



TCR: The Highest Profile Championship

Launched in 2014, the TCR concept was introduced to level-up touring car racing on a global scale. Featuring production saloons powered by 1.75 – 2-litre turbocharged engines, cars are built by manufacturer-approved constructors to comply with carefully controlled technical regulations and FIA homologation.

It has been so successful that there are now more than 600 TCR cars competing in 30 different TCR championships, which has a huge following. 2018 saw the introduction of TCR-UK racing and, in 2021 under new administration, firmly established itself as the competitive, high-profile national championship that it deserves to be. In doing so, it has attracted top teams, talented drivers and more spectators than other race series of a similar status.

Building on the achievements of the past season, 2022 will see TCR UK continue its upwards trajectory to provide even more benefits for teams and drivers, featuring a calendar of events at many of the UK's leading circuits, greater levels of PR and public exposure, bigger grids and closer racing.

Bond It, being keen sports supporters especially to local sports Teams, have chosen this year to sponsor a family run racing Team from Halifax in the 2022 TCR-UK championship. MPHR Racing have been involved with racing for many years, and recently moved from racing Minis to the Audi RS3 LMS with driver Brad Hutchison as pilot.



We will be keenly following Brad throughout the season. He will be competing in all rounds over seven race weekends starting in April, at various UK circuits including Oulton Park, Donnington & Brands Hatch which normally see 20,000 to 40,000 spectators on race days.



EVENTS AND OPPORTUNITIES

- ◆ 15 rounds at seven meetings
- ◆ 20 and 25-minute races
- ◆ Rapidly-increasing public engagement
- ◆ Greater spectator attendance than other events of similar status
- ◆ Supporting shows organised at many of the meetings
- ◆ TV coverage and online presence. The Championship is televised and broadcast on the free-to-air TV channel FreeSports HD (available on Sky, Virgin platforms etc.)
- ◆ It has live streaming both covered by the renowned British Touring Car commentator Paul O'Neill and also has large social media interest.
- ◆ Pre-event testing.



We have a small number of tickets available for all 7 meetings. if this is of interest please speak to your Area Sales Manager for more information. Watch our social platforms for more info as the race days approach.

Don't miss out, a grand day out indeed! Join the fastest-growing, most accessible, national multi-marque championship in the UK.



TCR IN A NUTSHELL

- **The Cars**

A touring car is a four or five-door production vehicle, powered by a two-litre turbocharged engine. Based on the road-going model, the bodywork and suspension tend to remain as production spec, with modifications made to the brakes and aerodynamics to make the car compliant with TCR regulations. Success ballasts are added to the three best performing cars from the previous event, and all cars are subject to Balance of Performance adjustments (BoP ensures competitive – and fair – racing).



- BoP**

Balance of Performance (BoP) is a system used to level the playing field between the cars to make the racing more competitive. The same BoP rules apply across WTCR and all TCR series. The FIA and TCR technical departments define the parameters at the start of the season for competitors and can make adjustments to the weight of a car, engine performance level and apply any technical restrictions it deems necessary.
- Tyres**

All Touring Car Racing (TCR) teams receive their tyres from the sole supplier to the series. Dry and wet weather tyres are made available to the teams, with a limitation on how many can be used at each event. Teams are responsible for ensuring the tyres fit properly and do not infringe technical regulations.
- Championship Points**

The team and driver who has scored the most points is awarded the respective titles. In the battle of the teams, only the top two cars classified per team per round will take home the points. The top five in qualifying gain extra points ranging from 5 to 1, with 25-18-15-12-10-8-6-4-2-1 awarded to the top ten finishers in each race.
- Qualifying**

Getting the best possible qualifying result can hugely impact chances of victory on race day. One two-part qualifying session determines the order in which drivers start a race. The twelve fastest drivers in Q1 (Qualifying 1) compete for pole position in Q2 (Qualifying 2). Race 1 uses the grid in qualifying order; Race 2 reverses the top 10 fastest cars from the session.
- Grid Formations**

The grid is the formation in which cars will start a race. In Touring Car Racing (TCR), cars line up two per each row. The grid positions are determined in qualifying, but they can change if a penalty or disqualification is applied.

Reverse grids are notorious in touring car races. They can increase the on-track entertainment by mixing up the starting order. In TCR, only the top ten fastest cars are reversed for the second race of the weekend. It's a great opportunity for teams and drivers to demonstrate they are capable of battling their way through the field to claim podiums and victories.
- Pole Position**

The first position on the grid, known as pole position, is usually reserved for the driver who has set the fastest lap in qualifying, with the exception of reversed grids. A strong qualifying gives a driver the best possible start on race day, offering a clear run to the first corner with minimal need to overtake rivals – provided a driver has had a good start.
- The Races**

The tin-top action is most exciting in race mode. Cars battle side-by-side up and down the field, ensuring close racing on every single lap until the chequered flag. There are two races in every TCR round, with the number of laps differing each time. Those all-important world cup points awarded to the top-ten finishers of each race.
- Laps**

A lap is a single, complete rotation of a track. Most circuit-based races are measured by the number of laps drivers must complete before the race is declared to be finished. In qualifying, drivers compete to set the fastest lap time to win the coveted pole position. A lap record is the fastest time ever to be set at a track.
- Safety Car**

A safety car is used to limit track speeds and control the pace of the field, usually brought out for an incident or obstructions on track. Competitors must remain behind the safety car and cannot overtake the pace car or rivals. Safety car periods can certainly spice up the racing as it allows the pack to close up. When the safety car period ends, drivers battle to get the best start and use it as a prime opportunity to make up positions.

- **The Garage**

Located next to the pit lane, the garage is the epicentre of the action before the cars hit the track. Mechanics will be busy carrying out work on the car, changing tyres and maybe even taking a sneaky look at the competition. Special guests of the team can also be found in the garage watching the action.

- **The Race Engineers**

One of the most important members of the team. Race Engineers work with the driver to set up the car for qualifying and race sessions. They feed back data which feeds in to a lap top, ensures the driver can improve next time out, identify and iron out any issues that arise on the car and make crucial strategy calls.

- **The Paddock**

The paddock is where teams, race organisers and race officials call home on a Touring Car Racing (TCR) race weekend. Normally located next to the track and pit lane, it's where teams prepare their cars for the weekend, host their hospitality, and arrange media sessions. For fans with passes, the paddock is a perfect opportunity to get behind the scenes and look out for their favourite drivers and personalities.

- **The Pit Lane**

The pit lane is located adjacent to the track to allow easy entry and exit for all participating race cars. Competitors use the pit lane to gain direct access to their garages, where mechanics carry out work on the car. It's not compulsory to make a pit stop in TCR, but if a driver has been involved in an incident they may have to come in for repairs. During all sessions, the pit lane must be kept clear of personnel for safety reasons.

- **The Track**

Touring Car Racing (TCR) competes on a variety of tracks. These are normally tarmac, but surfaces vary event-to-event based on circuit organisers, use and wear. Different tracks pose different challenges to teams and drivers, including speed, elevation, corner angles and run off areas. This year races will be held at Oulton Park International, Donnington Park, Brands Hatch, Castle Combe and Snetterton.

