

eurasia

2025 TCR South
East Asia Guide



After a pandemic enforced hiatus the championship returned in 2024 and is building for its eighth season in 2025 with more new drivers and teams anticipated.

A six event championship, starting at Sepang in Malaysia in May and June followed by Buriram in Thailand in July and August and ending at Inje Kore in September and October for the final two events.

Final round joined by the TCR World Tour competitors.

Eurasia is entering two Hyundai Elantra N cars which are proving to be ultra competitive in TCR Worldwide.

The team won the Asia driver class in 2019 running Hyundai cars

Eurasia was chosen to be the works Hyundai team for the SEA Championship in 2020 before the pandemic saw all cross border racing in the region cancelled.



Rounds 1-2	Sepang International Circuit, Malaysia	May 2-4
Rounds 3-4	Sepang International Circuit, Malaysia	June 6-8
Rounds 5-6	Buriram International Circuit, Thailand	July 11-13
Rounds 7-8	Buriram International Circuit, Thailand	August 1-3
Rounds 9-10	Inje Speedium, South Korea	September 13-15
Rounds 11-12	Inje Speedium, South Korea	October 17-19*

* Round of the TCR World Tour

Each event will hold minimum 1 x 30 min Free Practice Session, normally two sessions

1 x 20 min Qualifying 1 session followed by a 1 x 10 min Qualifying 2 session for the top drivers from Qualifying 1.

2 x 55kms races or max 30 mins.



Overall, Cup (for Amateur drivers) and team championships.

International C license required or National license for local drivers.

Each race duration – 55kms or maximum 30 minutes

All races standing start.

Race One starting grid according to the order of qualifying taken from combined times from QTT 1 and QTT 2 for the leading grid positions. Drivers who do not make QTT 2 then start in their QTT 1 time order. Race two reverse of top QTT 2 finishers. Balance of grid from finishing order of QTT1.

Championship Race Points allocation:

1st	2nd	3ed	4th	5th	6th	7th	8th	9th	10th
25	18	15	12	10	8	6	4	2	1

Championship Qualifying Points allocation:

1st	2nd	3ed	4th	5th	6th	7th
12	10	7	5	3	2	1

Eurasia Motorsport was founded in 2004 and has won 23 Championships in the Asian Region plus finished in the top six overall twice in the European Le Mans Series, competed 5 times in the Le Mans 24h and also competed in IMSA.

We bring world class engineering to TCR Asia

Drivers trained by Eurasia have gone on to forge successful careers in F1, LMP, GT and Touring Cars.

Daniel Ricciardo and Antonio Giovanazzi both started their careers with Eurasia. Add in many Touring Car, GT and LMP drivers who were trained by us.

We have worked with many of the world's best Touring Car, GT and LMP drivers. We know what a driver needs to be successful.

Be certain you are getting the training, advice and coaching to help you achieve your motorsport aspirations.



Hyundai Elantra N TCR

Front wheel drive

Two litre turbo 1998cc 350 hp engine

Six speed paddle shift gearbox

Magneti Marelli Data Logging

1265kg including driver

Slick Race Tyres



Run to global TCR BOP.

World class technical scrutineering ensures parity of performance.

On-site Hyundai Spare Parts Service at each event – no car should fail to start due to lack of parts.

Live streaming anticipated at the events.



Arrive and Drive Championship Package

Latest Specification Elantra N TCR car as allowed under the regulations

Team management, engineering, administration, event registration fees and logistic costs

Two technicians per car

Driver coaching and in-depth data analysis

New dry race tyres supplied as per regulations for each event, one set of new wet weather tyres supplied at 1st race event

All consumables and equipment to run the car

Large branding space on car allocated to Driver. Race car finished in Eurasia livery (we can negotiate for the car to be in your livery if desired)

Fee: Contact us for a competitive quote

* In the event a driver wishes to purchase their own car we can offer a team service package

What is not included in the race fee

Engine and gearbox damage due to driver error (over revs, ignoring alarms etc.)

Additional wet weather tyres (we provide one set at the first event)

Additional new dry tyres for race week unofficial tests if available.

Insurance Premium and Excess – The premium cost is dependant on the driver's accident record and experience. Excess amount is subject to insurers confirmation. The driver has an option to self insure with a deposit to the value of a replacement car.

The drivers own flight, accommodation and transport costs. We can assist with bookings for hotels and rental cars if needed.

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