



Astra **TCR**

English Version



Opel Motorsport



The Series - TCR

The Touring Car Racing (TCR) series offers an ideal format for ambitious private teams who want to compete in exciting, top-class – yet affordable – motorsport with close-to-production, high-performance touring cars. Thanks to uniform technical regulations, the cars are eligible for both international and national championships with one and the same homologation. After the successful launch of the multi-brand touring car racing series on the international stage in 2015, national TCR championships will also take place next year in many countries. Furthermore, the Opel Astra TCR is well suited to endurance racing and can be used in endurance events such as the 24-hour race on the Nürburgring.

Opel has now put together a great package to help its customer teams succeed in the highly competitive TCR environment. They will race the new Opel Astra TCR, featuring top-class technology and extensive safety equipment, and also receive technical support, as well as benefit from fair spare parts prices.



The Philosophy

Opel Motorsport's main objective is to enable the enjoyment of top-class customer motorsport at affordable costs in both rallying and touring car circuit racing. The next major step in fulfilling this aim will be Opel's participation in the new Touring Car Racing (TCR) series from the 2016 season. It is an ideal fit for the brand because TCR technical regulations require close-to-production specification racing cars which offer high-performance while using affordable technologies. Private customer teams will therefore have an opportunity to participate in demanding motorsport at a professional level. A particularly compelling aspect of the TCR concept is that cars

can be used both internationally and nationally due to its uniform technical regulations.

The new Opel Astra TCR, with around 330 hp on tap, combines first-rate technology with high performance – in other words, everything it takes to make waves and achieve success in a highly competitive environment. The Astra TCR has been developed and built in cooperation with Opel's seasoned, long-term partner, Kissling Motorsport.

Thrilling competition will be guaranteed when Opel customer teams start chasing points and trophies in the various national TCR championships next year. The national TCR championships will take place within top-class circuit racing formats in 2016, guaranteeing highest-level motorsport and widespread marketing.

Jörg Schrott
Opel Motorsport Director

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Technical Information

With its new Astra TCR, Opel is ready to strike, setting the standard for success in national and international TCR championships next year. The competition version of the new Astra K generation has been developed in association with Opel's long-term technical partner, Kissling Motorsport, who draw on more than 30 years' racing experience with touring cars ranging from the DTM Kadett to the current Astra OPC Cup. The Astra TCR base package includes technical features such as a hydraulic paddle-shift system, data-logging and an FT3 safety fuel tank. It is engineered to give first-class performance backed by extensive safety equipment.

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| Engine | 2.0 Turbo, 16-valves, dual overhead camshafts, multi-point injection |
| Max. output | 243 kW / 330 hp @ 6,300 rpm |
| Max. torque | 420 Nm @ 2,500-4,600 rpm |
| Top speed | 250 km/h |
| Transmission | Sequential, 6-speed racing transmission with rocker switch shifting on steering wheel, double-disk, sintered metal competition clutch, automated double-declutching system |
| Chassis | McPherson strut front suspension, Watt's link rear axle |
| Steering | Electric power assistance |
| Rim size | 10 x 18-inch |
| Braking system | 378 mm disks, 6-piston calipers (front) 265 mm disks, 2-piston calipers (rear) Variable-length pedal box, adjustable brake-force balance |
| Body | Lightweight construction Exterior: Extended, lightweight bumpers and fenders, adjustable front splitter and rear wing, lightweight side sills and rear window Interior: FIA safety cell, driver's safety net, HANS-compatible competition seat and safety harness, electric fire extinguishing system |
| Electronics | Freely programmable motorsport electronics, data-logging system, Pit speed limiter, steering wheel panel display, power control box |
| Dimensions | Length 4,405 mm, width 1,950 mm, height 1,380 mm, wheelbase 2,660 mm, ground clearance 80 mm, weight 1,200 kg (excluding extra equipment and driver) |



The Vehicle

The new Opel Astra TCR is based on the dynamic, five-door Astra K generation, which made its premiere at the IAA show in September 2015. It is powered by a super-efficient, 2.0-liter turbo engine with 330 hp and 420 Nm maximum torque. This compact racer's curb weight is just 1,200 kilograms. A sequential, 6-speed racing transmission delivers power to the front wheels, with gear-shifting via a rocker switch on the steering wheel. A strong, sintered metal double-disk competition clutch is fitted and the automated double-declutching system ensures stability during downshifting.

Secure stopping power is provided by 378-mm disk brakes clasped by 6-piston calipers up front, with 265-mm disk brakes and 2-piston calipers fitted at the rear. The driver can alter the front/rear brake-force balance from the cockpit. The car's chassis is adjustable all-round, and the front splitter and rear wing can also be individually adjusted.

The Opel Astra TCR already has features on board today that the FIA governing body will require from 2017, such as a 100-liter, FT3 specification safety fuel tank and improved side impact protection (optional). Opel will also offer further optional extra equipment features.



Astra

More Astra TCR online

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