




HYUNDAI
MOTORSPORT



2019 CUSTOMER RACING PRESS PACK



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INTRODUCTION BY TEAM DIRECTOR ANDREA ADAMO

Hyundai Motorsport's Customer Racing department has quickly established itself to be a leading contender in international motorsport. We have reached great heights in a short space of time, as a result of immense dedication by our team and commitment from our customers.

Since its inception in 2015, Customer Racing has become an integral part of our company, and plays a key role in supporting Hyundai's global marketing strategy alongside our involvement in the FIA World Rally Championship (WRC). Our work is closely aligned with Hyundai Motor Company's high performance N brand, whose principles have been inspired by motorsport.

We enjoyed a milestone year in 2018, as our customers thrived in their respective series, whether in rallying or racing. Achieving the inaugural WTCR - FIA World Touring Car Cup titles with the Hyundai i30 N TCR was a definite highlight, as our newest car demonstrated its impressive race-winning credentials in the series' debut season.

Two customer teams will compete in the 2019 WTCR: BRC Hyundai N Lukoil Racing Team and BRC Hyundai N Squadra Corse. 2018 WTCR champion Gabriele Tarquini will set about defending his title with Norbert Michelisz, Augusto Farfus and Nicky Catsburg making up the quartet of drivers. The car will also have a greater presence across national TCR series in 2019 as we expand our customer base.



INTRODUCTION BY TEAM DIRECTOR ANDREA ADAMO

Our rally activities continued to deliver against high expectations last year with our customers taking the Hyundai i20 R5 to numerous high profile victories and titles around the world. For 2019, we aim to take the i20 R5 to even greater heights, while recognising the resilience and challenge from the competition.

The ultimate objective is to showcase, through our customers, Hyundai's passion for high performance, fun and sporty vehicles. We are working closely on a daily basis with Hyundai's High Performance Vehicle division in Korea to achieve this goal. It is a hugely ambitious program, one that perfectly fits the Hyundai ethos, and one that I am personally honoured to spearhead.

HISTORY OF HYUNDAI MOTORSPORT CUSTOMER RACING

The establishment and growth of the Customer Racing department typified Hyundai Motorsport's ambitious approach to its operations: decisive, dedicated and driven to succeed. Just 18 months after the company's debut in the FIA World Rally Championship (WRC), in September 2015, a new department was introduced, tasked with bringing Hyundai's high-performance motorsport to a wider fan base.

A dedicated new workshop was integrated at the existing factory in Alzenau, specifically to cater for Customer Racing. The first program was to design and develop a car for the R5 category of rallying, drawing directly from expertise gained in the WRC. Throughout nine months of testing, the department grew from a handful of dedicated staff into a fully-fledged team including designers, engineers, mechanics, and sales representatives.

The first completed cars were handed over to their new privateer owners in September 2016, shortly before the car's competitive debut at Tour de Corse. Only a month later, a privateer team in Belgium recorded the first overall victory for the i20 R5, with victories and podiums following in events across Europe.

At the same time, design work began on a completely new car based on TCR regulations in order to augment the Customer Racing profile. By expanding into circuit racing for the first time the entry into the TCR market also opened up a brand new motorsport platform from which Hyundai could showcase its precision engineering ability.

HISTORY OF HYUNDAI MOTORSPORT CUSTOMER RACING

The Hyundai i30 N TCR project was formally announced in February 2017, beginning an extensive development phase, as the car was tested at circuits around Europe. As part of the development phase, the car was put through its paces in competition. Gabriele Tarquini took a stunning victory on the car's race debut at the Zhejiang Circuit in China, round nine of the 2017 TCR International Series, setting an impressive benchmark for the future.

Meanwhile, the Hyundai i20 R5 maintained its winning ways. The first full year of competition culminated with national titles in France and Spain, as well as success in the international Tour European Rally (TER) Series. More was to follow in 2018, with i20 R5 customers scooping the national title in Portugal, while the results of Spanish customers allowed Hyundai to clinch the title in the country.

Having delivered the first cars in December 2017, the 2018 season also brought i30 N TCR customers to the circuit for the first time. The car proved an immediate success. Tarquini made history by winning the opening race of the new WTCR - FIA World Touring Car Cup while customers in Europe and the USA won both races on their debut weekends, immediately establishing the i30 N TCR at the front of TCR grids worldwide.

The season ended with the teams' title in North America, as well as victory in the newly created TCR Korea series. By far the biggest victories came in WTCR competition, where i30 N TCR drivers from two separate teams won nearly half of the season's 30 races. The drivers' and teams' titles were secured in style at the series finale in Macau.

As the i20 R5 and i30 N TCR technical packages piques the interest of new customers into 2019, the department continues to grow its reputation as a manufacturer of choice in international motorsport.



CUSTOMER RACING MILESTONES

2019 **March** BRC Racing Team announces a two-team 2019 FIA WTCR campaign in Turin with 4 i30 N TCR, ahead of season-opener in Morocco in April.

January The new Veloster N TCR makes its race debut at Daytona International Speedway.

2018 **November** i30 N TCR customers capture both the drivers' and teams' titles from the inaugural FIA WTCR season.

September The i30 N TCR secures its first championship title by leading in the Pirelli World Challenge in the USA.

April The i30 N TCR makes history, winning the first-ever race of the new FIA World Touring Car Cup in Morocco.

At the Nürburgring 24 Hours Qualifying Race the i30 N TCR sets a new TCR lap record for the 25km combination of Grand Prix track and Nordschleife.



CUSTOMER RACING MILESTONES

2017 **December** Hyundai Motorsport delivers the first complete i30 N TCR to customer teams for the 2018 season.

October i30 N TCR makes competitive race debut at Zhejiang Circuit in China as part of TCR International Series – winning in its first race.

Second victory followed at Adria International Raceway later in October, as well as debut pole position.

Spanish customer Iván Ares gives the i20 R5 its first championship title, taking victory in national tarmac rallying series.

July The i30 N TCR makes its first public appearance at the 24H Misano, running as part of an extended test.

April Testing begins of the i30 N TCR, with three days running at the Motorland Aragon circuit in Spain.

March Touring Car veteran Gabriele Tarquini is confirmed as lead test driver for the TCR project.

February Hyundai Motorsport TCR project publicly announced.



CUSTOMER RACING MILESTONES

2016 **September** Hyundai Motorsport Customer Racing delivers the first completed i20 R5 to customer teams.

Design work begins on Hyundai Motorsport TCR project. The i20 R5 makes its competitive debut at Tour de Corse.

June First public outing for the i20 R5 at Ypres Rally

March First tarmac test of the i20 R5.

February The i20 R5 begins testing with two days running on gravel in France.

2015 **December** The i20 R5 project is formally announced at the 2016 WRC team launch. Appointment of Customer Racing Manager Andrea Adamo.

September The Hyundai Motorsport Customer Racing department is established.

INTRODUCING THE HYUNDAI i30 N TCR

The i30 N TCR marked a notable shift for Hyundai Motorsport's Customer Racing department, a bold move into circuit racing that swiftly paid dividends. The customer-focused TCR regulations were ideally suited to the company's needs, offering affordable opportunities for teams to compete in international and national series with the same machinery.

The category is designed for front-wheel-drive, four- and five-door cars, powered by two-litre engines derived from a unit available in the manufacturer's range. According to the regulations each car is equipped with a six-speed sequential gearbox, operated by paddle shifter on the steering wheel.

Outwardly the cars remain close to their road-going equivalents, with only limited modification allowed to bodywork, including the widening of the wheel arches. However, the main additions – a splitter on the front bumper and rear wing – must be kept to a standard design mandated by the regulations.

The already competitive racing is kept even closer by the use of a Balance of Performance (BoP) formula which maintains the parity between different designs by altering a car's minimum weight and ride height, as well as limiting the power produced by the engine.

In preparation and testing of the i30 N TCR, Hyundai Motorsport's in-house Customer Racing set-up was bolstered by the appointment of the BRC Racing Team, and the vastly experienced Gabriele Tarquini. The Italian proved a valuable addition as the car completed its first laps in April 2017. Over 7,000 testing kilometres were amassed in Italy, Germany, Slovenia and Spain, each destination chosen for its variety and technical diversity.

INTRODUCING THE HYUNDAI i30 N TCR

The car made its first public appearance at the reveal of the i30 N, the first of Hyundai's range of performance road cars running under the N banner. The i30 N TCR was the ideal companion to the launch of the N brand, and raised interest ahead of the car's competitive debut.

Tarquini took a sensational debut win at the Zhejiang International Circuit, round 9 of the 2017 TCR International Series, and repeated the result at the TCR Europe Trophy event in Italy the following month. The success attracted attention from customers around the world. The first deliveries to private teams were completed in December 2017, with cars lining up for the 2018 season in the hands of their new owners.

Taking race wins in national series in Germany, Italy, the USA and Korea, the i30 N TCR ended 2018 with over 30 race wins, among nearly 100 podium finishes. Hyundai customers also claimed 37 pole positions and more than 40 fastest laps.

In an incredible maiden year for the car, the i30 N TCR won more than half the races of the Pirelli World Challenge en route to clinching the teams' title. In Europe, five TCR Europe race wins went to Hyundai drivers, while in TCR Germany i30 N TCR driver Luca Engstler was the only man to take a perfect score of pole position and two race wins from a weekend.

However, the highlight of the first full year came in FIA WTCR. The i30 N TCR cars won nearly half of the season's races, with customers winning both the teams' and drivers' titles as they filled three of the top-four places.

INTRODUCING THE HYUNDAI i30 N TCR

For 2019 new challenges await. The Customer Racing department developed the Veloster N TCR, a new car shape that shares much of its internals with the i30 N TCR. Customers have initially been delivered in the US and Korea.

Encouraged by the list of accolades for the i30 N TCR, new customers are preparing to line up in series around the world. Hyundai is set to be represented not only in national series and TCR Europe once again, but also in TCR Asia for the first time. The i30 N TCR has emerged as a genuine contender around the globe, but Hyundai Motorsport is not resting on its laurels, as competitors are eager to fight back in 2019.



i30 N TCR TECHNICAL SPECIFICATIONS

Engine

Type:	Hyundai Motorsport 2.0-litre direct injection turbocharged
Power (max):	350hp at 7,000 RPM
Torque (max):	450Nm at 3,500 RPM
Air Restrictor:	36mm
Electronics:	Life Racing ECU and power management system

Transmission

Type:	Front-wheel drive
Gearbox:	Six-speed sequential gearbox with pneumatic paddle-shift
Differential:	Mechanical with external pre-load adjuster
Clutch:	Cerametallic twin-disc

Cockpit

Seats:	Sabelt competition seats
Belts:	Sabelt six-point HANS compatible
Dashboard:	Life Racing compact configurable driver's display

Chassis

Front suspension:	MacPherson struts with adjustable dampers
Rear suspension:	Four-arm multi-link with adjustable dampers
Steering:	Hydraulic power-assisted rack and pinion
Front brakes:	380mm ventilated brake discs with Hyundai Motorsport branded six-piston Brembo calipers
Rear brakes:	278mm brake discs with two-piston calipers
Handbrake:	Hydraulic control
Wheels:	10x18 inch Braid rims, bespoke designed for Hyundai Motorsport

i30 N TCR TECHNICAL SPECIFICATIONS

Bodywork

Structure:	Hyundai Motorsport designed lightweight high-tensile steel roll cage
Bodywork:	Steel and composite fibre panels
Length:	4,450mm
Wheelbase:	2,650mm
Width:	1,950mm
Track Width:	1,610mm
Fuel Tank:	100 litres
Weight:	1,285kg minimum (including driver)



GOING THE DISTANCE WITH i30 N TCR ENDURANCE

One of the key attractions of the TCR regulations is the ability for customers to use the same car in multiple series, making the category one of the most affordable in international racing. Though a majority of the TCR series are sprint based, several endurance championships and races also feature classes tailored to the cars.

For this purpose Hyundai Motorsport's Customer Racing department developed an endurance specification for the i30 N TCR. This retains the core of the car, but adds the driver aids necessary for long-distance competition. An external refuelling port allows for faster pit stops, while an ABS system and additional lighting give the driver extra assistance over longer stints at the wheel.

Development of the endurance options was a key part of the car's original test phase. The team attended the 24H race in Misano to assess different configurations of lights and to prove the reliability of the whole package.

It was in this endurance version that the i30 N TCR made its first race start in privateer hands with Hyundai Team Denmark at the 24H Silverstone race in March 2018. Competing in the 24H series, where the TCR class has become one of the largest in the championship, the team also competed in races in Italy, Spain and the USA with the car during the 2018 season.

GOING THE DISTANCE WITH i30 N TCR ENDURANCE

Hyundai Motorsport itself used the i30 N TCR endurance option to take on one of the toughest races in the world in 2018 – the Nürburgring 24 Hours. It proved to be the star of a busy field as two vehicles, entered under Hyundai Motorsport N, finished second and fourth in class against a formidable field.

The i30 N TCR demonstrated its pace from the outset of the event with a 1-2 in qualifying, setting a new TCR lap record. In the race, despite treacherous conditions, the cars performed strongly all the way to the chequered flag. The competitive lap times underscored the impressive durability and high performance characteristics of the i30 N TCR endurance package – in one of the harshest environments in international motorsport.



WHAT SOME OF OUR CUSTOMERS SAY

The Hyundai i30 N TCR has taken numerous accolades in its short history. Here are just a few comments from some of Hyundai Motorsport's customers about their experiences and achievements with the car.

Justine Monnier – Team Principal, M RACING

“Following the WTCR Teams' title in 2018, M Racing decided to get involved in the TCR Europe championship by collaborating with Hyundai Motorsport Customer Racing. The performance of the car, as well as the quality of service was a decisive choice for us. We hope to achieve a successful season.”

Luca Engstler – Driver, Engstler Motorsport

“From my first time driving the Hyundai i30 N TCR, I was very comfortable behind the wheel of the car. The TCR category is incredibly competitive, but the car is one of the best I have driven. I was quickly able to adapt to the car, and get the best from it on the track. The car is an excellent all-round package, quick on the straights and the handling under braking and through the turns is superb. Driving the car is a pleasure and the support offered by the Customer Racing department – both on-site and away from the track – keeps it so every race.”



WHAT SOME OF OUR CUSTOMERS SAY

Michael Lewis – Driver, Bryan Herta Autosport

“The 2019 Veloster N TCR and the i30 N TCR race cars are excellent in terms of overall performance. They provide everything that a driver and a team need to compete successfully. Both versions of Hyundai’s TCR provide so much grip in both high-speed and low-speed turns and have great braking performance compared to the competition. Carving through the turns with a very neutral balance that can be easily tuned and having the ability to brake more efficiently and later, has been helpful for lap times. The chassis conserves tires and maintains race pace better than the competition, the torque and power that the engine provides is strong, and the drivetrain is flawless. Hyundai Motorsport was thoughtful in what components to use and how to construct the cockpit and roll-cage – all of the components are full racing spec.”

Andreas Gummerer – Team Principal, Target Competition

“Our experience with the i30 N TCR has been incredibly positive. From our first tests with the car it was very fast, and our drivers were able to get good lap times quickly after getting in the car, with one winning his first two races with the Hyundai only a few days after first sitting behind the wheel. TCR Europe is such a competitive series that having strong support from the Customer Racing department is essential. Happily the service they provide their customers is excellent, with efficient spare parts service and customer engineers available on site we can overcome any problem.”

OFFICIAL SUPPLIERS FOR TCR

Sabelt

Sabelt

Long-time Hyundai Motorsport partner Sabelt provides Hyundai Motorsport with the crucial safety belts, steering wheel and seats for the i30 N TCR.



Goodridge

Fluid transfer systems manufacturer Goodridge supplies both bespoke and 'off the shelf' parts for the i30 N TCR, which can be found in the braking, fuel, clutch and air jack systems in the car.



Lifeline

Each i30 N TCR is fitted with a fire suppression system and FIA standard roll-cage padding system - designed and manufactured by market leaders Lifeline.



Odyssey Battery

Odyssey Battery supplies a high-performance battery package, capable of powering the i30 N TCR through the race.



BMC Air Filters

A BMC air filter can be found under the bonnet of every Hyundai i30 N TCR, allowing the engine to run at optimum power.

OFFICIAL SUPPLIERS FOR TCR



Pagid Racing

Hyundai Motorsport Customer Racing fits Pagid Racing brake pads as standard to every i30 N TCR delivered to customers.



Life Racing

Motorsport electronics specialists Life Racing provides both the Engine Control Unit (ECU) and the driver's dash display fitted in each i30 N TCR.



Nissens

By providing high quality cooling systems for the i30 N TCR, Nissens ensures the reliability and performance of the engine.



Braid

The i30 N TCR is fitted exclusively with specially designed rims, manufactured by Braid.



FIA WTCR: A WINNING NEW ERA

The arrival of the inaugural WTCR - FIA World Touring Car Cup in 2018 opened a new chapter in the illustrious history of touring car racing. The series brought together leading drivers and teams from across the racing spectrum, all attracted by the competitive nature and customer-centric nature of the championship.

Hyundai played a prominent part from the very start, as the i30 N TCR established itself as the class of the field. Taking victory in the season's curtain-raiser, the four i30 N TCR drivers combined to score 13 victories and more than 30 podiums across the season. The Hyundai was also the only car to win all three races over a single weekend, the feat achieved at the Ningbo International Speedpark in China in September.

An exhilarating season finale at the Macau Grand Prix resulted in customers lifting the teams' and drivers' titles. Hyundai customer drivers filled three of the top-four places in the final rankings and customer teams claimed first and second in the teams' classification.

The 2019 FIA WTCR season introduces fresh challenges, but also a renewed effort from the i30 N TCR customers to defend the titles won during the car's debut year.

Four drivers will line up in the i30 N TCR cars. 2018 teammates Gabriele Tarquini and Norbert Michelisz will join forces under the BRC Hyundai N Squadra Corse banner. Meanwhile, new names to both the i30 N TCR and the FIA WTCR, Nicky Catsburg and Augusto Farfus will drive for the BRC Hyundai N Lukoil Racing Team. Each driver brings significant experience of international Touring Car competition, having a string of race wins on their respective motorsport CVs.



FIA WTCR: A WINNING NEW ERA

New drivers in 2019 will generate added pressure, but Hyundai Motorsport's customers thrive in a competitive environment. Success will demand consistency across all ten weekends of the season from Morocco right through to Malaysia.

A new allocation of points now gives equal weighting to each of the three races over an event weekend. The change is sure to make the racing even closer and the fight for the title even more competitive than in 2018, when seven drivers entered the final round with hopes of taking the trophy.

Following an exceptional debut season for the i30 N TCR in the FIA WTCR, the task is now to defend the titles and reputation hard won by Hyundai customers in 2018 in the face of new challenges and challengers.



ABOUT BRC RACING TEAM

BRC Racing Team is the racing department of BRC Gas Equipment.

BRC Gas Equipment is a trademark owned by M.T.M. s.r.l., an Italian company leader in manufacturing and marketing automotive LPG (Liquefied Petroleum Gas) and CNG (Compressed Natural Gas) components and systems.

With sole distributors in more than 70 countries and more than 1,000 co-workers and employees, in Italy BRC Gas Equipment holds a market share of roughly 24% for LPG systems and of more than 23% for CNG systems.

Well-known above all for its CNG and LPG conversion kits (500,000 yearly), over the years BRC has extended its interests with new businesses. The company has expanded into electronic components and systems as BRC Electronic Division and spare parts for regular car maintenance, with the brands BRC Car Service and Tulero. BRC also appears in the racing world with BRC Racing Team, an integrated project of Research & Development and Marketing, aimed at promoting the brand and the corporate image through motorsport.

The main activity has always been the vehicles gas conversion, realising the serial production of bi-fuel vehicles in many installation centres on behalf of the main automobile trademarks.

The R&D Department has always been at the lead of the BRC Gas Equipment business, assuring BRC products give an excellent performance, and a low impact on the environment. This is the department that created the first Italian LPG and CNG gaseous injection system and the first gaseous injection system for vehicles with petrol direct supply.

The historical plants are seated in Cherasco (Piedmont - Italy), having roughly 600 employees and a covered area of more than 50,000 sqm on 6 production areas.



Q&A WITH BRC RACING TEAM TEAM PRINCIPAL GABRIELE RIZZO

After leading the BRC Racing Team to second in the teams' championship in the first year of the FIA WTCR – World Touring Car Cup, Team Principal Gabriele Rizzo stands ready to head an expanded squad in 2019.

After a full successful season in the WTCR with the Hyundai i30 N TCR, what do you think are the strengths of the car?

“The Hyundai i30 N TCR represents one of the strongest chassis available for the TCR regulations. The car is reliable and strong in all the main technical areas – braking, cornering speed, aerodynamic and engine. These key features all balance high performance with an easy use for the team the driver. To these strong points must be added the perfectly structured, prompt and experienced Hyundai Motorsport Customer Racing department. We are convinced we have a ideal package to approach the season.”

What is the main news of your participation in FIA WTCR 2019?

“The work done by the series' organisers in the FIA WTCR is amazing. We expect 2019 to be even better and we need to meet the challenge. This season we have doubled our efforts in the championship. We will participate in FIA WTCR 2019 with two teams and four drivers, the BRC Hyundai N Squadra Corse with Gabriele Tarquini and Norbert Michelisz, and the BRC Hyundai N LUKOIL Racing Team with Nicky Catsburg and Augusto Farfus. The best driver line-up we could have dreamed of during the winter!”

What are you aims for the season to come?

“Last year we won the FIA WTCR with Gabriele Tarquini and we finished second in the teams' standings. The FIA WTCR 2019 season is set to be more competitive than 2018. Our mission is confirm our teams and drivers at the top, fighting for the overall victory until the last corner of the last race.”

DRIVER PROFILE

GABRIELE TARQUINI

#1 BRC Hyundai N Squadra Corse

Career highlights:

2018 – World Touring Car Cup – champion

2009 – World Touring Car – champion

2003 – European Touring Car – champion

1994 – British Touring Car – champion



GABRIELE TARQUINI

POB: Giulianova, Italy

DOB: March 2, 1962

After being involved in the i30 N TCR from the earliest development stages in 2017 Gabriele Tarquini has put his experience of front-wheel-drive Touring Cars to excellent use with Hyundai customers. He won in the car's first competitive outing, and then added the inaugural FIA WTCR title to his glittering CV in 2018. In 2019, he remains at the wheel of a Hyundai to defend his hard won crown.

Do you still think of the i30 N TCR as your child?

“Like any child, not matter how old they are they are always your child. I am very proud to have been part of the i30 N TCR project for so long, first as the main development driver, and then going racing with the car in FIA WTCR. My role with the car means I am almost unique. I obviously love winning races myself, but I also like to see my teammates and other Hyundai customers racing and winning with the i30 N TCR.”

Who are you expecting to be your main rivals to the 2019 title?

“Honestly, I hope my closest challengers are the other drivers in the i30 N TCR! It will be a very competitive season. We saw last year how close the battle for the title was – coming down to the final laps of the year – and it will be the same in 2019. Everyone will have been working over the winter, and we have new rules of the series, new drivers and a new track to contend with before we reach the end of the season.”

DRIVER PROFILE

Norbert Michelisz

#5 BRC Hyundai N Squadra Corse

Career highlights:

2018 – World Touring Car Cup – 3rd

2015 – World Touring Car

Independents' Trophy – winner

2012 – World Touring Car

Independents' Trophy – winner



NORBERT MICHELISZ

POB: Himesháza, Hungary

DOB: August 8, 1984

A hero figure in his native country, with fanatical support at the Hungaroring races to match; Norbert Michelisz was a standout among the privateer ranks of the WTCR, moving with ease into a leading team. Having combined with Gabriele Tarquini to take second in the teams' points in 2018, the pair is reunited for 2019 to try and go one better.

What were your highlights of the 2018 FIA WTCR?

“Obviously, I have to pick my victory at the Slovakiaring, taking the perfect result of pole position, fastest lap and the race win. I had a lot of fans at the track that weekend, and it was really nice to be able to give them something to celebrate. Of course, there were the races in Hungary, which I always enjoy. I took both pole positions at the Hungaroring last year, and scored a 1-2 finish with Gabriele, which was great for the team. Hopefully we can do that a few more times this year!”

What are your aims for the 2019 FIA WTCR season?

“At this point before the season I have to be aiming to win the title. With what Gabriele achieved last year I know I am in the right car and the right team to be able to do it, but the FIA WTCR is very long, and so much can happen. It will be so important to be consistent. It's going to be important to be the fastest, of course, but at time it might also be the smartest driver who is celebrating at the end of the season.”

DRIVER PROFILE

Augusto Farfus

#8 BRC Hyundai N Lukoil Racing Team

Career highlights:

2019 – Daytona 24 Hours – class winner

2018 – GT World Cup – winner

2010 – Nürburgring 24 Hours – winner



AUGUSTO FARFUS

POB: Curitiba, Brazil

DOB: September 3, 1983

After several seasons away from the international Touring Car scene Augusto Farfus will return as an FIA WTCR rookie this season with the i30 N TCR. He will aim to add to a successful career, that includes a pair of third place finishes in the WTCC points, as well as 15 race wins. His WTCR drive will be his first in a FWD car since 2006.

What do you think will be the biggest challenges in the 2019 FIA WTCR?

“Before my first drive in the Hyundai i30 N TCR I would have said driving a front-wheel-drive race car after so long. However, I was pleasantly surprised how quickly I was able get the best out of the car. I’m actually quite excited for the season to come, despite only having done a few tests so far. The whole package seems very strong, with a good engine and a well-balanced chassis. The start of the season will bring some new challenges, but I think that we can face them with confidence and get some good results.”

What made you return to international Touring Cars?

“Watching last year’s FIA WTCR as a spectator was really fun – some of the best world-level Touring Cars I’ve seen for some time. You could see from the results that the Hyundai was one of the best, if not the best, car in the category. As a driver you always want to be in the top series, in the most competitive car, so when the chance came up to drive the i30 N TCR with a customer team in 2019 it was an easy choice to make to join them for the season.”

DRIVER PROFILE

Nicky Catsburg

#88 BRC Hyundai N Lukoil Racing Team

Career highlights:

2017 – World Touring Car - Race of Germany winner

2016 – World Touring Car - Race of Moscow winner

2015 – Spa 24 Hours – winner



NICKY CATSBURG

POB: Amersfoort, Netherlands

DOB: February 15, 1988

2019 will see Nicky Catsburg make his competitive debut in TCR racing, as he returns to international Touring Car racing. The Dutchman previously enjoyed three seasons in the World Touring Car Championship and scored a pair of race wins. A recent fixture at sportscar and endurance events, the FIA WTCR will put him back in a sprint racing series.

What were your immediate impressions of the Hyundai i30 N TCR?

“Before my first test with the car I had not driven a TCR car and I could immediately tell it was a different type of car from what I have raced before. However, I was quickly able to get comfortable with the balance. Even though the i30 N TCR is a new spec of machinery for me the handling was very similar from the front-wheel-drive cars I have competed in before. The car makes its lap time in the same way, so you have to drive it in same way.”

What are you most looking forward to about competing with the i30 N TCR?

“Really, I’m just looking forward to the racing in general. I saw some races last year, and it was always very close and very competitive. I think that the FIA WTCR will suit my driving style quite well, and I’m excited for the season, especially thinking of the races at the Nürburgring to come. Above all, I’m looking forward to starting to work with Augusto and the Hyundai customer team to start taking points and race wins on track.”

2019 FIA WTCR CALENDAR

Featuring circuits spread over three continents the 2019 FIA WTCR calendar includes famed Grand Prix circuits, tight and technical street tracks, as well as the unique 25km challenge of the iconic Nürburgring Nordschleife.

This season brings a new venue to the series - the Sepang International Circuit. Taking the series to Malaysia for the first time, the unique night-time event will host the final races of the year.

01		WTCR Race of Morocco Circuit Moulay Al Hassan	April 5-7
02		WTCR Race of Hungary Hungaroring Circuit	April 26-28
03		WTCR Race of Slovakia Slovakia Ring	May 10-12
04		WTCR Race of Netherlands Circuit Park Zandvoort	May 17-19
05		WTCR Race of Germany Nürburgring Nordschleife	June 20-22
06		WTCR Race of Portugal Circuito Internacional de Vila Real	July 5-7
07		WTCR Race of China Ningbo International Speedpark	September 13-15
08		WTCR Race of Japan Suzuka Circuit	October 25-27
09		WTCR Race of Macau Guia Circuit	November 14-17
10		WTCR Race of Malaysia Sepang International Circuit	December 13-15

INTRODUCING THE HYUNDAI i20 R5

The formal announcement of the Hyundai i20 R5 project at the end of 2015 marked the first public confirmation of Hyundai Motorsport's growth into Customer Racing.

The move into the R5 category of rallying allowed the team to utilise the expertise gained in WRC, as well as harnessing its growing reputation in international motorsport.

Introduced in 2012 to form the second tier of rallying, the R5 regulations were a natural fit for Hyundai Motorsport's first customer project.

Cost-capped by the FIA, the category quickly proved popular with customers and series organisers. National championships adopted the regulations, allowing R5 crews to compete for overall victory, which only spurred further interest in the category.

R5 designs lie much closer to their road going counterparts than the WRC thoroughbreds, with strict limits on aerodynamic developments to help maintain the relatively low cost of the formula.

Though WRC and R5 cars are both powered by 1.6-litre turbocharged engines, the difference in power output comes courtesy of an air restrictor. At 32mm, the mandated size for the R5 car is 4mm smaller than that found on current generation WRC machinery. In an R5 car the engine, which is derived from a road car, is mounted to a five-speed sequential gearbox – in comparison to six in the premier category – operated through a gear stick, rather than a paddle system. Finally the minimum weight for the combined R5 car and its crew is 40kg heavier than the same measurement for a WRC crew.



INTRODUCING THE HYUNDAI i20 R5

Testing of the i20 R5 began in February 2016 on rough gravel stages in the south of France, with each area of the car meticulously assessed. The task for the Customer Racing engineers was daunting: not only to develop a car that was both fast and reliable, but also one that could be driven well by the full range of potential customers, from the young professional drivers using the class as a step in their careers, to the amateur racers rallying purely for pleasure. Too extreme in one direction or the other and the i20 R5 would fail to capture the interest of those for whom it was intended.

Any such fears proved unfounded, as over 5,000km of testing resulted in a well-balanced car on both tarmac and gravel. The car was a major attraction as it made its public debut in June 2016, garnering attention from fans and media while running as a course car for the Ypres Rally in Belgium. Interested customers got their first opportunity to sample the car a few months later as the project began to move from development to delivery.

Privateer teams received the first completed chassis in September 2016, ahead of the car's competitive debut at Tour de Corse. It was only a few weeks later that the car scored its first overall victory with a customer team in Belgium before ending the year beating a host of WRC cars to overall victory at Rallye du Var.

The first full season of competition in 2017 brought more success. i20 R5 customers collected a host of overall and class victories, resulting in three championship wins. In Spain, Iván Ares won five events, and completed the season with the title and the enviable record of having finished on the podium in every round of the Spanish tarmac championship.



INTRODUCING THE HYUNDAI i20 R5

Jordan Berfa became a regular front-runner in the French Gravel championship, competing against crews running in WRC-spec cars. He twice stood on the overall podium, and scored four class wins on the way to a first senior championship victory.

In the Tour European Rally (TER) Series that spanned Europe, Giandomenico Basso scored three wins among five podiums to ease to the title.

2018 brought further success. Ongoing development work by Hyundai Motorsport's dedicated engineers produced an updated car for the new season. A revised engine package gave customers more power, as well as greater throttle response. Continued testing also brought improvements in the suspension, with the new information being quickly shared with customers in order for them to take advantage of the work.

The changes brought dividends. i20 R5 crews scored a total of 30 overall victories, with many more in class, while winning nearly 350 stages outright through the year. Hyundai crews completed the season with silverware from around the world, including the Portuguese national championship crown with Armindo Araújo.

For 2019, the list of i20 R5 customers continues to grow: the car is set to appear in more championships than ever before as the reputation and recognition of the Hyundai Motorsport Customer Racing department accelerates.



HYUNDAI i20 R5 TECHNICAL SPECIFICATIONS

Engine

Type:	1.6-litre direct injection turbocharged
Air Restrictor:	32mm*
Power (Max):	285hp @ 5,000rpm
Torque (Max):	420Nm @ 4,000rpm
Electronics:	Magneti Marelli ECU and power management system

Transmission

Type:	Four-wheel drive
Gearbox:	Ricardo Sequential gearbox. Five forward gears and one reverse
Differential:	Mechanical front and rear
Clutch:	Cerametallic twin-disc

Cockpit

Seats:	Sabelt FIA 8862 competition seats
Belts:	Sabelt six-point HANS compatible
Dashboard:	Compact configurable driver's display

Chassis - Suspension

Front and Rear:	MacPherson struts with three-way adjustable dampers
Steering:	Hydraulic power-assisted rack and pinion.
Braking System:	Ventilated brake discs (300mm diameter for gravel, 355mm diameter for tarmac) four-piston calipers.
Handbrake:	Hydraulic control
Wheels:	8x18 inch for tarmac, 7x15 for gravel



HYUNDAI i20 R5 TECHNICAL SPECIFICATIONS

Chassis - Bodywork

Structure:	FIA conformant reinforced steel body with Hyundai Motorsport designed welded multi-point roll cage
Length:	4,035mm
Wheelbase:	2,570mm
Width:	1,820mm
Track Width:	1,610mm
Fuel Tank Capacity:	80 litres
Weight:	1,230kg minimum – 1,390kg with driver and co-driver*

*mandated by FIA regulations





WHAT SOME OF OUR CUSTOMERS SAY

Claudio de Cecco – Team Owner, Friulmotor

“Friulmotor enjoy an excellent relationship with Hyundai Motorsport Customer Racing. Our i20 R5 are in constant demand, and the support we have from the team in Alzenau makes sure that we are ready for every rally with the cars at 100%. The i20 R5 is a great all-round package with a strong engine and a good balance to the handling. This means that it always on the pace, whether the drivers is professional, or less experienced. Our crews have taken many, many strong results with The Hyundai, and with the support from the Customer Racing department, we know that this record will only continue.”

Armindo Araújo – Driver, Team Hyundai Portugal

“I am very proud to be part of a Hyundai Motorsport customer team with the i20 R5. As part of Team Hyundai Portugal my co-driver Luís and I can rely on the Customer Racing department to make sure that we are always in the best position to challenge for victories at each rally we enter. The car is very well balanced and quick on both tarmac and gravel. You can see the value of both the performance of the car, and the on-site support from Hyundai Motorsport Customer racing in the results, with four wins in our first season with the car and the national championship.”

Tom Cave – Driver, PCRS

“You know when a car feels right. From the moment I first drove the Hyundai i20 R5 things just clicked and I was able to set fastest stage times from the word go. I was then pleased to prove the car’s pace at world level with a podium result on Rally Finland later that year. Then in 2018, I was able to set faster times than all WRC2 runners on four stages of the Wales Rally GB. It’s not only performance that gives the i20 R5 its appeal; the support from the Customer Racing department completes the package. That’s why I’m delighted to be back in the car for my 2019 British Rally Championship campaign.”



WHAT WRC DRIVERS SAY

It's not just customers who have benefitted from the performance of the Hyundai i20 R5; WRC crews have also put the Hyundai i20 R5 through its paces in special events over the years with some strong results. They have also had some kind words to say about the car.

Thierry Neuville – Ypres Rally 2018

“To win in Ypres, with 15 top stage times was really good for me and shows how good the Hyundai i20 R5 is. When we started the rally I didn't have much mileage with the car, so I had to learn the chassis a little. However, I got comfortable to be able to push, and then we could make changes in service to the suspension and handling to constantly improve the car as I got more confident throughout the weekend.”

Dani Sordo – Rali Serras de Fafe 2019

“The strength and competitiveness of the Hyundai i20 R5 and gave us a great result and a timely confidence boost ahead of Rally México. This was my first time driving the car on gravel. Before I had only driven once, on tarmac at Barum Rally last year, but the car was really nice to drive all weekend. I had a nice feeling behind the wheel, and was able to set good times. In such a strong all-round car we could take a lot of pleasure driving these beautiful stages.”

Hayden Paddon – Rallye Sanremo 2017

“The Hyundai i20 R5 was great all weekend – it's a very nice car to drive. As I got used to the feel of the grip levels on the tarmac we were able to make handling adjustments. The car was very responsive to the changes, which is really what you want as driver. I could immediately feel the difference after each one, which meant I could give better feedback to the team, and we could continue to improve the handling from an already very good baseline.”

OFFICIAL SUPPLIERS FOR R5



Sabelt

Long-time Hyundai Motorsport partner Sabelt provides Hyundai Motorsport with the safety belts, steering wheel and the driver and co-driver's seat fitted as standard in each i20 R5.



Fire & Safety Systems Ltd

Lifeline

Market leaders Lifeline provides vital safety equipment for the i20 R5 project; including fire extinguisher systems throughout the car, as well as FIA mandated roll cage padding.



Odyssey Battery

Odyssey Battery supplies a high-performance battery package, capable of powering the i20 R5 through the trials of a rally weekend.



DELIVERING THE DIFFERENCE

Nissens

By providing high quality cooling systems for the i20 R5, Nissens ensures the reliability and performance of the engine.



P1 Racing Fuels

P1 Racing Fuels supplies a specifically blended fuel optimised for the i20 R5's 1.6-litre engine.



CUSTOMER RACING MEDIA CONTACTS

To download high-resolution photos for editorial use, full driver profiles, as well as other press information about the team please refer to:

<http://press.motorsport.hyundai.com/home>

Username: HMSGMedia

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