



**HYUNDAI**  
MOTORSPORT



**10 YEARS**  
#CELEBRATING



**2023 NÜRBURGRING 24 HOURS PRESS PACK**

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## THE NEXT CHAPTER OF A WINNING STORY

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Hyundai Motorsport will take on one of the biggest challenges in motorsport when it defends its TCR class victory at the Nürburgring 24 Hours with a pair of Hyundai Elantra N TCR for the 2023 event (May 18-21).

The two-car entry in the TCR class headlines arguably the biggest-ever racing weekend for Hyundai at the Nordschleife circuit, a venue synonymous with performance car development as well as racing endeavours.

As well as the winning crew from 2022, Hyundai Motorsport welcome four experienced drivers from the Hyundai Motor America-supported Bryan Herta Autosport team, who despite success in the IMSA Michelin Pilot Challenge will be making their first Nürburgring 24 Hours start this year.

The official Hyundai presence on track is completed by two i30 Fastback N Cup Cars in the front-wheel-drive VT2 class, promoting the Hyundai Driving Experience and Dare to Dream programme which aims to provide people – from motorsport fans to professional drivers – an opportunity to race at the Nürburgring Nordschleife.

All four cars and 15 drivers will race around the clock at the 25km venue which combines the Grand Prix circuit and the iconic Nürburgring Nordschleife. The track includes

more than 170 corners for a unique and gruelling test of drivers, teams and machines.

The two-car team in the TCR class will be led by the same line-up that claimed the 2022 title in the category. FIA WTCR winner Mikel Azcona and N24 veterans Marc Basseng and Manuel Lauck completed 145 laps of the 25km circuit in their Elantra N TCR to finish a superb 18th overall. The result not only gave them the class victory, but made them one of the highest-finishing teams outside of the premier class in the race, proving the capability of the car at the incredibly challenging event.

The Nürburgring 24 Hours is recognised as one of the toughest races in modern motorsport. Regularly attracting more than 200,000 fans and close to 150 teams, the race pits teams not only against each other in class and overall competition, but also against the combination of the Nürburgring Grand Prix track and the historic Nordschleife for a full day of racing. Success at the event demands a unique combination of performance and reliability from the car, and intelligence and endurance from the drivers and team.



TCR class victory in 2022 was just the latest chapter in a long and successful story of Hyundai cars at the Nürburgring. Azcona, Basseng and Lauck led home Hyundai Motorsport 1-2 in class ahead of their i30 N TCR stablemates in a repeat of the team's 2021 result in the category. Since their debut in 2018, Hyundai Motorsport's TCR cars have become a stalwart of the class, further reinforcing the strong links between the manufacturer and the world-famous venue.

From a technical centre within sight of the circuit, new road-going Hyundai models – including those destined for the high-performance N brand – undergo rigorous testing around the Nordschleife. Success at the Nürburgring is central to the identity of Hyundai's high-performance designs, the N name itself having been jointly inspired by the manufacturer's global R&D centre at Namyang, and the Nürburgring.

"The Nürburgring 24 Hours is a hugely important event, not just for Hyundai Motorsport, but for Hyundai as a global manufacturer," said Hyundai Motorsport President Sean Kim.

"The N brand has very strong ties with the Nürburgring Nordschleife through the development of road cars on the track. Our history of success in the 24 Hours event

further reinforces the excellent reputation of Hyundai's high-performance designs. Last year's 18th overall and 1-2 in class has set the bar very high for this year, as we aim to win the TCR class for the third consecutive season, but with the crews we have in both Hyundai Motorsport cars we can achieve this. The weekend is always busy, and with the addition of the four American drivers this year's race will be one of the biggest ever for Hyundai Motorsport and Hyundai markets around the world."

This season's Hyundai Motorsport line-up will be transatlantic in nature, thanks to the addition of American drivers Mason Filippi, Harry Gottsacker, Taylor Hagler and Michael Lewis. All four have had considerable success with Hyundai Motorsport's TCR cars in the US-based IMSA Michelin Pilot Challenge; Hagler and Lewis have won the last two TCR class championships, while they and the rest of the team have secured the sweep of drivers', teams' and manufacturers' titles for the last three seasons.

Despite this experience, it was only at the Nürburgring 24H Qualifiers that the quartet got their first laps on the Nordschleife in the Elantra N TCR. This followed a busy first part of the season, during which they competed in the first three rounds of the NLS aboard i30 Fastback N Cup Cars to gain the requisite laps to make the step up to the TCR class.





This completed a lightning-fast path through the Dare to Dream programme, bringing them from Nürburgring novices to the upper classes of the 24 Hours in just a few months – far quicker than an expected development path to bring Hyundai road-car owners from the Hyundai Driving Experience to the race seat in a TCR car.

After announcing the concept, and debuting the i30 Fastback N Cup Car, last year the Hyundai Driving Experience team expands to a pair of cars for the 2023 event. Like its TCR counterparts, the leading entry brings back some of the top names from last year, when the team finished fifth in the VT2-Front class. Drivers Michael Bohrer, Gerrit Holthaus and Marcus Willhardt all return, with the all-German driving line-up completed by Tobias Overbeck.

The second car brings together drivers from Germany, the USA and South Korea in a truly international line-up. The quartet is made up of experienced journalist-racer Jens Dralle, American driver Jeff Ricca and Korean drivers Byunghui Kang and Junesung Park. Park is the only one of the four making his Nürburgring 24 Hours debut this year, while his three team-mates have experience in multiple classes, including – in Kang's case – having been part of Hyundai Motorsport's first team for the TCR class in 2018.

All four teams completed their on-track preparations at a successful N24 Qualifiers weekend. Sharing their TCR entry Basseng and Lauck won the two-hour and four-hour races during the weekend – setting the fastest lap in class in both contests – to head a pair of 1-2 finishes for the Elantra N TCR as Filippi, Gottsacker and Lewis took two second places.

The VT2-Front class saw another Hyundai 1-2 in Saturday evening's two-hour event. Michael Bohrer and Taylor Hagler won the class, with the combination of Dralle, Kang, Park and Ricca finishing second. The international quartet went one place better on Sunday in the longer of the weekend's races, taking victory in class.



*"The Nürburgring 24 Hours remains one of the toughest races in the world, so is the perfect place to show the blend of performance and reliability of the Hyundai Elantra N TCR. We are in the position of defending our wins from the last two seasons, so we know the pressure will be on us once more. With the driver line-ups we have in both TCR cars, we have everything in place to repeat success again. Mikel, Marc and Manuel showed beyond a doubt last year how strong they are as a team. The second car line-up brings a great deal of experience and success from America and they have already shown good pace in preparation for their N24 debut. With the support of the Hyundai Motorsport Customer Racing department, I am sure we can add another winning chapter to the history of Hyundai at the Nürburgring."*

**Hyundai Motorsport Customer  
Racing Manager Andrea Cisotti**



**THURSDAY 18 MAY**

QUALIFYING 1

13:15 - 15:00

QUALIFYING 2

20:00 - 23:30

**FRIDAY 19 MAY**

QUALIFYING 3

13:30 - 14:45

TOP QUALIFYING

17:30 - 19:15

**SATURDAY 20 MAY**

WARM-UP

12:40 - 13:25

STARTING GRID

14:45 - 15:30

NÜRBURGRING 24 HOURS RACE

16:00 - 23:59

**SUNDAY 21 MAY**

NÜRBURGRING 24 HOURS RACE

00:00 - 16:00



# ELANTRA N TCR TECHNICAL SPECIFICATIONS

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## Chassis

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

## Bodywork

<b>Structure:</b>	Hyundai Motorsport designed lightweight high-tensile steel roll cage
<b>Bodywork:</b>	Steel and composite fibre panels
<b>Length/Width:</b>	4,710mm / 1,950mm
<b>Wheelbase:</b>	2,750mm
<b>Track Width:</b>	1,780mm



**Fueltank capacity:**  
100 litres



**Weight:**  
1,265kg minimum (including driver)\*  
mandated by TCR regulations

## Transmission

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

## Cockpit



**Seats:**  
OMP competition seats



**Belts:**  
OMP six-point HANS compatible



**Dashboard:**  
Compact configurable driver's display



## Engine

<b>Type:</b>	Hyundai Motorsport 2.0 litre direct injection turbocharged
<b>Electronics:</b>	ECU and power management system



**Power (max)**  
350hp @ 7000rpm



**Torque (max)**  
450Nm @ 3500rpm

# i30 FASTBACK N CUP CAR TECHNICAL SPECIFICATIONS

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## Engine

**Type:** Hyundai Motorsport 2.0 litre direct injection turbocharged  
**Electronics:** ECU and power management system



**Power (max)**  
280hp @ 5500rpm



**Torque (max)**  
392Nm @ 2100-4700 rpm

## Transmission

**Type:** Front-wheel drive  
**Gearbox:** Eight-speed N DCT with Gear Shift Paddles  
**Differential:** Electronic Limited-Slip Differential



## Chassis

**Suspension:** MCS 3-way adjustable  
**Steering:** Electric power-assisted rack and pinion  
**Wheels:** 9x18 inch Braid Wheels designed for the Cup Car  
**Front Brakes:** 378mm ventilated brake discs with six-piston calipers  
**Rear Brakes:** 314mm Floating caliper disc brakes

## Bodywork

**Structure:** Innocean X designed lightweight high-tensile steel roll cage  
**Length:** 4,455mm  
**Width:** 1,795mm  
**Wheelbase:** 2,650mm



**Fuel tank capacity:**  
80 litres



**Weight:**  
1470kg

## Cockpit



**Seats:**  
Sabelt competition seats



**Belts:**  
Sabelt six-point HANS compatible



## #830 – HYUNDAI MOTORSPORT N – HYUNDAI ELANTRA N TCR

The line-up of Mikel Azcona, Marc Basseng and Manuel Lauck starts the 2023 Nürburgring 24 Hours as defending champions in the TCR class after a hugely impressive run last year that ended with their Elantra N TCR 18th overall.

The trio blends extraordinary TCR pedigree in 2022 FIA WTCR winner Azcona and an amazing record in some of the biggest endurance races around the world. Both Lauck and Basseng have a wealth of experience in different classes at the Nürburgring 24 Hours and have been part of Hyundai Motorsport's line-up for the race since 2018 and 2019 respectively.

Basseng is a past overall winner of the event in 2012, and can also count an overall victory at the Bathurst 12 Hours, and class victory in the endurance races at Spa-Francorchamps and Daytona on his CV. Lauck, similarly, has claimed class wins at the Belgian 24 Hours event among a list of other sportscar and endurance racing accolades.

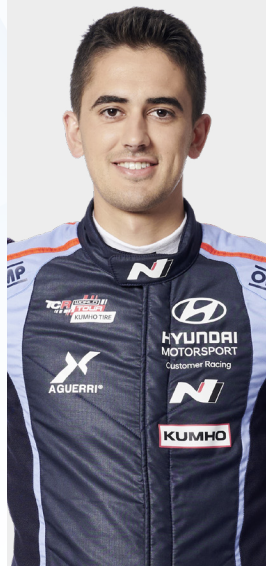
Azcona joined Hyundai Motorsport's team for 2022, having already established himself as one of the leading lights in TCR competition. He immediately enjoyed success, with his win on the Nordschleife accompanying his first TCR world title in his debut season with the Elantra N TCR.



**MIKEL  
AZCONA**

POB: Arrigorriaga, Spain

DOB: June 25, 1996



**MARC  
BASSENG**

POB: Engelskirchen, Germany

DOB: December 12, 1978



**MANUEL  
LAUCK**

POB: Lebach, Germany

DOB: August 11, 1983



## #831 – HYUNDAI MOTORSPORT N – HYUNDAI ELANTRA N TCR

Since taking delivery of some of the first i30 N TCR cars built by Hyundai Motorsport Customer Racing for the 2018 season the Hyundai Motor America-supported Bryan Herta Autosport team has been one of the ones to be beat in TCR racing in the USA.

Michael Lewis has been with the team since the start of the project and – after helping the team to the TC America teams' title in that first year – is now a triple champion in the TCR class of the IMSA Michelin Pilot Challenge. Two of those titles – 2021 and 2022 – were taken with Taylor Hagler, who is the first female double champion in the series.

Mason Filippi and Harry Gottsacker are also long-standing members of the Bryan Herta Autosport driver roster and have raced both the Veloster N TCR and Elantra N TCR to success in IMSA competition.

Despite their collective experience and accolades, 2023 will mark the Nürburgring 24 Hours debut for all four drivers. To prepare for the event they have undergone an intensive period of preparation, competing in the first three races of the NLS season on Nordschleife in an i30 Fastback N Cup Car, before making their first laps on the track with the Elantra N TCR during the N24 Qualifiers weekend.



**MASON  
FILIPPI**

**POB:** Castro Valley CA,  
USA

**DOB:** April 23, 1998



**HARRY  
GOTTSACKER IV**

**POB:** San Antonio TX,  
USA

**DOB:** July 28, 1999



**TAYLOR  
HAGLER**

**POB:** Fontana CA, USA

**DOB:** October 4, 1995



**MICHAEL  
LEWIS**

**POB:** Laguna Beach CA,  
USA

**DOB:** December 24, 1990



## #527 – HYUNDAI DRIVING EXPERIENCE – HYUNDAI i30 FASTBACK N CUP CAR

The all-German i30 Fastback N Cup Car quartet are incredibly experienced in the uniquely challenging production-based classes of racing on the Nordschleife.

Even before being part of last year's line-up to debut the i30 Fastback N Cup Car at the Nürburgring 24 Hours, Holthaus and Bohrer had already won two class championships in NLS competition together in 2020 and 2021. Both have two previous class wins in the 24 Hours – Bohrer on one occasion as part of a Hyundai Motor Deutschland team with a Hyundai Veloster.

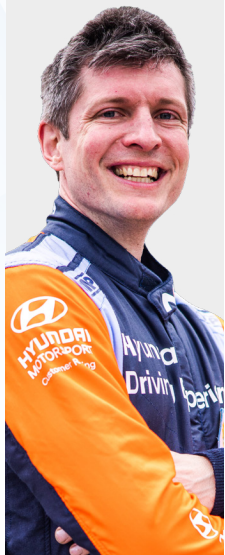
Overbeck – a new name to the team for 2023 – also has a 2018 N24 class victory to his name. With Marcus Willhardt - who oversees the European part of the Hyundai Driving Experience programme, that forms the basis of Hyundai's international Dare to Dream campaign - they will aim to improve on the fifth place and fastest lap in class scored by the car in its first 24 Hours in 2022.



**MICHAEL  
BOHRER**

POB: Merzig, Germany

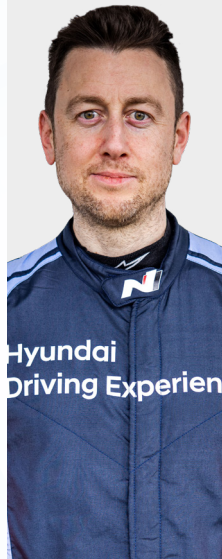
DOB: June 2, 1983



**GERRIT  
HOLTHAUS**

POB: Lüdenscheid,  
Germany

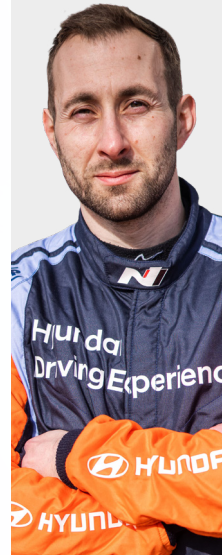
DOB: February 6, 1984



**TOBIAS  
OVERBECK**

POB: Tönisvorst,  
Germany

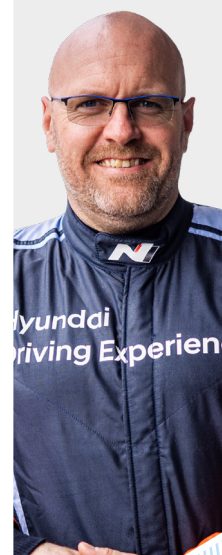
DOB: September 28, 1989



**MARCUS  
WILLHARDT**

POB: Gießen, Germany

DOB: April 1, 1974





## #525 – HYUNDAI DRIVING EXPERIENCE – HYUNDAI i30 FASTBACK N CUP CAR

For the 2023 edition of the Nürburgring 24 Hours, the Hyundai Driver Experience team expands to two i30 Fastback N Cup Cars, with an international line-up charged with sharing the new entry.

Byunghui Kang is no stranger to the Nürburgring 24 Hours, having joined the Hyundai Motorsport line-up for the i30 N TCR's debut year at the event in 2018. He also took the car to their first-ever TCR Korea title. For this year he returns to the track, having been one of the presenters for Hyundai's live coverage of the 2022 race.

Kang's countryman, Junesung Park, is making his N24 debut as part of a busy first year of racing in Europe, which also includes a full season of TCR Italy with the Elantra N TCR. Jeff Ricca is also a familiar name racing with a Hyundai and has been a stalwart of production-based Touring Car racing in the USA with a range of the manufacturer's models.

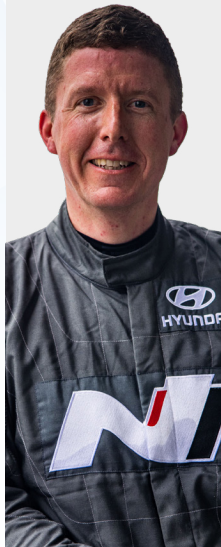
Completing the team is experienced racer-journalist Jens Dralle, who has raced in a wide range of equipment at the Nürburgring 24 Hours, from bespoke GT cars to production-based front-wheel-drive cars like he will share this year.



**JENS  
DRALLE**

**POB:** Ravensburg, Germany

**DOB:** March 15, 1977



**BYUNGHUI  
KANG**

**POB:** Jeonju, South Korea

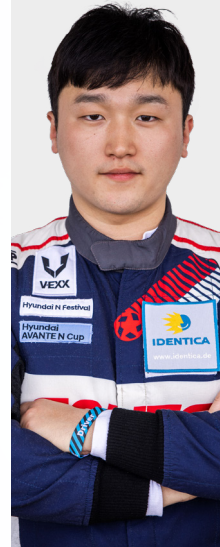
**DOB:** July 29, 1980



**JUNESUNG  
PARK**

**POB:** Daegu, South Korea

**DOB:** August 28, 1996



**JEFF  
RICCA**

**POB:** Monroe CT, USA

**DOB:** October 6, 1982



## WHAT IS THE NÜRBURGRING 24 HOURS

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The Nürburgring 24 Hours has become one of the biggest dates in the competition calendar, as it offers one of the ultimate challenges in modern motorsport.

Racing for a full day on the 25km course with more than 170 corners on the combination of the Grand Prix circuit and the Nürburgring Nordschleife creates a unique test for the competing drivers and their cars. The difficulty of the event is only added to by the sheer number and range of machinery on the track. The premier class is represented by GT3 cars capable of lapping the vast circuit in under nine minutes, while the production-based cars in the lower class complete the track almost two minutes slower.

Add all that to the famously unpredictable weather – hailstorms, sudden downpours and heavy fog have all played a role in recent races – the unique rules of the 24 Hours – there are no Safety Cars or Full Course Yellows during the race – and the near-150 cars starting the race and you have an event that drivers and teams don't just have to be fast to win: they have to be smart.

Recognising the spectacle, the race attracts more than 200,000 fans each year. The 2023 event will be held over the Ascension Day weekend, with many fans camping at the track for the entire event, creating an undeniable party

atmosphere that often leads to the smell and smoke of barbeques drifting across the track during the evening.

This year's race will be the 51st edition of the Nürburgring 24 Hours since the first event in 1970. The event has changed much since that inaugural event, going through periods of domination by different Touring Car and GT specifications before the first win of GT3 car in 2012 cemented the category as the top class for the race. The TCR class was first introduced in the race in 2016, with Hyundai Motorsport joining the class two years later.

The history of the Nürburgring goes back to 1927, when the circuit was purpose-built as a venue for races that had previously been held on tracks made up of closed public roads. Like most circuits of the time there was little margin for error, with few run-off areas to help a driver after a mistake. The Nordschleife was used for Formula One Grand Prix racing until 1976, and the sport did not return to the venue until the completion of the new Grand Prix track in the mid-80s. However, the Nordschleife continued to be used for Touring Car and endurance racing, with the 24 Hours weekend the undoubted highlight of the season.

Those drivers who have mastered the circuit have become legends, still remembered in the names of some of the

corners. Rudolf Caricciola, the winner of the first car race in 1927, is remembered at the Caricciola Karussell, one of the Nürburgring's signature corners. Further around the lap, drivers negotiate the Stefan Bellof S, named for the driver who still holds the competition lap record around the Nordschleife in a Group C sports car. The tradition continues today, with the first downhill left-hander on the Nordschleife christened Sabine-Schmitz-Kurve in honour of the two-time 24 Hours race winner and well-known Nürburgring specialist.

Each weekend at the Nürburgring offers the chance for drivers to join the list of winners and add their names into the history books.





## 1. TIERGARTEN/HOHNRAIN

*"Nowhere is it faster than in the Antoniusbuche down to the Tiergarten at 255 km/h and then it's full throttle to the Hohenrain chicane where the car is braked to 80 km/h, the absolute maximum load for the material and the driver."*

- Marc Basseng

## 2. HATZENBACH

*"Hatzenbach is the first challenge on the Nordschleife, you just lift the gas for a moment and then go full speed ahead and think every time that it could have been even faster."*

- Marc Basseng

## 3. FLUGPLATZ

*"When you approach Flugplatz you need to make sure you hit your marks after the crest because it's such high speed. You need the car to be well balanced for turn in, to have just one steering angle for the entire right-hander after."* - Mason Filippi

## 4. SCHWEDENKREUZ

*"After Flugplatz you pull over to the right side of the road. Stay right at the blind crest and straighten the vehicle. After the crest, brake briefly and then accelerate again to the apex of the fast left. After the slight crest in the left-hander, keep to the far left to approach Aremberg in the best possible way."*

- Gerrit Holthaus

## 5. AREMBERG

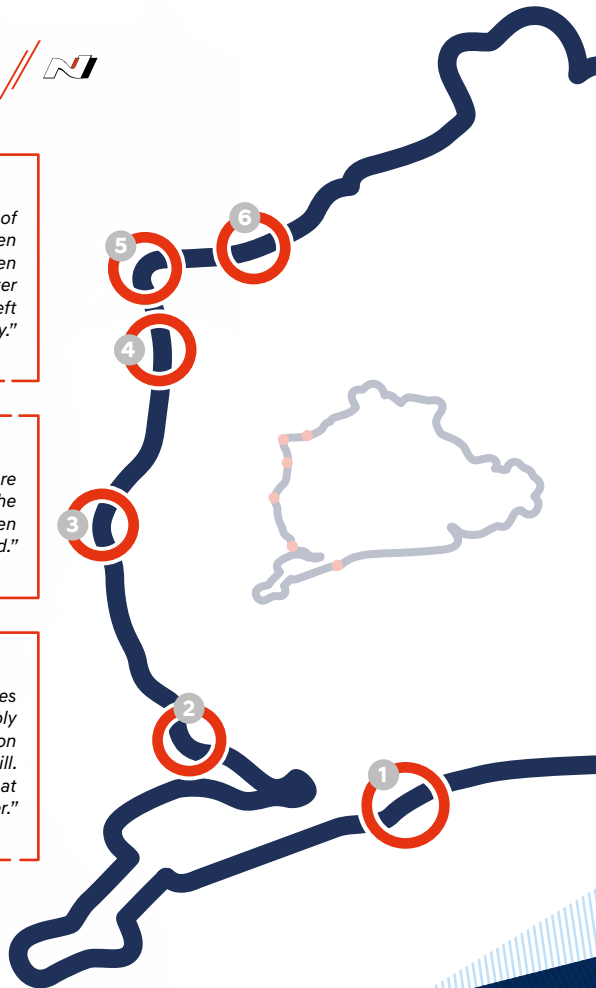
*"You need to have the car stabilised before you brake hard and turn the car into the corner. It's best to take a late apex and then accelerate to go down the hill at full speed."*

- Junesung Park

## 6. FUCHSRÖRHE

*"Fuchsröhre is definitely one of my favourite passages on the Nordschleife. The vehicles accelerate incredibly fast, at insane speed it goes through a compression that represents the change from downhill to uphill. You have to plan for in your line planning so that you don't suddenly end up in the crash barrier."*

- Michael Bohrer



### 7. ADENAUER FORST

*"Going into Adenauer Forst, you stay to the right. It's slower than you think it should be on entry, but it's a quick left-right. You have to stay off the big curbs, but on exit you come out all the way to the left."*

- Taylor Hagler

### 8. METZGESFELD/KALLENHARD

*"Metzgesfeld is a very fast left-hand corner, which you have to brake very cleanly after the long straight, as the car can become unsteady there over a big bump. After the fast left, you have to brake hard for the next left-right chicane towards Kallenhard. Kallenhard is approached on the left-hand side, it has a relatively slow curve, which can be very dangerous, especially in the wet, because the crash barriers are very close."*

- Marcus Willhardt

### 9. WEHRSEIFEN

*"Wehrseifen is a very tricky corner combination. You have to find the proper breakpoint. Especially in wet conditions it's really hard. You shift down from fifth to second gear, sometimes to first. Wehrseifen is always fully packed with spectators, because a lot of things happened there."* - Manuel Lauck

### 10. BERGWERK

*"Bergwerk is a dark and narrow section of the track. You can sometimes get distracted by how close the barriers are. If you have a drying track after rain then it's one of the sections where it's probably not dry because of the trees on either side."*

- Jens Dralle

### 11. CARACCIOLA KARUSSEL

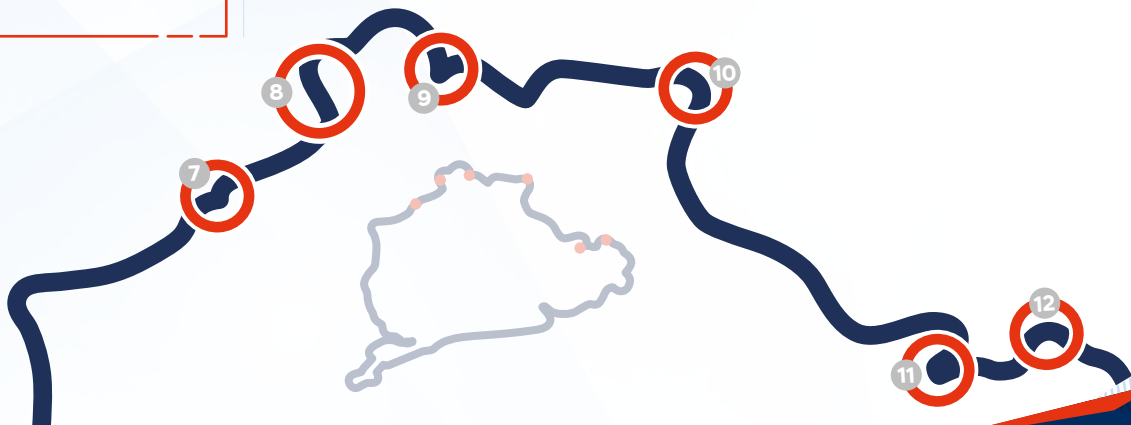
*"The Karussell - what a corner! It's one of the most iconic corners in motorsport and it's just as intense. You're slammed in the seat and gripping the steering wheel to make it through."*

- Michael Lewis

### 12. HOHE ACHT

*"You use all the speed out of Karussell you're going flat out up the hill before you brake for a left and downshift for the nice right at the top of the hill."*

- Jeff Ricca





### 13. WIPPERMAN

*“Wipperman is a fast S-curve with one of the few curbs that are taken on the Nordschleife because it is relatively flat and particularly wide, you can drive almost your entire car over it. It’s all downhill, and great to have a light, agile car. Then it’s a real pleasure to annoy the “big boys.” - Tobias Overbeck*

### 14. BRÜNNCHEN

*“Brünnchen is one of the favorite parts of the track for every driver, because there are always a lot of people the whole weekend celebrating the race. At night you can see fireworks and fans’ barbecues.” - Manuel Lauck*

### 15. PFLANZGARTEN

*“Pflanzgarten is one of the more character-building corners on the track. It’s very important to set up for your landing and entry before you get to the corner itself. If you have too much steering or weight where you don’t want it can lead to a big mess.” - Harry Gottsacker*

### 16. SCHWALBENSCHWANZ/ KLEINES KARUSSELL

*“Schwalbenschwanz is a beautiful high-speed S corner and trickier than it looks. If you carry too much speed for the first right hander then you end up with a very tight entry to the second part. You have to be very smart. For the Kleines Karussell you really need to focus on the banked inside and the hit the accelerator as early as possible to carry the maximum speed uphill.” - Byunghui Kang*

### 17. DÖTTINGER HÖHE

*“On Döttinger Hohe you can check your dash, and do a radio check. It’s really your only break around the Nürburgring!” - Mason Filippi*



Hyundai Motorsport's TCR teams finished first and second in class at the end of the 2022 Nürburgring 24 Hours, led by the Elantra N TCR team of Mikel Azcona, Marc Basseng and Manuel Lauck who finished an incredible 18th overall – placing them as one of the best-finishing teams outside of the premier SP9 class.

The trio had to overcome several setbacks during the weekend, including a penalty in qualifying that left them to start at the back of their start group. Their early efforts to claw their way up the order were then further hampered by a delaminated tyre. Fortunately, the incident only happened on the Grand Prix track, so Lauck was able to complete a short lap – pitting via the back entrance – to minimise the damage to the car, and the time lost to the leaders.

From then on the trio, and their Elantra N TCR, were faultless as the race went uninterrupted for the full 24 hours for the first time since 2019. Their climb up from the rear was complete after a quarter of the race; this began a number of hours where the two Hyundai Motorsport teams swapped the lead as the i30 N TCR driven by Antti Buri, Moritz Oestreich and Jean-Karl Vernay matched the Elantra N TCR crew's pace.

The challenge for victory from the i30 N TCR trio ended when Buri stopped out on circuit with a mechanical problem. However, the team was able to find a solution to the problem and return the car to the action, but it was now four laps down on the class-leading Elantra. Though Buri, Oestreich and Vernay were faultless through the remainder of the race, the deficit proved too great to make up as their team-mates also avoided any further trouble and continued to move up the overall standings.

The result confirmed Basseng and Lauck as two-time winners in the TCR class – having both been part of the winning line-up in Elantra N TCR's debut season in 2021 – and would be just one part of Azcona's superb 2022, which ended with him clinching the final FIA WTCR title.

The Hyundai i30 Fastback N Cup Car proved to be the fastest in the very competitive VT2-Front class, setting the fastest lap in class at 9:50.695. However, a number of minor issues with the car in its first year of racing prevented the driving team of Michael Bohrer, Stephen Epp, Gerrit Holthaus and Marcus Willhardt from taking the result their performance merited.



After the Hyundai Driving Experience proved to be a huge success in South Korea and Europe since its beginning in 2016, Hyundai Motor Company decided to expand this “proper drivers training with special experiential moment in the racetrack in Europe and experience centre in south Korea”, to serve to increase the already strong engagement between consumers and the brand. Today the Hyundai Driving Experience is focusing on:

- Proper high standards of “Driving Experience” programmes on several levels
- Showcasing N brand models which are famous with Corner Rascal/ Everyday Sportscar/ Racetrack Capability, moreover as a brand shaper of Hyundai in Germany and Europe nowadays
- Letting customers experience in an unforgettable moment under safely controlled circumstances at purpose-built facilities, including famous race tracks

In 2023, Hyundai confirmed Hyundai Driving Experience operation in South Korea, Germany, Austria, and Spain, as well as, under the passionate direction of the global roll-out, the standardized event to be launched in US and China, soon.

From 2022, Hyundai unveiled Dare to Dream – the Race Driver License Training Programme which is enabling and supporting that any motorsport fan can be trained to become a pro racer taking the challenges of participating in real race competition like RCN, NLS, and the Nürburgring 24 Hours. This on-going collaboration between Hyundai Motorsport Customer Racing and the Hyundai Driving Experience aims of further spread familiarity with the manufacturer’s racing products, from the starting point of the Hyundai Driving Experience. Following the first race participation in VT2 class from 2022, Hyundai’s i30 Fastback N Cup Car will be competing again in the one of the toughest race classes for production cars in 2023, to showcase Hyundai N and Hyundai Motorsport’s excellence in customer racing.

For further information on Hyundai Driving Experience visit <https://eu.drivingexperience.hyundai.com/>





**May - 2013**

Hyundai officially enter the Nürburgring 24 Hours for the first time, with a Hyundai Motor Deutschland-backed Hyundai Veloster Turbo.

2013

**June - 2014**

The Hyundai Veloster Turbo gives Hyundai Motor Deutschland a first-ever class win in SP2T.

2014

**May - 2015**

The Hyundai i30 Turbo finishes ten laps over its nearest rivals in the SP2T class, giving the Hyundai Motor Deutschland team a second consecutive win.

2015

**May - 2016**

The Hyundai Motor Deutschland-supported Hyundai Veloster Turbo scores a second class victory.

A Hyundai i30 powered by a development version of the two-litre turbo engine in the SP3T class.

2016

**May - 2017**

The Hyundai i30 N competes in the race a year before the production car is launched.

2017

### March - 2018

Competing in the opening VLN race of the season, the i30 N TCR finishes on the class podium on the Nürburgring Nordschleife.

### May - 2018

In its first start at the Nürburgring 24 Hours the i30 N TCR finishes second in the TCR class.

### May - 2019

Hyundai Motorsport teams finish 2nd and 3rd in class with the Veloster N TCR and i30 N TCR respectively.

### September - 2020

Driving a Veloster N TCR Basseng, Lauck, Oestreich and Peter Terting finish 2nd in the Nürburgring 24 Hours.

A Hyundai i30 Fastback N, run by the Engstler Motorsport team, dominates the SP3T class to win by four laps.

### May - 2021

The Elantra N TCR makes its race debut at the Nürburgring Nordschleife, completing in the Nürburgring Langstrecken Serie.

### June - 2021

Basseng, Lauck and Moritz Oestreich give Hyundai Motorsport a first win in the TCR class of the Nürburgring 24 Hours in their Elantra N TCR.

Luca Engstler, Hendrik Still and Vernay finish second in class in an i30 N TCR.

A Hyundai Motorsport N-entered i20 N takes victory in the SP2T category.

### May - 2022

Mikel Azcona, Marc Basseng and Manuel Lauck give the Elantra N TCR victory in the TCR class at the Nürburgring 24 Hours for the second consecutive year, finishing a hugely impressive 18th overall – the best-ever finish in the race for a Hyundai.

Sharing an i30 N TCR, Antti Buri, Moritz Oestreich and Jean-Karl Vernay finish second in the class.

The Hyundai Driving Experience team give a race debut to the i30 Fastback N Cup Car in the N24 Qualifiers.

2018

2019

2020

2021

2022



### OMP

Italian brand OMP provides Hyundai Motorsport with the crucial safety belts, steering wheel and seats for all our TCR cars, as well as the race overalls for our customer's drivers.



Fire & Safety Systems Ltd

### Lifeline

Each Hyundai Motorsport N TCR car is fitted with a fire suppression system designed and manufactured by market leaders, Lifeline.



### Odyssey Battery

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



### Pagid Racing

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



### BMC Air Filters

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



Established in 1967, Hyundai Motor Company is present in over 200 countries with more than 120,000 employees dedicated to tackling real-world mobility challenges around the globe.

Based on the brand vision ‘Progress for Humanity,’ Hyundai Motor is accelerating its transformation into a Smart Mobility Solution Provider. The company invests in advanced technologies such as robotics and Advanced Air Mobility (AAM) to bring about revolutionary mobility solutions, while pursuing open innovation to introduce future mobility services.

In pursuit of sustainable future for the world, Hyundai will continue its efforts to introduce zero emission vehicles equipped with industry-leading hydrogen fuel cell and EV technologies.

**N Brand**

Hyundai Motor’s high-performance N brand highlights the company’s goal to create high- performance vehicles that adhere to high standards of excellence, while providing drivers with vehicles that are fun-to-drive and practical at the same time.

With the new brand claim, ‘Never just drive,’ Hyundai N delivers the N mindset and spirit: “Do more than simply drive. Enjoy every second of it.” Driving was never meant to be boring, and with N, it will never be. Furthermore, no matter what the future will hold; whether powered by electric, maybe even hydrogen, N will always be about the drive and fun.

The birth of Hyundai N is full of enthusiasm, reflecting the accessible, exhilarating and authentic brand identity. Every high-performance N model — including i30 N, i30 Fastback N, Veloster N, i20 N, KONA N and Elantra N — is designed by passionate experts and engineered at Hyundai Motor’s Namyang R&D Centre. The vehicles are later sent to Nürburgring Germany, one of the world’s most demanding racetracks, to undergo rigorous testing and validation. Through this painstaking process, N technology has been refined and reborn. N brand takes its name from the first alphabet of Namyang and Nürburgring.



Hyundai N's name and reputation are well-established in global motorsports. Since its debut in 2013, N Brand has built a fervent reputation following its winning combination of everyday sports cars and its rapid rise in rallying and racing. N brand achieved victories at multiple rallies and races, including the FIA World Rally Championship, the FIA World Touring Car Cup, FIA ETCR - eTouring Car World Cup and the Nürburgring 24 Hours Race.

N has also accumulated know-how which can be applied to high-performance N brand. With technology inspired by motorsports, N brand excels at delivering driving enthusiasm by providing racetrack capabilities and 'corner rascal' ride and handling in everyday sports cars.

To keep up the prestige meaning behind the N badge, Hyundai N undergoes a R&D process under the name of 'Rolling lab,' the middle bridge between motorsports vehicles and mass-produced ones. During this process, advanced technologies can be applied to N cars. Rolling lab lives up to its name as real, drivable cars serve as a 'lab' for testing cutting-edge technologies. The latest vehicle is the RN22e, a high-performance electric rolling lab and N Vision

74, world's first hydrogen hybrid rolling lab. The past RM projects include RM20e, the fifth vehicle following RM14, RM15, RM16, and RM19 of the RM Project since 2012.

By incorporating high-performance technologies that have been built up through the rolling lab series, Hyundai N could develop a high-performance vehicle from an EV platform, which provides more choices for the sustainable vehicle era.

As Hyundai's motorsports activities are driven by new technologies, efficiency and innovation, Hyundai N aims to reduce carbon emission, leading the way in the era of sustainable mobility. By participating in various motorsports events, N tests the elements which make N truly N, which is about being racetrack capable and a true corner rascal even when electrified.

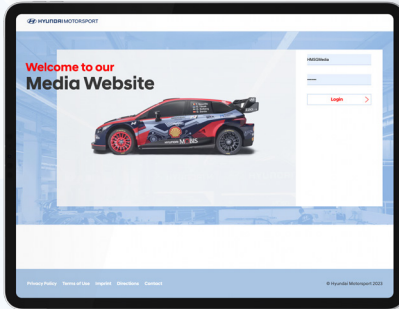
Devoting the best technology to motorsport, N vehicles serve as a test bed and proof point for performance. Customers can expect many new developments from Hyundai N in the future to come.





For high-resolution photos for editorial use, full driver profiles and other press information:

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



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**10 YEARS**  
**#CELEBRATING**



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