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FIA European Truck Racing Championship

Round 7 –
Autodrom, Most,
Czech Republic

**Catching Up After the Summer Break*

Summer breaks should be about relaxing days at a sunny sandy beach somewhere. For the truck racers though, the 'summer break' means lots of work throughout the four weeks sabbatical without any events on the 10 round calendar. The teams had time to prepare their high horsepower racing equipment for the final spurt for the title – the battle now commences again over the forthcoming months.

Team Castrol MAN Team Hahn Racing also had to whip its MAN TGS race truck into shape during the race-free weekends. Lead driver Jochen Hahn's toughest competitor, Spain's Antonio Albacete, who leads the series, had played to the gallery throughout the last events prior to the summer break, whereas quite some time had passed since the German double European Champion achieved the fastest lap at a timed practice session. However, on the Autodrom in Most (Czech Republic), the great work the team had accomplished during the last weeks became apparent pretty soon. After the TGS tractor-unit had been thoroughly overhauled in August, Jochen decided in the short run, to try out the modifications at a test-drive on-location in Most, which was originally not planned. The team's tremendous efforts really paid off. At the first Qualifying, the reigning Champion immediately got hold of the pole position and completed this success with a perfect start-to-finish victory at the first race.

This victory also meant Hahn had to start the second race on Saturday from the eighth position on the grid. Just one position ahead of him, Jochen's biggest rival, Albacete, lined up on the grid – the Spaniard had crossed the finish line ranking second. Although the red Cepsa MAN turned out to be an impassable obstacle, both of the title contenders worked themselves up the field – practically as a twin pronged attack.

In the end, Jochen finished fourth while Albacete took the third place position. This Championship race was won by the Hungarian newcomer Benedek Major, also in a MAN TGS. After

completing the 11-lap distance, the 17-year-old "rookie" was able to celebrate his second victory at his first truck-racing season.

On Sunday's qualifying it became apparent, that the Castrol backed Hahn team had indeed gained some ground. For the second time on this weekend, Jochen Hahn took charge of pole position, and for the second time the truck racer from Altensteig used his top position to generate plenty of fresh air from the rest of the challengers right from the start and to lead it all the way across the finish line. His dramatic comeback after the summer break could not have worked out any better. Even the last race of the weekend still went to plan. These days, it has practically become impossible to get to the front at a race with reversed grid – even for the top drivers – unless the circumstances are right. After a tough battle for the top position, the Hungarian Norbert Kiss led the race at first. However, since Kiss's MAN was not yet in top shape after his heavy crash in Smolensk in Russia, Kiss had to park his truck after the eighth lap due to problems with the steering system. This cleared the way

for the Czechs Vršecký (Buggyra Freightliner) and Lacko (MKR Renault Premium), who were then able to prevail at the end of this big race weekend – to the delight of their native supporters. In the end, Jochen Hahn finished the seventh event of this year's European Truck Racing Championship ranking fifth.

That's not enough as to take over the leading position on the overall standings again, but at least he has reduced the gap between Antonio Albacete and himself by ten points.

The fact that Jochen Hahn and Mika Mäkinen (MAN) once more performed well together with regard to the Team Championship standings during the event in Most, was also very satisfying for all at the team, according to Melanie Derflinger, Marketing & Kommunikation Manager, Team Castrol Man Hahn. "Throughout the four races, the duo reached the winners' podium several times," she said.



Lacko was the most successful Czech pilot in Most

MKR Technology Renault Truck's Adam Lacko was the only Czech driver to reach the podium on the first day of the seventh round of the European Truck Racing Championship at Most. His home race is the most watched motorsport event of the season. As mentioned earlier, the first victory on Day 1's Cup race was taken by reigning Champion Jochen Hahn, after claiming pole position in the morning qualifying session ahead of second placed Antonio Albacete. Third was the Spaniard's team-mate Markus Oestreich, also in a MAN TGS with Adam and his fellow Renault Premium Racing team-mate Markus Bösiger crossing the line in fifth and sixth places respectively. As we know the afternoon handicap race belonged to young Benedek Major, the newcomer from Hungary. Second was Adam Lacko and third Antonio Albacete. After a collision with David Vršecký, MKR's Markus Bösiger was unable to complete the race.



DAY 1 RESULTS – 1. CUP RACE:

1. Jochen Hahn (GER/MAN) Castrol Team Hahn Racing,
2. Antonio Albacete (ESP/MAN) Equipo Cepsa,
3. Markus Oestreich (GER/MAN) Truck Sport Lutz Bernau,
4. David Vršecký (CZE/Freightliner) Buggyra,
5. Adam Lacko (CZE/Renault),
6. Markus Bösiger (SUI/Renault) oba MKR Technology.

2. CUP RACE – HANDICAP:

1. Benedek Major (HUN/MAN) Oxxo Truck Race Team,
2. Adam Lacko (CZE/Renault) MKR Technology,
3. Antonio Albacete (ESP/MAN) Equipo Cepsa,
4. Jochen Hahn (GER/MAN) Castrol Team Hahn Racing,
5. Gerd Körber (GER/Iveco) Team Schwaben Truck, DNF Markus Bösiger (SUI/Renault) MKR Technology.

MORE POINTS FOR LACKO AND MKR TECHNOLOGY

Out of the quartet of Czech natives on the starting grid, Adam Lacko achieved the best overall results, securing not only two silver medals but also collecting the highest number of points. The Czech circuit also seemed to suit the reigning champion Jochen Hahn. Similar to Saturday the German pilot ruled Sunday's main race, too. Points for second and third place went to Markus Oestreich and Antonio Albacete, respectively. Adam occupied fifth place followed by Markus Bösiger on sixth. In the final Handicap race Adam reached for his second silver at his home track, having been defeated only by Vršecký. Third place was occupied by Albacete and points for seventh position went to Markus Bösiger.

DAY 2 RESULTS – RACE 3:

1. Jochen Hahn (GER/MAN) Castrol Team Hahn Racing,
2. Markus Oestreich (GER/MAN) Truck Sport Lutz Bernau,
3. Antonio Albacete (ESP/MAN) Equipo Cepsa,
4. Norbert Kiss (HUN/MAN) Oxxo Truck Race Team,
5. Adam Lacko (CZE/Renault),
6. Markus Bösiger (SUI/Renault) oba MKR Technology.

RACE 4 – HANDICAP:

1. David Vršecký (CZE/Freightliner) Buggyra,
2. Adam Lacko (CZE/Renault) MKR Technology,
3. Antonio Albacete (ESP/MAN) Equipo Cepsa,
4. Markus Oestreich (GER/MAN) Truck Sport Lutz Bernau,
5. Jochen Hahn (GER/MAN) Castrol Team Hahn Racing,
6. Markus Bösiger (SUI/Renault) MKR Technology.

EUROPART supports Team 14

EUROPART, Europe's largest trading company for commercial vehicle parts and workshop equipment has lent its support to the best independent team in the 2013 European Truck Racing Championship's season. Team 14 from France is a purely amateur team and achieved an impressive ninth place in last year's European Truck Racing Championship season. This was also the best ranking among all of the teams, which is not part of one of the major truck OEMs.

"This outstanding performance of the brand-independent racing team and the huge passion of everyone involved in the heavy class perfectly matches EUROPART's own image", explained Pierre Fleck, CEO of EUROPART at the sponsorship contract signing in Hagen. "By sponsoring Team 14, we aim to draw even more attention to EUROPART's quality and performance and also emphasise our Europe-wide presence." Furthermore, the parts trading company intends to use this commitment to prove the quality of the parts and materials of EUROPART's own in-house brand under the tough European Truck Racing Championship conditions.

Dominique Kolow founded Team 14 in 1995 together with a number of colleagues from the Renault Trucks plant in Departement Calvados. The Department's number gave the team its name: Number 14. The team has competed in the European Truck Racing Championship since 2004. Today the team still consists primarily of Renault Trucks employees who work for the racing team in their free time.



Team 14's 28-year-old driver, Anthony Janiec, began competing in motorsport in 2002, initially in Formula Renault and has been competing in truck races for the team since 2007. His greatest triumph during last year's season was when he won the race in Nogaro in southern France. Furthermore, he also won a place on the podium in the last race of the season in Le Mans in October 2012. For the 2013 season he is driving a 1060hp Renault Premium. Race rules limit the 5.5 tonne racing machine to a maximum speed of 160 km/h. Reinert Racing also wears EUROPART colours.

In addition to the French Team 14, EUROPART also supports the Reinert Racing team from Germany this year. René Reinert, the founder and owner of Spedition Reinert from Schleife bei Weißwasser in Saxony is also a truck enthusiast. His passion for the heavy class also motivated him to establish his own independent team in 2012, in which he also competed as the driver. In his first season the 43-year-old achieved a solid 12th place in the overall driver rankings in the FIA series. Reinert achieved his best result in Smolensk in Russia where he won the second Saturday race, driving a MAN TGS racing truck constructed by the Jochen Hahn team.

EUROPART is the leading dealer in spare parts and accessories for commercial vehicles, buses and special vehicles in Europe. In 2011, the EUROPART Group's annual sales totalled around € 420 million.