR 
2. LEVENTE LOSONCZY 
3. ALIYYAH KOLOC 
4. JASMEEN KOLOC 



Tomas Pekar

Tomas, how much did your racing plans change with the COVID pandemic?

When the COVID-19 appeared, there was chaos, races were cancelled, so I had to change my schedule. We had to race in whatever it was possible. Our team Carpek Service is a series regular in the ESET Cup, so it wasn't a problem to prepare the third car for me. The race weekends were perfectly organised, everything worked smoothly, and we managed to do the whole programme. That was nice.

How did the role of a series favourite feel?

I didn't really admit that to myself, but it's true that I've done a lot of driving with the Clio and I knew three out of four circuits perfectly well, so that helped a lot. We had nice races, the team worked great and technical issues were avoiding us. I won seven races, but it was not as easy as it might have looked. But I was also lucky.

How badly did you feel about that lost race at Hungaroring?

Not too bad, it was just a couple of coincidences. Just before, in Brno, I took my sixth victory, and I was untouchable in the championship. So, I decided to try a TCR in Hungary. However, in the practice session, the car stopped braking and I hit the barriers in 165 kph. That was a big hit, and I went to the hospital. I was just



shaken, so I left. But I couldn't continue with a TCR, so I returned to the Clio car. I didn't feel too good, but I managed to do two qualifying laps. I set the sixth-fastest time and I knew that a podium finish would be a success. It was tough to get in front, so I finished third. But it was all forgotten in the second race that was in wet conditions, where my experience helped a lot.

You raced at Grobnik for the first time, how did you enjoy it?

Whenever I race somewhere for the first time, it's always a challenge. Grobnik surprised me because it's a natural circuit with a nice and smooth surface. I really liked it there and I enjoyed winning both races. Also, I added a nice holiday by the sea and that was beautiful.

Are you going to race in the TCR Eastern Europe next year?

I'm doing everything I can to be in the TCR Eastern Europe next year. I really like the TCR category, the technical and the sporting side, and I'd like to move forward. We'll be working a lot on the SEAT Cupra TCR over the winter. Maybe our team will enter two cars. And we want to continue with the Renault Clio Cup category.



RENAULT TWINGO CUP Car



RENAULT TWINGO CUP

AK LAMKO
ASK GAGA AVALA
KRENEK MOTORSPORT
LEMA RACING






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



RENAULT TWINGO CUP



20 DRIVERS

	13
	3
	2
	1
	1

RACE FORMAT

2x QUALIFYING 25"

2x RACE 25"

TYRES

NANGANG 195/50 R15



RENAULT TWINGO CUP



Once again, this season proved to be more of a Slovenian cup. And not even the fact that this category, which is a perfect starting point for young drivers, offered the most thrilling and tightest battles, changed anything about it. The competitiveness was confirmed by having six winners in six races.

In Grobnik, Robida and Ivanusa made it to the top step of the podium followed by Marinsek and Glazer at Slovakiaring. Brno went perfectly well for Trcek and Stefancic, who also took the championship lead there. But he was closely followed by Jaka Marinsek, who then did not hesitate at Hungaroring to finally take the championship victory after finishing second in the year before.

The most difficult race came at Slovakiaring due to the high temperatures. The asphalt had 50°C before

the first race. Soon after the start, the whole grid split into smaller groups. Heading into the final lap, there were seven drivers in the lead group. In the end, it was Marinsek who had the best finish, closely followed by Prunek, who started from tenth place. Coza finished third, within one second behind them. Glazer then won the second race, ahead of Marinsek by just 0.178 seconds. The TOP 10 also featured two Czech drivers Bumbalek and Rejlek.

Thousands of the second also decided the race at Brno. The first race was all about a fantastic battle between Tomaz Trcek and Stefancic, and the race winner had to be decided with a photo finish, because the gap between them was only 0.003 seconds. In the second race, Stefancic managed to finally beat Glazer, but once again, by a very narrow gap of 0.052 seconds.



RENAULT TWINGO CUP



RENAULT TWINGO CUP 2020

1. JAKA MARINSEK
2. NIK STEFANCIC
3. LUKA GLAZER
4. MATEJ IVANUSA
5. TOM A. GRUENFELD



RENAULT TWINGO CUP junior



RENAULT TWINGO CUP junior

1. NIK ŠTEFANČIĆ



2. NIK PRUNK



How would you compare this year's success to your previous seasons?

It's nice to win a championship for sure. As our family team is the co-organiser of the series, I didn't attend all races, as my goal was also to help other drivers and to test different cars if they had issues. So, as I mentioned, it's a good feeling but also in the past I had some great races in other championships which honestly mean more to me than this championship.

Which race of the season was the best for you? And which one was the unluckiest one?

For me, the best race was the second race at Grobnik where I started from the last place due to technical issues and then finished in third place with a photo finish of the first 3 drivers. The race weekend at Brno was very bad for me, as I had some technical issues during the whole weekend.

To what extent has the COVID pandemic influenced your race preparations?

For sure, there were issues because of the COVID pandemic, more for us as a team than for me as a driver, especially with travelling to and from race weekends due to the travel limitations.

Have you also participated in other races apart from the Central European zone?

No, this year I took part only in the Twingo Cup which was part of the FIA CEZ.

What are your plans for the next season?

For sure, I have some wishes and plans but it depends. I would like to race in one or two TCR Eastern Europe races and I hope to do at least the race at Grobnik.



GT3

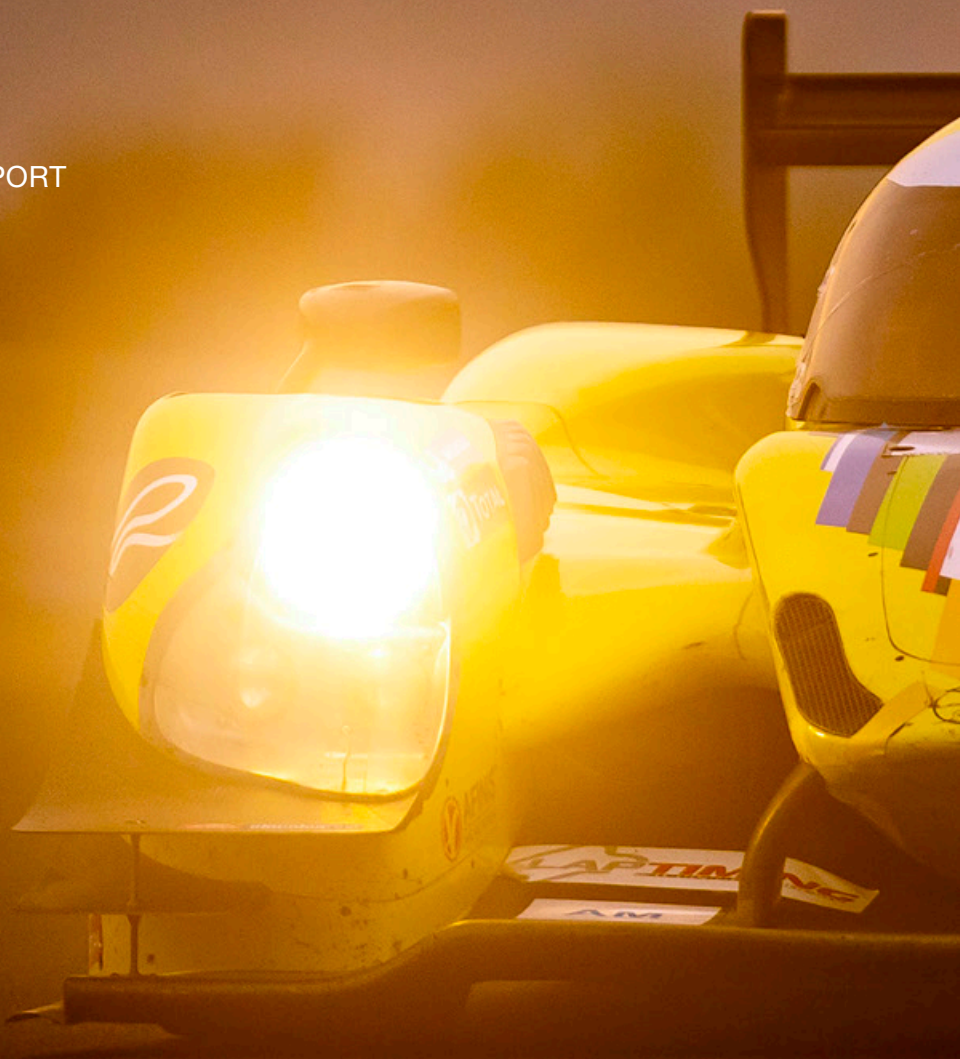
BOVI MOTORSPORT
BUGGYRA ZERO MILEAGE RACING
DUCK RACING AUTOKLUB v ACR
GT2 MOTORSPORT
OLIMP RACING

GT4

AK ANVI RACING TEAM
GOOD SPEED RACING TEAM
RTR PROJECTS
TREVOR RACING

TC-3.5

BM RACING TEAM
BTC MASZYNY
FULLINRACE ACADEMY
GT2 MOTORSPORT
HORNAK-ADITIS
WIMMER WERK MOTORSPORT
ZENGÖ MOTORSPORT



GTC

ARC BRATISLAVA
GT SPORTS TECHNOLOGY

LMP

ARC BRATISLAVA
AUTOKLUB JV SPORT RACING
BM RACING TEAM

CLIO CUP

BUGGYRA ZERO MILEAGE RACING
CARPEK SERVICE
MSC ROTTENEG



ENDURANCE



50 DRIVERS

	20
	9
	6
	6
	4
	2
	1
	1
	1

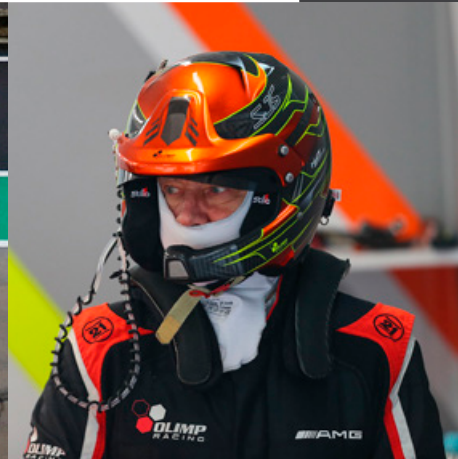


RACE FORMAT

1x QUALIFYING 25"
1x RACE 60"



ENDURANCE





Four winners, star drivers and exciting battles, those were the Endurance races. In Grobnik, the one-hour race was won by the GT2 Motorsport team with Libor Milota and Sergej Pavlovec. Slovakiaring had two winning stars in David Vrsecky and Tomas Enge from the Buggyra Zero Mileage. In Brno, it was Daniel Skalicky, while Marcin Jedlinski from Olimp Racing crossed the finish line in first place at Hungaroring. In Hungary, there was another truck racing champion racing for Buggyra, this time Adam Lacko who raced together with Aliyyah Koloc. The finished second. Daniel Skalicky won the championship, as he took a podium in each race. Gregor Zsigo and Stefan Rosina from the Trevor Racing team finished second ahead of Sergej Pavlovec. The best TCR duo was Mirecki / Jablonski.





Endurance GT 2020

1. DANIEL SKALICKY



2. GREGOR ZSIGO / STEFAN ROSINA



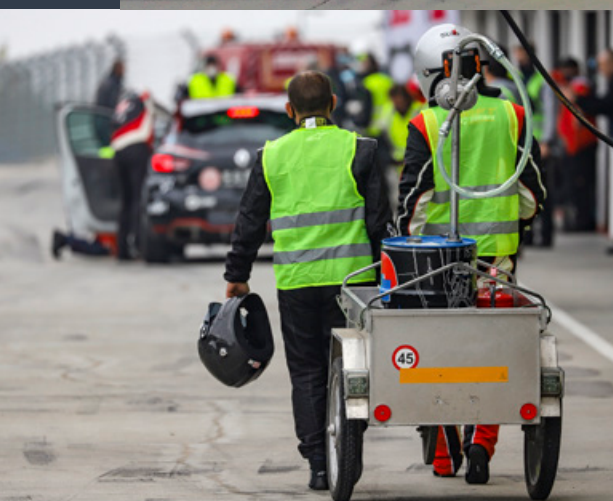
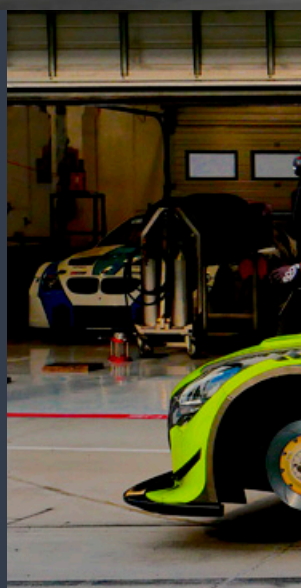
3. SERGEJ PAVLOVEC



4. SZYMON JABLONSKI / BARTOLOMIEJ MIRECKI



5. PETR FULIN / CAROL WITKE



ENDURANCE GT3

Endurance GT3 2020

1. DANIEL SKALICKY
2. GREGOR ZSIGO / STEFAN ROSINA
3. BODIS KALMAN
4. LIBOR MILOTA / SERGEJ PAVLOVEC
5. DAVID VRSECKY / TOMAS ENGE



ENDURANCE GT4



Endurance GT4 2020

1. TOMAS MINIBERGER
2. FERENC FICZA
3. SERGEJ PAVLOVEC
4. LUBOMIR JAKUBIK
5. FILIP SAJLER



ENDURANCE TC-3.5



The TCR category offered a very tight battle between Bartolomiej Mirecki, Szymon Jablonski and Petr Fulin with Carol Wittke. The championship was decided at Hungaroring, where the Polish drivers took three victories, but without their competitors. Lukasz Stolarczyk finished third.

Endurance TC-3.5 2020

1. SZYMON JABLONSKI / BARTOLOMIEJ MIRECKI
2. PETR FULIN / CAROL WITKE
3. LUKASZ STOLARCZYK
4. RADIM ADAMEK / MIRO HORNAK
5. BARTOSZ GROSZEK



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ENDURANCE

We know the BM Racing Team from the Formula category races, but for this season you have changed the cars and celebrated new successes in Clio Cup and TCR. Is this a long-term change, or will your team return to the single-seaters?

Yes, right! Before, we raced Formula cars for a few seasons, but for now, we've decided to stop – but we still have a car at home and we use it for test days, to teach our drivers and to have some fun on the track! The Clio Cup wasn't new to us, since we already started in another Cup series back in 2015 and we achieved a lot as well. Only the TCR cars are new to us, but we used all our experience from the previous series and from the last year when we drove a VW Golf in Poland. That car is close to the TCR. Before the season, we didn't know how it is going to go, but now I can say that our team has done a good job and a big step for the future!

Pawel Wysmyk finished third in the Clio Cup, Szymon Jablonski fifth in the TCR Eastern Trophy, and together with Szymon you won the endurance title in a very strong TC car class. Are we going to see you in a race car next year? And if so, in which one?

At first, I would like to congratulate our drivers for all the trophies they have won. And also, congratulations to the rest of the drivers, because it was a scary-short-fast motorsport year. Pawel used a lot of experience from previous years which gave him a big advantage over the others for the whole year. He got one really bad race – at Slovakiaring when he was on P2 and just 5 minutes before the end of the race his tyre exploded. He lost

a lot of points there, which made it difficult for him for the rest of the season. But in the end, everyone is happy about the final result. As well as for Szymon, for whom the new car was a big step, but also the new tracks and new experience. He did a lot of good work. We've worked with him so hard since his first laps on the track, and you can see that in results – while in the first race, if you reversed the results, he was "on a podium" but just 2 race weekends later at Brno, he really made it on the podium in TOP 3 and took his first trophy home from a race. We were all very happy. Together with Szymon, we won the Endurance TC Class, which wasn't so easy as there were a lot of drivers on the grid in our class. Every weekend that we raced together with Szymon and the team, we did a really good job. For us, the most important was to focus on driving systematically, to save tyres, learn how to drive long stints and to think about everything around us – it's not a Sprint where you can win a race in the first corner – for me, the endurance style wasn't anything new, because just a year earlier, I won the same class in a Polish championship with another good driver from our team Karol Urbaniak, so in this case, my role was not only being a driver and a team boss but also a coach for Szymon. My goal was to make us the strongest and the fastest pair on the grid – and I think we did that, and I'm really happy about that. For 2021, we can't really tell much right now, due to the COVID situation. We have some plans, but we don't know what exactly is going to be possible in the future, we need to wait – we would like



to know soon though, so we can prepare, but you know how it is now...

This season you were also very successful in sim racing, with the 3rd place in a sim TCR Eastern Europe series and also a 3rd place in the ESET iSERIES. What are the main differences for you between real and virtual racing?

The only thing that is the same are the names of the cars, the names of the tracks and the names of some drivers! Virtual and real racing are completely different. But I was really happy to start in this series because if I joined in the middle of the season, I wouldn't be able to fight for the final win. The ESET iSERIES was much harder for me. I was so fast in the qualifying, where I won in 4 out of 5 races, but in every race, I couldn't find "my way". The craziest was the last race when before the last race, there were the same 3 drivers fighting for the championship, who were also battling for it in the real racing. What was really nice for me, was the fixed setups for all drivers. In my opinion, the setups in virtual and real racing are completely different, and also it allows us to spend more time trying to learn to the fast laps than changing everything in the 'garage'. The TCR was much more fun, with more contacts, reverse grids, strategies, and more Polish drivers, as we all drove together, talking during the races and we laughed a lot. In that series, I think I was much faster than in the GT3 series. I won more races, but if you start in only half of the events, it's impossible to win the whole championship. But I had good results in all races and won all 3 qualifying,

so it was the P3 in the end and I'm really happy about it. Also, congratulations to all drivers in both series! I hope that there will be some sim racing events also during the winter. It was so much fun for us.

Szymon Jabłonski showed some excellent performances and rightly won the ESET Junior Trophy. How do you rate his first TCR season?

The decision about his start in the TCR was crazy and so fast. Just a few days before the season started, we found a car and bought it! He didn't do many laps before the race in Croatia. As I said, we started from low results, but with the hard work from him, the team and the coaching, it was a step-by-step, before we finally reached the podium. I'm really happy about his progress and I'm pretty sure that from 2021, we can start from a much better position and try to fight for a better final result. But first, we need to wait for a COVID situation and what kind of season plan will his sponsor prepare for him.

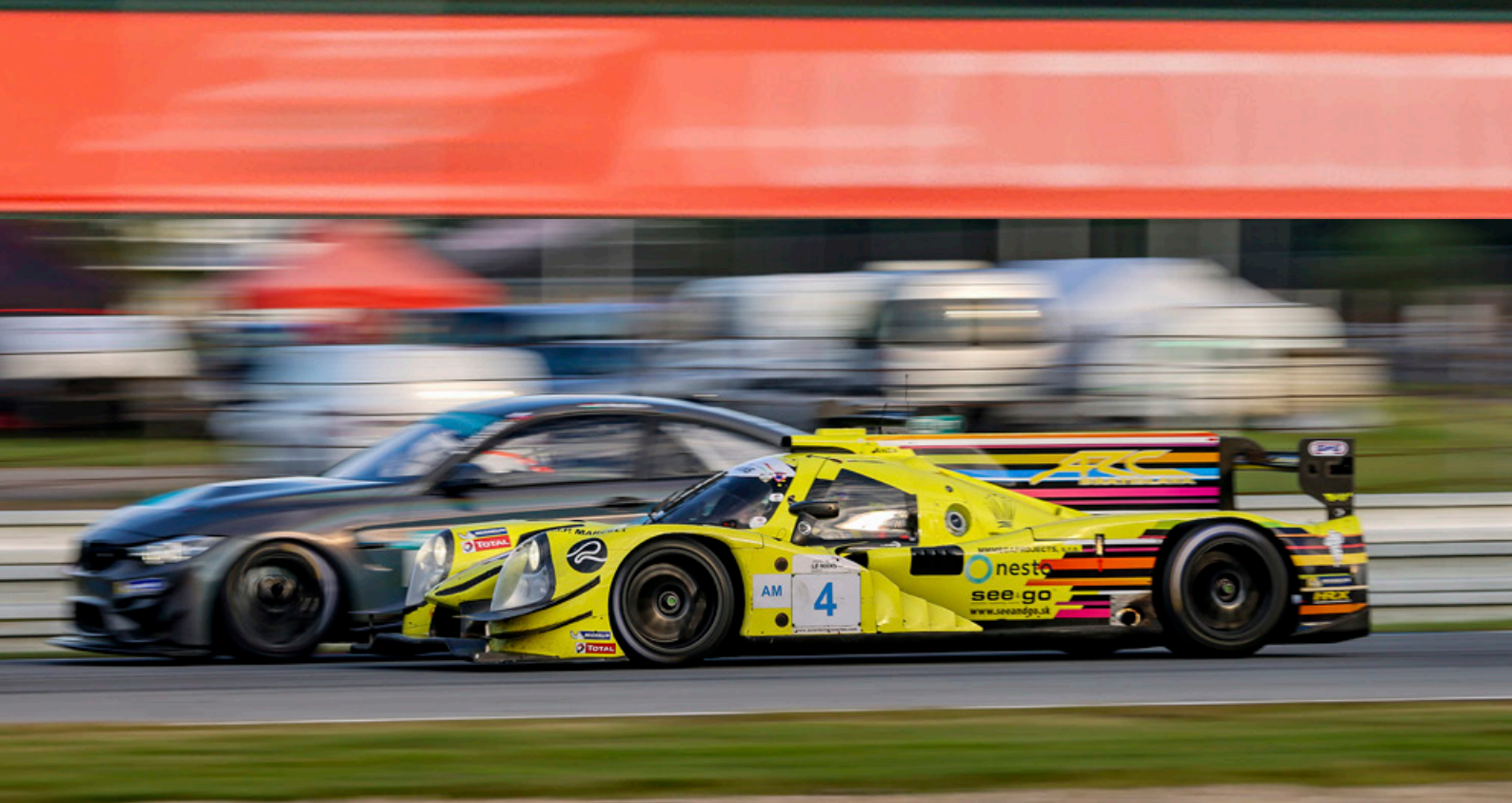
Poznan is new in the TCR Eastern Europe calendar for the next year. How important is a home race for you and your team?

Everyone likes to race and especially to win a home race, because "it's your track" and also, at home events, you can see your sponsors, family, friends, etc. of each driver, that gives you that extra boost to be as quick as possible. Also, Poznan is such a nice track and trust me, it is not as easy as it looks on the map. So, from my point of view, I'm really happy if we can race there and hopefully Poznan will stay on the calendar for a long time.



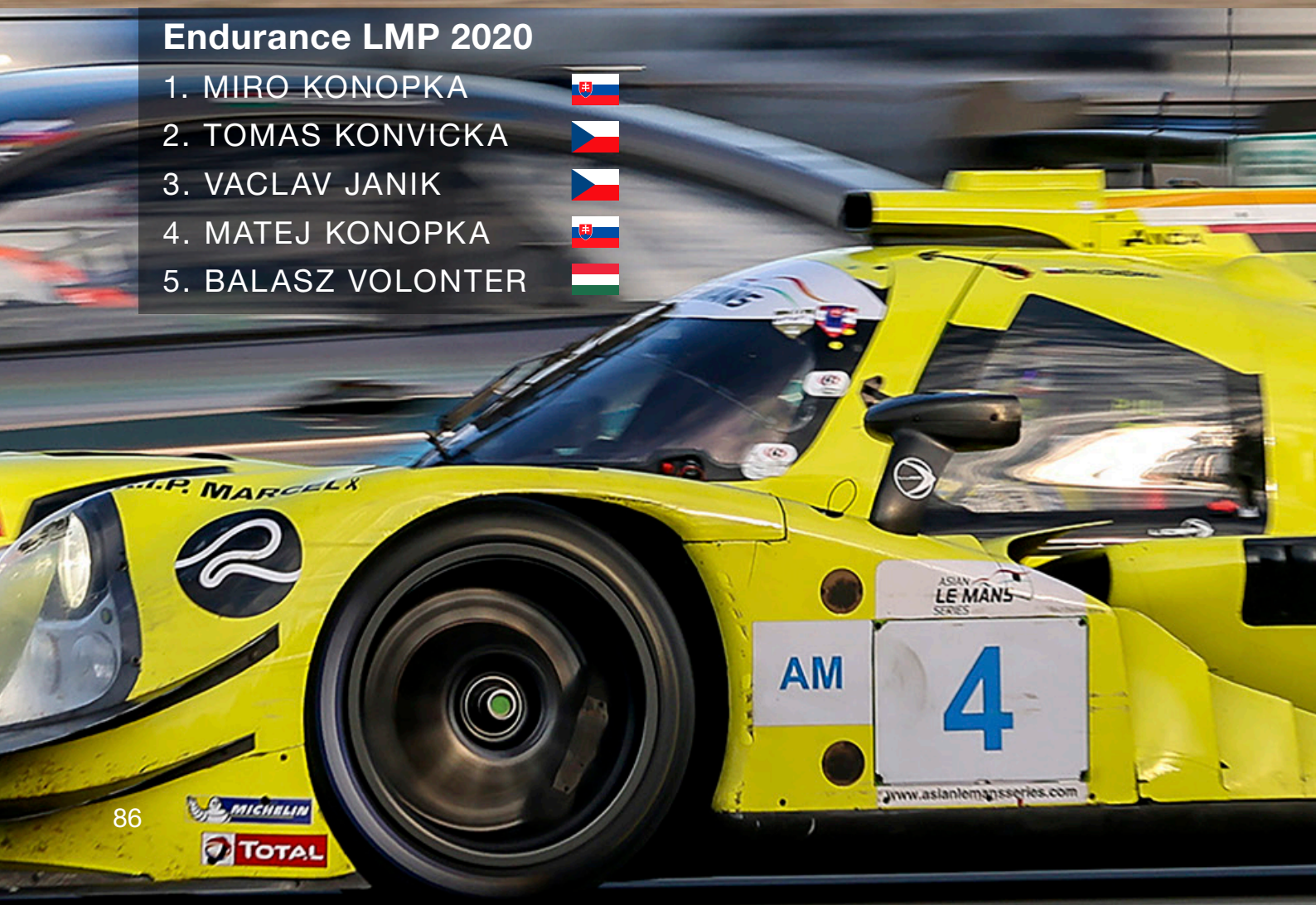
ENDURANCE LMP

Miro Konopka won the LMP category with the most-powerful car in this category, a Ligier JSP2 LMP2.



Endurance LMP 2020

1. MIRO KONOPKA
2. TOMAS KONVICKA
3. VACLAV JANIK
4. MATEJ KONOPKA
5. BALASZ VOLONTER





This year, your team did not race just in the LMP, but also in the TCR Eastern Europe. How would you describe your season in both categories?

Our season with the Norma M30 LMP3 was successful. We knew what we were getting into and it was a familiar environment for us. Petr Lisa and Tomas Konvicka matched our expectations. Balazs Volenter as well, even though he could race only once due to the pandemic, but he did very well. Regarding the TCR category, it was our first season. We're getting used to the car and unfortunately, our driver's choice wasn't perfect. There was a lot of effort from us, but it was a disappointment. Luckily, then Tomas Koreny came and changed that as he had a great race at Hungaroring, where he finished in 3rd place.

You also got behind the wheel, but only in the final Endurance race at Hungaroring. Does it mean that you intend to spend more time as a team manager rather than a driver?

To build the team even further and to work on our team programmes, I need to be more a manager now. But I remain a racing driver, in body and soul, and I don't want to give up the race seat. So, if the situation allows us, I'll always prefer racing.

In the TCR, you race under the banner of the ACCR Czech Talent Team. Is the work with the juniors important to you? And what plans do you have for the future?

It is interesting and benefitting for us to work with the juniors. We like to see the development of young talents

and that's why we're focusing on that for the past few seasons. The new project that runs under the banner of the Autoclub of the Czech Republic – the ACCR Czech Talent Team, that we're part of, has brought us many new experiences. It was a real challenge to try to succeed with a young driver in the TCR Eastern Europe series, even though it didn't go so well. After changing our driver, we'll continue with this programme. Though in the future, I'd like to pick my own junior driver that I could support in a long-term.



ENDURANCE CLIO CUP



Yasmeen Koloc won the Clio Cup category, after winning at Slovakiaring together with Teo Calvet. She then added second-place finishes with Tomas Enge. Tomas Pekar and Richard Meixner finished second. Even though two victories were not enough for a championship victory, the fans really enjoyed beautiful battles between Pekar and Enge. Some of the most attractive fights in the series.

Endurance CLIO CUP 2020

1. YASMEEN KOLOC
2. TOMAS PEKAR / RICHARD MEIXNER
3. TOMAS ENGE
4. ALIYYAH KOLOC



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Yasmeen Koloc

Yasmeen Koloc won the Endurance Clio Cup series. But the Endurance series podium also featured her sister Aliyyah, who finished in a Mercedes-AMG GT3 2nd at Hungaroring, together with Adam Lacko. Also, during her first race at Grobnik, she took points in the Clio Cup series and made her debut in the European Truck Racing Championship. And we spoke to both twins:

Where would you place your successful season in your racing career?

YASMEEN: This is just my first season in racing. So I can't really answer this question. All I can say is my career is just getting started.

ALIYYAH: This was my first season in my racing career so I am really happy with the results.

WHICH RACE WEEKEND was the best and which the worst?

YASMEEN: My best race weekend would be Hungaroring, because I had a good feeling with the car and the rain and score some not bad point. And my worst would have to be the Clio cup Central Europe race weekend in Most.

ALIYYAH: Best was in Nogaro during the French Championship because I scored a lot of points and won my first race there. My debut races with the GT3 in Hungaroring also has to be one of my favorite. Worst was in Hungaroring with the trucks.

What about your confidence about vehicles?

YASMEEN: At the moment I'm confident with the Clio and hope to get a lot of confidence with the cars I drive in the future.



Aliyyah Koloc

ALIYYAH: I'm most confident with the truck since I had most training and experience with it, but now I'm training a lot with the AMG GT3 so getting more comfortable the more I drive.

How coronavirus influenced your preparation for the races and season?

YASMEEN: Honestly this pandemic gave me more time to prepare for the season.

ALIYYAH: Before lockdown I had a lot of testings on track. Then during these months we did a lot of fitness and simulator training.

Whats the plan for next season?

YASMEEN: My plan for next season is to race with the Clio and possibly race with a Formula 4 and off road rallies.

ALIYYAH: Next season I'm planning on continuing trucks in European truck racing championship and the French championship. I will be also doing more races with the AMG GT3 as well as competing in off-road racing.

Do you prefer to race together? Or how would you describe your feelings about having your twin sister same weekend in different category?

YASMEEN: I like that Aliyyah and I are in different categories. It's nice to support each other during our separate races.

ALIYYAH: We have never raced against each other.

So far I like that we are racing in different categories but at the moment we are planning racing with the CAN AM on Dakar together so I'm looking forward for that.



Daniel Skalicky became the 2020 champion, winning a prestigious trophy after accumulating the most points across both series – Sprint and Endurance, across categories. The Duck Racing driver won with an Audi R8 LMS ULTRA GT3.

Considering the points scoring system, the ESET Cup championship always offers a thrilling better. It gives chance even to drivers in not so powerful cars. This year, Tomas Pekar, the Clio Cup champion, finished 2nd ahead of Szymon Jablonski with a TCR car.

ESET CUP 2020

1. DANIEL SKALICKY
2. TOMAS PEKAR
3. SZYMON JABLONSKI
4. GREGOR ZSIGO
5. SERGEJ PAVLOVEC



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ESET JUNIOR FORMULA



One of the biggest priorities is always the support of young drivers. Since the first season, the organisers award the ESET Junior Trophy to the best driver under 21 years old across all categories.

This year, Szymon Jablonski won the trophy, winning against 18 other juniors. The Polish driver, who raced in the Renault Clio Cup last year, made his TCR Eastern Europe debut with a Hyundai i30 TCR. The BM Racing driver finished fifth in the championship but together with Bartolomiej Mirecki they also won the Endurance series in the TCR category. Jachym Galas finished second in the Junior standings, after taking the third place in the TCR, but still ahead of Nik Stefancic, who finished second in the Twingo Cup.

Eset Junior 2020

1. SZYMON JABLONSKI
2. JACHYM GALAS
3. NIK STEFANCIC



Eset Junior Formule 2020

1. BENJAMIN BERTA
2. OLIVER MICHL
3. PATRICK SCHOBER



Szymon, the 2020 TCR Eastern Europe season has completed three rounds so far. And we can say that you are one of its biggest surprises. You have scored two podiums and hold seventh place in the overall standings. How are you happy with the season so far?
I'm more than happy! All the hard work pays off. This is my first season in the TCR, and the plan was just to practise, and prepare for the next year, and then attack the podium. Now, after such great results in the races, and putting pressure on my rivals upfront on the leaderboard, we know that it was the right path.

Last year, you raced with a Renault Clio car, but you weren't on the top of the category. But it seems that the TCR car fits you much better. How would you explain it? And how would you compare the Renault Clio with the TCR?

Last year was a big lesson for me. I made some rookie errors that I'm not so proud of, but besides that, I made it nearly every time into the TOP 5 in the race. Because of some budget reasons, we only raced in 4 rounds out of 7 in total. The biggest difference between the Renault Clio and our Hyundai i30N TCR is the aerodynamics. In the first TCR races, I didn't really understand what was going on and how it works. Then I took some lessons with Bartek Mirecki, who let me try his Formula Renault 2.0. In this car, aerodynamics has a crucial role to do a fast lap. It has helped me a lot. Then I got back in the Hyundai and just knew what to do, and how to use it to my advantage. The second big difference is power. While the Clio output is only 220 HP, Hyundai is giving us 350 HP and 460 Nm. The third difference is the brakes, you can brake later and harder.

Why have you decided to enter the TCR Eastern Europe series? What do you think about this championship and what does it hold for the future?

I didn't know that I would be racing in the TCR. It was a big surprise from my father. We drove to Tor Poznań to participate in the first round of WSMP. I was ready to see the Clio driving out of our race team truck – but the Clio wasn't there! Instead, my new white Hyundai i30N TCR drove out of it. I couldn't believe it. That's when we made a decision to join the TCR Eastern Europe and start my racing adventure there. And after the first three rounds and some podiums, we can say that it was a very good idea to start my TCR career here. In the future, we expect more drivers to participate in TCR Eastern Europe. We are always looking for some more competition!

What do you like about TCR racing in general?

The competition. We are fighting on the track, not on the grid. The fight on the track is always clean and within fair play rules. We respect each other.

The final round will take place at Hungaroring. What do you expect from this round? What results do you aim or?

Like I said earlier, our plan this season is to just practise and train. I don't have any expectations, and no one is putting pressure on me, but of course, I will be pleased to make it on the podium in the last round.

You are still in the fight for the Junior Championship Title. You are now third in the standings and really close to the leader Jachym Galas and Michal Makes behind him. Do you believe that the overall victory in the Junior Trophy is still possible?

This year and this season are full of surprises. We always



believe in success and we will always fight for it. But like I said earlier, there is no pressure.

And what are your targets in the overall standings this year?

Just to be classified. Everything above and closer to the leader is just good.

What are your plans for the 2021 season? Do you want to continue in TCR Eastern Europe? Or do you have some other plans?

We are now fighting for a budget for the next year. Our plan is to attack the TCR Europe and we are thinking about participating again in our Polish WSMP series. I've learned a lot this season, and it's time to grow and learn even more, and we are thinking that the TCR Europe is a great way for it. For now, in cooperation with the BM Racing Team, we are creating a new brand that we can proudly present to you – Astronauts Racing. We want to add something fresh and new to this racing world, and I can promise you that you will hear about us a lot in 2021.

And what are your racing targets from the long-term perspective? Do you have some racing dreams for example?

My short-term dream is to participate and win in the WTCR. If we are talking about long-term plans, let's say I would be blessed to drive in the DTM and maybe someday Formula 1?

LUKY 21 Challenge cup

In honour of Lukas Hanzl, for extraordinary performance and contribution to Motorsport

In 2020, the LUKY 21 Challenge Cup special award for extraordinary performance and contribution to Motorsport was awarded to two promising drivers **Szymon Jablonski** and **Petr Semerad**.

The 17-year-old Szymon, who was still racing in the Clio Cup last year, has become a star of the TCR Eastern Europe during his debut season and he even won the Endurance series standings. He also won the award for the best junior driver of the year.

In 2016, a 14-year-old Petr became the youngest winner of a competition for rising stars. The FormulaStar project, later called Junior Star, has brought several young drivers into Motorsport. This competition tests its participants, they have to show their skills, talents, physical capabilities, knowledge, interviews in Czech and English languages, karting skills and also undergo tests in a racing simulator. And already here Petr Semerad has shown his talent, and he has been developing ever since, now as a rally driver. In 2020, he became the youngest-ever winner in the national Rallysprint championship.

CHRIS HÖHER
– FRANZ WÖSS RACING

CHRISTOF VON GRÜNINGEN
– DALTEC RACING

PAULO BRAJNIK
– PURESORT

ANTONIN SUS
– FRAS MOTORSPORT

BARTOLOMIEJ MIRECKI
– BM RACING TEAM

RICHARD CHLAD JR.
– K+K RACING TEAM

JACHYM GALAS
– GT2 MOTORSPORT

RENAULT TWINGO CUP
– LEMA RACING

FRANZ WÖSS
– FRANZ WÖSS RACING

TOM BECKHÄUSER
– FRANZ WÖSS RACING

2020

SZYMON JABLONSKI
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LUKY 21 Challenge cup



Petr Semerad

A 19-year-old Petr comes from a well-known racing family. His father Josef raced in rally competitions, while his older brother Martin even made his mark in the World Championship.

“When I was 14 years old, I won the Junior Star competition against almost 30 other participants, and I was the youngest one. Originally, I was supposed to race in the Octavia Cup, but it wasn’t possible due to my age. The minimum was 15 years old, so I had to race with a Formula Gloria. In 2017, I switched to a Formula Tatuus Abart of an Italian team and together, we’ve won the Central European championship,” said Petr Semerad.

One of the currently most talented Czech drivers has raced in several car competitions as well. From Peugeot 208 R2 and Opel Adam R2, which helped him to become the youngest driver ever to win the Rallysprint series in 2018, he has moved to Skoda Fabia R5. In 2020, Petr raced his car in the national Czech championship and also in the one-day Rallysprint series again, where he took another win in the Autoclub Cup P2+ category.



ESET Nations cup



All series that are part of the FIA Central European Zone circuit racing have one common thing – there are always many nationalities represented on the grid. On one side, it is because the CEZ championship includes many different nations – like Albania, Austria, Bosnia and Herzegovina, Czech Republic, Croatia, Hungary, Italy, Macedonia, Montenegro, Poland, Slovakia, Slovenia, and Serbia – but also by luring many drivers from all parts of Europe. This year, there were 16 countries represented on the grid. Thanks to that, it has become a tradition to award also a trophy for the Nations Cup. In 2020, the Czech Republic has managed to defend its championship title, especially thanks to great performances by Daniel Skalicky, Sergej Pavlovec, Tomas Miniberger, Jachym Galas and Tomas Pekar.



Nations Cup 2020

1. CZECH REPUBLIK
2. POLAND
3. SERBIA
4. SLOVAKIA
5. HUNGARY



The quality of the FIA CEZ circuit racing and also the number of entrants keep growing. That was also supported following close cooperation of each FIA CEZ nation's federation with the ESET Cup and TCR Eastern Europe organisers. And because the Czech Republic has won the Nations Cup this year, we've asked Tomas Kunc, the Czech FIA CEZ and the Czech championship ambassador, a couple of things:

What do you think is behind the better quality of racing that we see in the FIA CEZ series?

I'm glad that the steps that were taken over the past two years have improved the reputation of the FIA CEZ racing. The whole cooperation with Mr. Krenek and the FIA CEZ workgroup on the rules is very important to shape the future of the series. Now, there are some very important processes in place, when it comes to organisers, race officials and participants, so the race weekend run smoothly without any hiccups.

What do you think about the TCR category, which has now finished its 2nd season in our series?

Personally, I'm a huge fan of touring car racing. This series offers thrilling races, and it follows the great example of the touring car racing from the 90s. The cars look good, there are plenty of manufacturers involved, and they're not expensive, so young talents are given a chance.



There were 18 drivers racing in the Junior category, 6 of them were from the Czech Republic. That's positive and promising news for the future. Also, the Autoklub of the Czech Republic is working with juniors through its ACCR Czech Talent Team. What are your plans for the future?

Working with young talents is one of the pillars of our work. The ACCR Talent Team works across multiple categories. In circuit racing, we've got two talented drivers in Michal Makes and Jachym Galas and we want to support them. I believe that the guys are going to do well, and they'll achieve success in some of the circuit championships. Apart from financial support, we also want to find them more experienced drivers for coaching, so they can fully focus on delivering good results. We've got 3-year support plans in place and I hope that we can succeed with the current line-up.



Sim Racing

Successful start in virtual world

The COVID pandemic forced the organisers to postpone the start of the 8th season of the circuit racing championship to Grobnik, Croatia to late July. However, the drivers did not have to go without racing completely, even though it took an unusual form. The forced four-month break was filled with the first-ever season of the ESET iSERIES, which took the best ESET Cup series drivers to the virtual circuits. And it was later also joined by the TCR Eastern Europe Simracing series.

“Looking back now, I’m glad that we’ve managed to do it because it was all so new to us. In the ESET iSERIES with the GT3 cars, we had a great international team of true enthusiasts – programmers in Bern and Marseille, a simulator manufacturer from Zürich, a live streaming team from Hradesin, servers in Frankfurt and English commentary provided by great Pavel Fabry. A huge thanks to everyone, and also to our partners and of course our racing drivers. Even our fans have appreciated all the great and dramatic on-track battles and the championship wasn’t decided until the very last and 5th round of the season. It was a bit different from the TCR, because the WSC company, the series owners, created their own full package that they then offered to all promoters. We used that opportunity and after the TCR Australia and TCR Europe, our TCR Eastern Europe series became the third official TCR Sim Racing Championship. The only thing we had to do was to cover the costs and find our own commentator. After a great experience with Pavel Fabry from the iSERIES, it was easy for us and we’re really glad that he did such



an amazing job,” said the main organiser of the series Josef Kreněk.

Both championships varied on the technical side. The ESET iSERIES featured several car manufacturers, but also fixed setups. Drivers could adjust only ABS settings and brake balance. On the other hand, in the TCR series, where the cars are almost identical, drivers could adjust tyre pressures, differential lock and also fuel tank. Both series also had different points scoring systems, with the iSERIES giving points to only the TOP 10, while the TCR series awarded the TOP 15 drivers and also the best drivers in the qualifying.





Eset iSeries

The five-battle, which ran on a popular Assetto Corsa platform, began at the beginning of May at Hungaroring and finished at the end of June at Brno. The championship featured almost all the best Central European drivers and offered a thrilling drama that perfectly fitted the forced break that the racing series had to take due to the COVID pandemic.

So, who all took part in the esports racing scene?

A WTCR race winner Mato Homola, a two-time Central European Renault Clio Cup champion Tomas Pekar, a three-time European Touring Car champion Petr Fulin or a two-time European Truck Racing champion David Vrsecky. The racing circuits also attracted a rally driver Jan Cerny or ESET Cup champions Stefan Rosina and Jakub Knoll. Or even current young guns Jachym Galas, Michal Makes, Tom Beckhäuser, Szymon Ladniak, or series regulars Gregor Zsigo, David Nemcek, Filip Sladecka, Petr Cizek and Lubomir Jakubik.

There were even two women on the grid, Gabriela Jilkova, who did very well against her male competitors, and a young talent Yasmeen Koloc. And also, Petr Kacirek jr., the youngest driver to race in the series, who is otherwise fully focused on kart racing.

"I tried to race like with a real car and to respect all fair play rules, which was the key to success. I'd like to thank

all the organisers of this project. They did a lot of work in just a few weeks and I'm glad that I could take part and even to win the first-ever season. For me, it was always a great Sunday that I could spend with my team friends," said the winner Josef Zaruba.



Eset iSeries 2020

1. JOSEF ZARUBA
2. PETR FULIN
3. BARTEK MIRECKI
4. PAVEL GELLNER
5. DAVID NEMCEK



SIM racing TCR Eastern Europe

TOURING CAR SERIES



After TCR Europe and TCR Australia, the TCR Eastern Europe series became the third official TCR Sim Racing championship.

The series had five rounds. It all began at Hungaroring in June. The sim racing series then continued with races at Red Bull Ring, Grobnik, Slovakiaring and the big finale took place at Brno circuit in August. The championship featured 27 drivers, who joined the series while waiting for the real racing to return.

Right at the beginning, everybody was caught out by surprise by a young Bartosz Groszek, who took two victories at Hungaroring. However, at Red Bull Ring, the others had caught up and there were closer battles. Yet, the Polish driver managed to win five races in total and with a huge gap to the others, he won the whole championship.

A tight battle for second place overall between Tomas Koreny and an experienced Bartek Mirecki lasted until the end. While Tomas had a great consistency, Mirecki was a star of the second half of the championship, when he took four victories. But not even a perfect result in Brno with the maximum number of points was not enough for him to clinch second place.

SIM RACING TCR Eastern Europe 2020

1. BARTOSZ GROSZEK
2. TOMAS KORENY
3. BARTEK MIRECKI
4. KEKE PLATZER
5. MIKLAS BORN



This season you were very successful in virtual racing, you won the TCR Eastern Europe in Simracing. What are the main differences for you in real and virtual racing?

For me, the main difference between virtual and real racing is the feeling of the car. In the real world, you feel with your whole body how the car behaves, and in virtual racing you have to rely on your eyesight and feelings from the steering wheel, which is not easy. In the virtual world, you don't need to have such a large budget to achieve success and be able to race at the highest level.

Where would you place this success in your racing career?

"This is by far the greatest achievement in the virtual racing career as well as in the real world because 2020 was my first racing season. It's quite an achievement to win first ever TCR Eastern Europe Simracing series"

With the same Team BTC Maszyny you have participated also in the endurance races. Your team mate Lukasz Stolarczyk was third overall, you fifth. Very impressive performance in the strong TCR competition. How do you rate the 2020 season?

The 2020 season was our debut season in the TCR series and the beginnings weren't easy. We considered this season as training and didn't have very high expectations of the result. The result at the end of the season is definitely satisfying. Especially by winning the qualification with a big lead in the last race of the season at Hungaroring. Unfortunately, for personal reasons, I had to give up the Brno round which contributed to the 5th place in the general classification. I think that if not, our team BTC Maszyny would have a chance for 2nd place

How coronavirus influenced your preparation for the races and season?

Due to the coronavirus, my preparations for the season were mainly focused on driving on simulators because most of the tracks were closed at that time. Before the season I was not on any of the tracks that were in this year's calendar so it was the only option to learn them. Starts in the Polish Endurance Championship definitely helped in the preparation for the races in the ESET Cup

Bartosz Groszek in a new racing suit – winner's prize from partner OMP Racing.



because I could get more time behind the wheel.

Poznan is new in the TCR Eastern Europe and ESET Cup calendar for the next year. How important is a home race for you and your team?

Home race is very important for me and our team and we can't wait to present ourselves in the fight in front of Polish audience in our area. It is important because all tracks on which we fought this year in TCR Eastern Europe and ESET Cup were new for us and the track Poznań is our track, so we hope for a good result here.

What's the plan for next season?

The plans are not yet known at this point. I would definitely like to fight for the title in the ESET Cup, but it all depends on the sponsors and the budget that will be raised for the next season. Our team is preparing something special for next season but you will have to wait until the first round to find out what it is.



GT										
DRIVER'S CLASSIFIKATION			GROBNIK		SLOVAKIARING		BRNO		HUNGARORING	
Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	Daniel SKALICKY / Audi R8 LMS Ultra GT3	66	18	15		15	18		15	
2	Gregor ZSIGO / BMW M6 GT3	63	12	12	12	18	25	15	8	6
3	Petr KACIREK / Audi R8 LMS Ultra GT3	48			15			25		8
4	Sergej PAVLOVEC / KTM X-BOW GT4	44	8	6	8	8	12	18	10	10
5	Ferenc FICZA / BMW M4 GT4	35	6	8	10	12	15	6		
6	Libor MILOTA / Mercedes AMG GT3	25	25	25						
7	David VRSECKY / Mercedes AMG GT3	25			25	25				
8	Marcin JEDLINSKI / Mercedes AMG GT3	25							25	25
9	Boleslav WASZEK / Lamborghini Supertropheo	22			6	10	10	12		
10	Miro KONOPKA / Lamborghini Supertropheo	18	15	18						
11	Kurt WAGNER / Lamborghini Supertropheo	18			18					
12	Adam LACKO / Mercedes AMG GT3	18							18	
13	Bodis KALMAN / Porsche 911 GT3 Cup	18	DNF	DNS	4	6			6	12
14	Aiyyah KOLOC / Mercedes AMG GT3	18								18
15	Piotr WIRA / Mercedes GT GT4	16	4	4	2	4	8	8		
16	Stanislaw JEDLINSKI / Mercedes AMG GT3	15							12	15
17	Daniel SKOCDOPOLE / Porsche 911 GT3 Cup	10	10	10						
18	Tomas MINIBERGER / KTM X-BOW GT4	10					6	10		

GT3										
DRIVER'S CLASSIFIKATION			GROBNIK		SLOVAKIARING		BRNO		HUNGARORING	
Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	Gregor ZSIGO / BMW M6 GT3	34	7,5	7,5	7,5	9	12,5	9	5	5
2	Daniel SKALICKY / Audi R8 LMS Ultra GT3	33	9	9		7,5	9		7,5	
3	Petr KACIREK / Audi R8 LMS Ultra GT3	27,5			9			12,5		6
4	Libor MILOTA / Mercedes AMG GT3	12,5	12,5	12,5						
5	David VRSECKY / Mercedes AMG GT3	12,5			12,5	12,5				
6	Marcin JEDLINSKI / Mercedes AMG GT3	12,5							12,5	12,5
7	Adam LACKO / Mercedes AMG GT3	9							9	
8	Aliyyah KOLOC / Mercedes AMG GT3	9								9
9	Stanislaw JEDLINSKI / Mercedes AMG GT3	7,5							6	7,5
10	Bodis KALMAN / BMW Z4 GT3	6			6	6				

GT4										
DRIVER'S CLASSIFIKATION			GROBNIK		SLOVAKIARING		BRNO		HUNGARORING	
Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	Sergej PAVLOVEC / KTM X-BOW GT4	46,5	12,5	9	9	9	9	12,5	12,5	12,5
2	Ferenc FICZA / BMW M4 GT4	37,5	9	12,5	12,5	12,5	12,5	6	0	
3	Piotr WIRA / Mercedes GT GT4	22,5	7,5	7,5	7,5	7,5	7,5	7,5		
4	Tomas MINIBERGER / KTM X-BOW GT4	9					6	9		

TCR EASTERN EUROPE

DRIVER'S CLASSIFIKATION			GROBNIK		SLOVAKIARING		BRNO		HUNGARORING	
Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	Dusan BORKOVIC / Hyundai i30 N TCR	200	25	25	25	25	25	25	25	25
2	Milovan VESNIC / CUPRA TCR	84	18	18			12	18	6	12
3	Jachym GALAS / Volkswagen Golf GTI TCR *	84	10	12	10	DSQ	8	8	18	18
4	Michal MAKES / CUPRA TCR *	63	4	6		12	10	12	4	15
5	Szymon JABLONSKI / Hyundai i30 N TCR *	62			12	DSQ	15	15	12	8
6	Sandro SOUBEK / Audi RS 3 LMS TCR	50			15	15	18		1	1
7	Bence BOLDIZS / Cupra TCR	46	12	10	6	18				
8	Matej KONOPKA / Hyundai i30 N TCR	30	15	15						
9	Dusan KOURIL Jr. / Hyundai i30 N TCR *	26	6	2	18					
10	Carol WITKE / CUPRA TCR	24		4	4		6	10		
11	Szymon LADNIAK / Volkswagen Golf GTI TCR *	24				6		6	2	10
12	Tomas KORENY / Hyundai i30 N TCR *	21							15	6
13	Lukasz STOLARCZYK / Volkswagen Golf GTI TCR	21	1			4		2	10	4
14	Radim ADAMEK / Audi RS 3 LMS TCR	17				2	1	4	8	2
15	Petr CIZEK / Cupra Competicion TCR	16			2	10	4			
16	Igor STEFANOVSKY / Hyundai i30 TCR	16	8	8						
17	Jakub WYSZOMIRSKI / Honda Civic Type R TCR FK2	10			8		2			
18	Gabor KISMARTY-LECHNER / Cupra TCR	9			1	8				
19	Nemanja MILOVANOVIC / Cupra TCR	2	2							
20	Zarko KNEGO / CUPRA TCR	1		1						
21	Rene MARTINEK / VW Golf GTI TCR	1				1				
22	Rudi PESOVIC / Audi RS 3 LMS TCR	1						1		
23	Sebastian KOLAKOWSKI / Honda Civic Type R TCR FK2	0								

JUNIOR DRIVER'S CLASSIFIKATION			GROBNIK		SLOVAKIARING		BRNO		HUNGARORING	
Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	Jachym GALAS / Volkswagen Golf GTI TCR *	84	10	12	10	DSQ	8	8	18	18
2	Michal MAKES / CUPRA TCR *	63	4	6	0	12	10	12	4	15
3	Szymon JABLONSKI / Hyundai i30 N TCR *	62	0	0	12	DSQ	15	15	12	8
4	Dusan KOURIL Jr. / Hyundai i30 N TCR *	26	6	2	18	0	0	0	0	0
5	Szymon LADNIAK / Volkswagen Golf GTI TCR *	24	0	0	0	6	0	6	2	10
6	Tomas KORENY / Hyundai i30 N TCR *	21	0	0	0	0	0	0	15	6

TEAM'S CLASSIFIKATION			GROBNIK		SLOVAKIARING		BRNO		HUNGARORING	
Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	M1RA MOTORSPORT	200	25	25	25	25	25	25	25	25
2	GT2 MOTORSPORT	108	10	12	10	6	8	14	20	28
3	ASK VESNIC	84	18	18	0	0	12	18	6	12
4	MICANEK MOTORSPORT pwr by BUGGYRA	63	4	6	0	12	10	12	4	15
5	BM RACING TEAM	62			12		15	15	12	8
6	ZENGŐ MOTORSPORT	55	12	10	7	26	0	0		
7	MAIR RACING OSTTIROL	50			15	15	18	0	1	1
8	ACCR CZECH TALENT TEAM	47	6	2	18	0	0	0	15	6
9	FULLINRACE ACADEMY	40		4	6	10	10	10		
10	ARC BRATISLAVA	30	15	15	0	0	0	0		
11	BTC MASZYNY	21	1			4	0	2	10	4
12	HORNAK-ADITIS	17				2	1	4	8	2
13	STEFANOVSKI RACING TEAM	16	8	8	0	0	0			
14	HONDA WYSZOMIRSKI	10			8		2			
15	GM RACING TEAM	3	2		0	0	0	1		
16	AK DUBROVNIK RACING	1		1			0			
17	RTM MOTORSPORT	1				1	0			

RENAULT CLIO CUP										
DRIVER'S CLASSIFIKATION			GROBNIK		SLOVAKIARING		BRNO		HUNGARORING	
Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	Tomas PEKAR	190	25	25	25	25	25	25	15	25
2	Adam RZEPECKI	102			18	15	18	15	18	18
3	Pawel WYSMYK	90	18	15		8	6	6	25	12
4	Tomasz RZEPECKI	77			12	18	15	12	12	8
5	Mark MRAMOR *	56	8	18	10	6	4	10		
6	Levente LOSONCZY *	56	12	12	8	4			10	10
7	Jonas KARKLYS	46			15	10			6	15
8	Miha PRIMOZIC	30					12	18		
9	Andrea TRONCONI	24			1	12	10	1		
10	Zoran POGLAJEN	23	15	8						
11	Alliyah KOLOC *	20	10	10						
12	Sandi JERAM	18	6	6	4			2		
13	Thomas FISCHER	16					8	8		
14	Richard MEIXNER	16	2				2	4	8	
15	Alfred FISCHER	8			6	2				
16	Igor TOMLJANOVIC	4	4							
17	Yasmeen KOLOC *	3			2	1				

RENAULT TWINGO CUP										
DRIVER'S CLASSIFIKATION			GROBNIK		SLOVAKIARING		BRNO		HUNGARORING	
Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	Jaka MARINSEK	92	18	15	25	18	10	6		
2	Nik STEFANCIC *	82	2	18	4	15	18	25		
3	Luka GLASER	75	8		12	25	12	18		
4	Matej IVANUSA	66	15	25	8	8	8	2		
5	Tom A. GRUENFELD	46	4	12			15	15		
6	Tomaz TRCEK	37					25	12		
7	Sandi JERAM	32		8	10	10		4		
8	Dejan ROBIDA	31	25	6						
9	Urban JELOVCAN	25	10	1			4	10		
10	Viktor TURINA	22	12	10						
11	Rok CERAR	21	1			6	6	8		
12	Nik PRUNK *	19			18			1		
13	Ales BUZGA	18			6	12				
14	Marko COZA	15			15					
15	Ozren VITEZICA	10	6	4						
16	Domen SVET	6		2	2		2			
17	Bojan SEME	4				4				
18	Vaclav BUMBALEK	2				2				
19	Jakub REJLEK	1				1				
20	Zdenk ROBIDA	1						1		
	* junior									

FORMULA

FORMULA										
DRIVER'S CLASSIFIKATION			GROBNIK		SLOVAKIARING		BRNO		HUNGARORING	
Position	Driver	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	Paulo BRAJNIK	125	25	25	25	25			25	
2	Vladimir NETUSIL	62	15	10	12	15		10		
3	Danny LUDERER	61	18	18	15	10				
4	Oliver MICHL *	55			4	8	6	4	18	15
5	Benjamin BERTA *	50	12	12	1	2	4	1	10	8
6	Sandro ZELLER	50					25	25		
7	Daniel TAPINOS	47					8	6	15	18
8	Tomas CHABR	40			10	12	10	8		
9	Patrick SCHOBBER *	36	10	15	2		1		2	6
10	Janos MAGYAR	36			18	18				
11	Vaclav SAFAR	36					18	18		
12	Thomas AREGGER	30					15	15		
13	Matej KACOVSKY *	25								25
14	Urs RÜTTIMANN	24					12	12		
15	Antonin SUS	24							12	12
16	Luca IANNACCONE	18			6	4			8	
17	Ralph PÜTZ	14							4	10
18	Franz WÖSS	14			8	6				
19	Norbert GROER	11				1			6	4
20	Yasmeen KOLOC *	8	8							
21	Jorden DOLISKA *	4					2	2		
22	Levente BAUKO	3							1	2

FORMULA 3

FORMULA 3										
DRIVER'S CLASSIFIKATION			GROBNIK		SLOVAKIARING		BRNO		HUNGARORING	
Position	Driver	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	Ralph PÜTZ	38,5			7,5	7,5	5	5	6	7,5
2	Daniel TAPINOS	37					6	6	12,5	12,5
3	Luka IANNACCONE	25,5			9	9			7,5	
4	Franz WÖSS	25			12,5	12,5				
5	Sandro ZELLER	25					12,5	12,5		
6	Antonin SUS	18							9	9
7	Thomas ARGGER	18					9	9		
8	Urs RÜTTIMANN	15					7,5	7,5		

FORMULA 4

FORMULA 4										
DRIVER'S CLASSIFIKATION			GROBNIK		SLOVAKIARING		BRNO		HUNGARORING	
Position	Driver	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	Benjamin BERTA *	89,5	12,5	9	9	9	12,5	12,5	12,5	12,5
2	Patrick SCHOBBER *	70	9	12,5	12,5		9	9	9	9
3	Yasmeen KOLOC *	7,5	7,5							
4	Oliver MICHL *	0								
	* junior									

ENDURANCE						
DRIVER'S CLASSIFIKATION			GROBNIK	SLOVAKIARING	BRNO	HUNGARORING
Position	Driver / Car	Total	R1	R2	R3	R4
1	Daniel SKALICKY / Audi R8 LMS Ultra GT3	67	12	15	25	15
2	Gregor ZSIGO, Stefan ROSINA / BMW M6 GT3	48		18	18	12
3	Sergej PAVLOVEC / Mercedes AMG GT3	37	25		10	2
4	Bartolomiej MIRECKI, Szymon JABLONSKI / Hyundai i30 N TCR	35	10	12	1	12
5	Carol WITTKE, Petr FULIN / Cupra TCR	27	4	8	15	
6	Libor MILOTA / Mercedes AMG GT3	25	25			
7	David VRSECKY, Tomas ENGE / Mercedes AMG GT3	25		25		
8	Marcin JEDLINSKI / MERCEDES AMG GT3	25				25
9	Miro HORNAK, Radim ADAMEK / Audi RS3 LMS TCR	24		4	12	8
10	Bodis KALMAN	22	6	10		6
11	Miro KONOPKA / Lamborghini Supertrofeo	18	18			
12	Adam LACKO, Aliyyah KOLOC / MERCEDES AMG GT3	18				18
13	Lukasz STOLARCZYK / VW Golf GTI TCR	17	1		6	10
14	Tomas MINIBERGER / KTM X-BOW GT4	16	2	2	10	2
15	Daniel SKOCDOPOL / Porsche 911 GT3 Cup	15	15			
16	Ferenc FICZA, Lubomir JAKUBIK / BMW M4 GT4	14		6	8	
17	Bartosz GROSZEK / VW Golf GTI TCR	11	1			10
18	Jachym GALAS / VW Golf GTI TCR *	8	8			
19	Filip SAJLER / KTM X-BOW GT4	6		2	4	
20	Gabriela SAJLEROVA / KTM X-BOW GT4	4			4	
21	Stanislav JEDLINSKI / MERCEDES AMG GT3	4				4
22	Petr LISA / KTM X-BOW GT4	2	2			
23	Zoran KASTRATOVIC / Chevrolet Cruze WTCC	2			2	
24	Csaba TOTH / Cupra TCR	2		1		1

DRIVER'S GT3 CLASSIFIKATION			GROBNIK	SLOVAKIARING	BRNO	HUNGARORING
Position	Driver / Car	Total	R1	R2	R3	R4
1	Daniel SKALICKY / Audi R8 LMS Ultra GT3	36,5	9	7,5	12,5	7,5
2	Gregor ZSIGO, Stefan ROSINA / BMW M6 GT3	24		9	9	6
3	Bodis KALMAN	13,5	7,5	6		
4	Libor MILOTA, Sergej PAVLOVEC / Mercedes AMG GT3	12,5	12,5			
5	David VRSECKY, Tomas ENGE / Mercedes AMG GT3	12,5		12,5		
6	Marcin JEDLINSKI / MERCEDES AMG GT3	12,5				12,5
7	Adam LACKO, Aliyyah KOLOC * / MERCEDES AMG GT3	9				9
8	Stanislav JEDLINSKI / MERCEDES AMG GT3	4				4

DRIVER'S GT4 CLASSIFIKATION			GROBNIK	SLOVAKIARING	BRNO	HUNGARORING
Position	Driver / Car	Total	R1	R2	R3	R4
1	Tomas MINIBERGER / KTM X-BOW GT4	46,5	12,5	9	12,5	12,5
2	Ferenc FICZA / BMW M4 GT4	29	7,5	12,5	9	
3	Sergej PAVLOVEC / KTM X-BOW GT4	25			12,5	12,5
4	Lubomir JAKUBIK / BMW M4 GT4	21,5		12,5	9	
5	Filip SAJLER / KTM X-BOW GT4	16,5		9	7,5	
6	Petr LISA / KTM X-BOW GT4	12,5	12,5			
7	Marko COZA, Mario JUKIC / Porsche Cayman GT4	9	9			
8	Gregor ZSIGO / BMW M4 GT4	7,5	7,5			
9	Gabriela SAJLEROVA / KTM X-BOW GT4	7,5			7,5	

ENDURANCE

DRIVER'S TC-3.5 CLASSIFIKATION			GROBNIK	SLOVAKIARING	BRNO	HUNGARORING
1	B.MIRECKI, S.JABLONSKI / Hyundai i30 N TCR	81	25	25	6	25
2	Carol WITTKE, Petr FULIN / Cupra TCR	58	15	18	25	
3	Lukasz STOLARCZYK / VW Golf GTI TCR	52	12	10	12	18
4	Miro HORNAK, Radim ADAMEK / Audi RS3 LMS TCR	48		15	18	15
5	Bartosz GROSZEK / VW Golf GTI TCR	40	12	10		18
7	Peter GROSS / Cupra TCR	27			15	12
8	Csaba TOTH / Cupr TCR	22		12		10
6	Jachym GALAS / VW Golf GTI TCR *	18	18			
9	Szymon LADNIAK / VW Golf GTI TCR *	10	10			
10	Hans Peter EDER / Cupra TCR	10			10	
11	Zoltan ZENGŐ / Cupra TCR	8	8			
12	Zoran KASTRATOVIC / Chevrolet Cruze WTCC	8			8	
13	Szabolcs GAL / Cupra TCR	8	8			

DRIVER'S CLIO CUP CLASSIFIKATION			GROBNIK	SLOVAKIARING	BRNO	HUNGARORING
1	Yasmeen KOLOC *	30,5		12,5	9	9
2	Tomas PEKAR, Richard MEIXNER	25			12,5	12,5
3	Aliyyah KOLOC, Tomas ENGE	18			9	9
4	Teo CALVET	12,5		12,5		
5	Thomas FISCHER, Rene MARTINEK	9		9		
	* junior					

ESET JUNIOR

JUNIOR DRIVER'S CLASSIFIKATION (GT/TC)			GROBNIK		SLOVAKIARING		BRNO		HUNGARORING	
Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	Szymon JABLONSKI / Hyundai i30 N TCR	62,95	9,75		8,5	9,33	9,13	9,13	7,36	9,75
2	Jachym GALAS / Volkswagen Golf GTI TCR	57,74	8,5	8,5	7,88	DSQ	7,25	7,25	9,18	9,18
3	Nik STEFANCIC / Renault Twingo Cup	50,39	5,38	9,75	6	9,13	9,75	10,38		
4	Michal MAKES / CUPRA TCR	49,51	6	6,63		8,5	7,88	8,5	3,73	8,27
5	Mark MRAMOR / Renault Clio Cup IV	38,66	5,55	9,18	7,15	5,62	4,33	6,83		
6	Szymon LADNIAK / Volkswagen Golf GTI TCR	35,65	3,5	3,86	1,63	6,63	4,13	6,63	2,82	6,45
7	Levente LOSONGZY / Renault Clio Cup IV	31,36	7,36	7,36	6,38	4,82			5,44	
8	Aliyyah KOLOC / Renault Clio Cup IV / AMG Mercedes GT3	30,71	6,45	6,45					8,14	9,67
9	Dusan KOURIL Jr./ Hyundai i30 N TCR	25,64	6,63	5,38	9,75		1,63	2,25		
10	Yasmeen KOLOC / Renault Clio Cup IV	24,91			4,08	7,67	3,5	4,33	2,11	3,22
11	Matej KACOVSKY / MX5 Cup / Dallara F3	20,44			7,92	4,85				7,67
12	Nik PRUNK / Renault Twingo Cup	19,63			9,75	2,88	2,25	4,75		
13	Tomas KORENY / Hyundai i30 N TCR	12,91							8,27	4,64
14	Julia SCHAYER / KIA Picanto Cup	12					4,33	7,67		
15	Brian LAUDENBERG / KIA Picanto Cup	12					7,67	4,33		

JUNIOR DRIVER'S CLASSIFIKATION (Formula)										
Position	Driver / Car	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	Benjamin BERTA / F4	55,51	8,5	4,33	4,33	7,67	7,67	7,67	7,67	7,67
2	Oliver MICHL / F4 / E2-2.0 / FR-2.0	43,5			5	3,5	9	9	8,5	8,5
3	Patrick SCHOBER / F4	39,66	7	7,67	7,67	DSQ	4,33	4,33	4,33	4,33

SIM RACING TCR EASTERN EUROPE

DRIVER'S CLASSIFIKATION			HUNGARORING			REDBULLRING			GROBNIK			SLOVAKIARING			BRNO		
Pos.	Driver / Car	Total	Q1	R1	R2	Q2	R3	R4	Q3	R5	R6	Q4	R7	R8	Q5	R9	R10
1	Bartosz GROSZEK / Volkswagen Golf GTI TCR	359	10	40	40	10	40	15	9	35	40	6	13	40	9	35	30
2	Tomas KORENY / Alfa Romeo Giulietta Velocita TCR *	256					27	40	6	30	15	3	35	35	8	30	27
3	Bartek MIRECKI / VW Golf GTI TCR	250							10	40	30	10	40	30	10	40	40
4	Keke PLATZER / Audi RS 3 LMS TCR	223		21	30	3	21		5	18	35	5	27	18	6	21	13
5	Miklas BORN / Volkswagen Golf GTI TCR *	216	9	30	27	4	30	35				7	18		3	18	35
6	Gabriela JILKOVA / Hyundai i30 N TCR	180	3			2	18		3	27	21	2	30	21	5	27	21
7	Constantin KLETZER / Volkswagen Golf GTI TCR	159	4	24	24	1	15	30	1	24	5	1	21	5	4		
8	Balint HATVANI / Alfa Romeo Giulietta Veloce TCR	148	7	35	11	6	35	27	7	7		4	9				
9	Tomas PEKAR / Renault Megane TCR	122	2	7	18			24		21	24					15	11
10	Matej KACOVSKY / Alfa Romeo Giulietta Veloce TCR *	110			15			11		9	18		15	11		13	18
11	Jachym GALAS / Volkswagen Golf GTI TCR *	108	8			5	24	7	8						7	25	24
12	Rene MARTINEK / Volkswagen Golf GTI TCR	99		18	13		1	21					24		2	7	13
13	Szymon LADNIAK / Volkswagen Golf GTI TCR *	85		11	21	7		18	4	15	9						
14	Petr FULIN / CUPRA TCR	76	6	13	35	9		13									
15	Tom BECKHÄUSER / Audi RS 3 LMS TCR *	67		5	5		5	9		1	7		11	24			
16	Carol WITTKE / CUPRA TCR	54		9			13		2	3	27						
17	Stefan TANNER / Volkswagen Golf GTI TCR	50					11	5		13	1		1	9	1	9	
18	Maciej LASZKIEWICZ / Volkswagen Golf GTI TCR	45			7		7			11			5	13		1	1
19	Yannick METTLER / Volkswagen Golf GTI TCR	39	1	15		8					8	7					
20	Karol URBANIAK / Hyundai i30 N TCR	36										9		27			
21	Lukasz STOLARCZYK / Volkswagen Golf GTI TCR	36			3		3	3						7		11	9
22	Radim ADAMEK / Audi RS 3 LMS TCR	35		3							11		3	15			3
23	Michal MAKES / CUPRA TCR *	32	5	27													
24	Miro HORNAK / Audi RS 3 LMS TCR	26								5	13					3	5
25	Jakub WYSZOMIRSKI / Honda Civic Type R FK7 TCR	24			9						3					5	7
26	Zarko KNEGO / CUPRA TCR	11		1			9	1									
27	Levente LOSONCZY / Alfa Romeo Giulietta Velocita TCR *	0															

SIM RACING ESET iSERIES

DRIVER'S CLASSIFIKATION			HUNGARORING			SLOVAKIARING			GROBNIK			SLOVAKIARING			BRNO		
Pos.	Driver / Car	Total	Q1	R1	R2	Q2	R3	R4	Q3	R5	R6	Q4	R7	R8	Q5	R9	R10
1	Josef ZARUBA / LAMBORGHINI HURACAN	146		12	15		12	18		25	18		25	5		12	4
2	Petr FULIN / PORSCHE 911	139		25	25		8			15	8		15			18	25
3	Bartek MIRECKI / LAMBORGHINI HURACAN	135		8	12		18			18	10		8	18		25	18
4	Pavel GELLNER / PORSCHE 911	104		18	18		25	2		6	6		-4	15		6	12
5	David NEMCEK / LAMBORGHINI HURACAN	96		6	6		15	25		12			12			14	6
6	Michal MAKES / LAMBORGHINI HURACAN *	86		10	10		4						18	25		4	15
7	Keke PLATZER / AUDI R8 LMS	43		1				-2		4	12			8		10	10
8	Antonio CITERA / PORSCHE 911	38								25			4	9			
9	Tom BECKHÄUSER / FERRARI 488 *	37		4				4			1			12		8	8
10	Gabriela JILKOVA / AUDI R8 LMS	37					4	10		8	15						
11	Jiri NAVRATIL / PORSCHE 911	28					8	12					6	2			
12	Jachym GALAS / MERCEDES AMG *	25		15									10				
13	Filip SLADECKA / LAMBORGHINI HURACAN	17			2			15									
14	Miha PRIMOZIC / NISSAN GT-R	17			1			6		10							
15	Mato HOMOLA / LAMBORGHINI HURACAN	10		2	8												
16	Szymon LADNIAK / MERCEDES AMG *	10						6		2				2			
17	Jan CERNY / PORSCHE 911	4			4												
18	Matej KACOVSKY / AUDI R8 LMS *	4														2	2
19	Rene MARTINEK / PORSCHE 911	2					2										
20	Stefan ROSINA / PORSCHE 911	2											2				
21	Petr KACIREK Jr. / AUDI R8 LMS *	2					1	1									
22	Jakub KNOLL / LAMBORGHINI HURACAN	0								1	4		1	1		-7	
23	Tomas LIEDL / LAMBORGHINI HURACAN	0								-1							1
24	Tomas PEKAR / McLaren 720S	0					-2				2						
25	Lubomir JAKUBIK / FERRARI 488	-2												-2			
	* junior																

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The series have own dedicated websites with the latest news, information and race reaction can be found:
www.eset-v4.com, www.cez-motorsport.com
<https://easterneurope.tcr-series.com>

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

EUROSPORT Total reach 863.000

KREATOR TV Total reach 859.000

Press releases are sent to the international press after each sessions, as well as during the year.
 The series have own press officer and photographer at all race weekends.

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

Regular printmedia reports in AUTO SPORT MAGAZIN and RALLYE&MORE



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THANKS

Despite major Covid restrictions and travel regulations, we managed to hold our championship. It has still been an exciting and successful season – perhaps one of the best in recent years.


A big thank you goes to each driver, team, helper, organizer, partner, sponsors and covid-labs. You are all heroes of our time and you have my admiration.

At the moment nobody knows when this unstable period will end and what motorsport will look like in the next few years. But I can assure you that we will do everything possible to keep motorsport going.

Josef Krenek







Circuit racing 2020

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