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MAZDA MOTORSPORTS

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WHY WE RACE

Mazda believes in the power of human potential.

In motorsports, this is what pushes us to inspire people, through every car, through every race, and through every interaction with our brand. Through its support of racers and racing Mazda is the enabler of dreams, providing the pathway to inspiration and success.

Because we believe that the highest purpose of being human is to uplift other humans.





MAZDA MOTORSPORTS



The reputation of Mazda in North America was built with performance, particularly the high performance of the lightweight, high-revving Mazda rotary engine. It was through sports car racing, and the IMSA series, that Mazda first became recognized as a performance brand in North America.

Mazda's most well-known motorsports success, of course, is its victory at the 1991 24 Hours of Le Mans with the No. 55 Mazda 787B. However, Mazda's legacy of success in North America is something the company is tremendously proud of.





Mazda first enjoyed IMSA success with the Mazda RX-2. On September 14, 1973 Pat Bedard drove a Mazda RX-2 to victory in the IMSA RS Sedan race at Lime Rock Park in Lakeville, Connecticut. That victory was the first in a long line of success for Mazda in the IMSA championship that continues with the Mazda RT24-P, a winner in IMSA this year, which was designed at Mazda Design Americas in Irvine, California.

In 1978, the Mazda Motor Corporation embarked on its first official participation in IMSA with a two-car Mazda RX-3 effort in the GTU class at the Rolex 24 at Daytona. This was a dress rehearsal for the 1979 Rolex 24 at Daytona, when Mazda returned with a two-car effort with the new Mazda RX-7. That effort bore fruit with a first and second place finish, kicking off over a decade of success in the GTU class for the Mazda RX-7, culminating in factory GTO and GTP programs.

Mazda returned to headline sports car racing in 2008 when it introduced the three-rotor powered Mazda RX-8 to the Grand-Am GT class, which captured more victories, championships and successes with factory and customer programs.

Customer racing programs have always been an integral part of Mazda Motorsports. Dating back to that first victory in 1973, privateers in production-based Mazda RX-2, RX-3, GLC, RX-7, MX-5 Miatas and RX-8s have achieved their racing dreams while at the wheel of a Mazda. In the IMSA RS championship, which was the predecessor to the modern-day Michelin Pilot Challenge, Mazda RX-3s and Mazda GLCs were all raced by privateer teams to championships.







For a new generation of racers, there are dreams still to be achieved and a new Mazda to chase them in – the Mazda3 TCR.

Mazda Motorsports will race the Mazda3 TCR in the 2020 IMSA Michelin Pilot Challenge. A two-car factory run program will kick start the program, with customer versions of the Mazda3 TCR available as well.

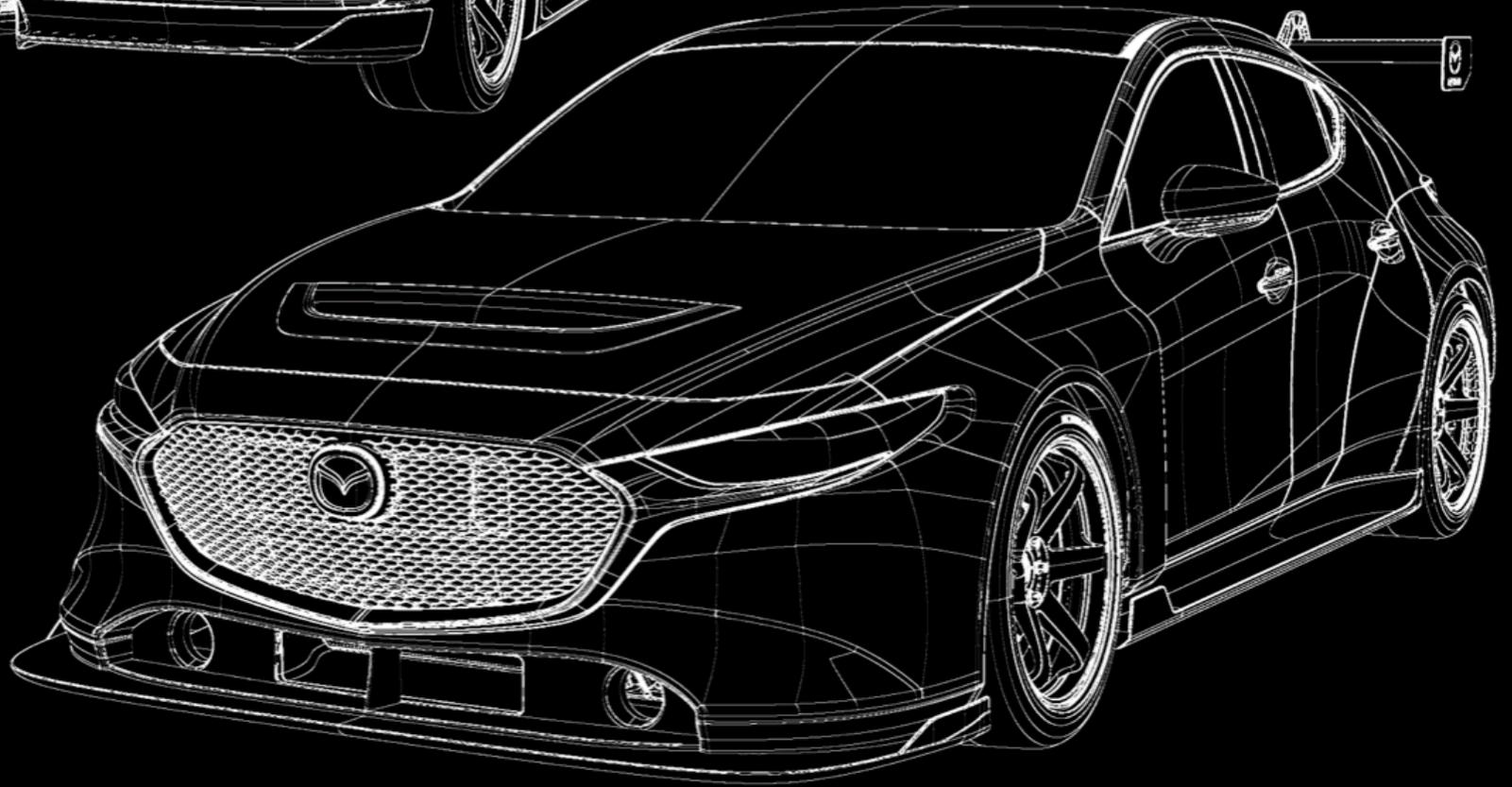
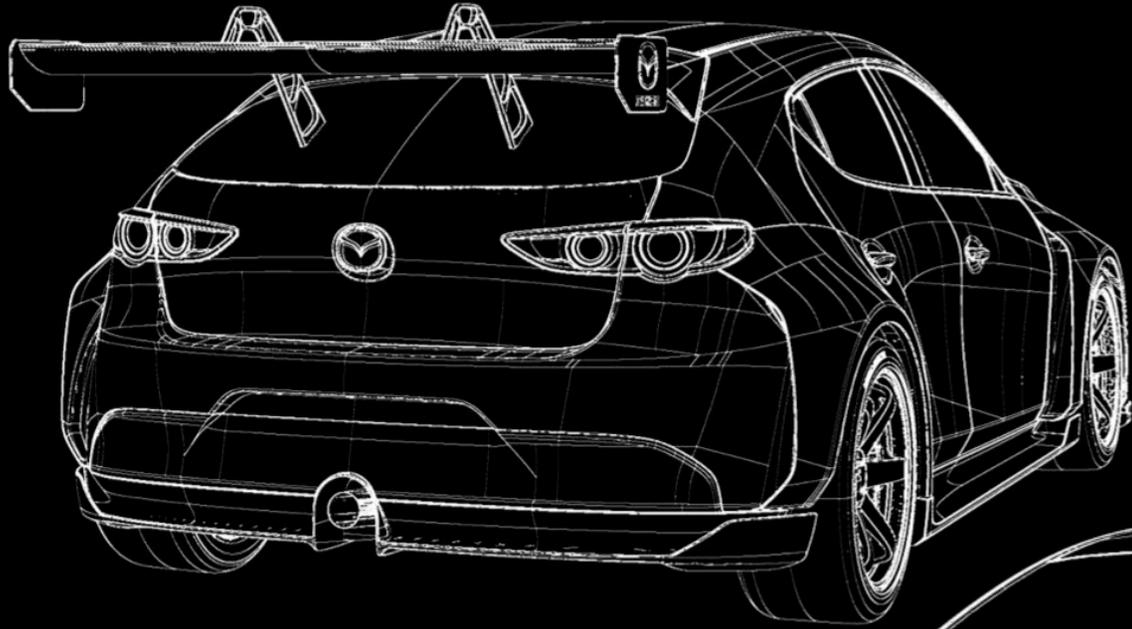


RACE CAR AS ART



Mazda Design Americas has played a significant role in Mazda's history of motorsports, and the Mazda3 TCR is the next chapter in that history.

The essence of Mazda's Kodo Design philosophy is that the car isn't just a car, but more like a living creature. Mazda designers follow the mantra 'Car as Art' when designing the next generation of vehicles. Mazda Design worked within the guidelines of the TCR series to create a race car that can compete with success and stay true to the brand's new era of design.



This resulted in the Mazda3 TCR's aerodynamics designed to help the race car create as small a hole through the air as possible for low drag but generate as much road-hugging downforce as possible.

Mazda Design Americas set out on the TCR project with the clear design goal - retain the beauty of the production car. Remaining true to Mazda Design hand-crafted values, the vision started with an initial sketch that was then used to create a clay model to study the surface quality of the TCR bodywork.

Computational Fluid Design models showed sound aerodynamic concepts. Next the team focused on reducing the frontal area and drag by modifying the front and rear fender surfaces. Careful sculpting by Mazda designers helped create a rear fender shape that improved aerodynamics at the rear of the car, a particular emphasis on the Mazda3 TCR due to the presence of the rear wing. These modifications make the Mazda3 TCR 137 mm wider than the production Mazda3 and help give the race car a powerful stance. The Mazda3 TCR also sits lower by 50 mm and is equipped with lightweight 18-inch Volk Racing TE37 wheels.

In addition to the team of Mazda designers, additional support came from Long Road Racing and LDC Aero. The result is not just 'Car as Art', but 'Race Car as Art.'



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ENGINEERING

For Mazda, the TCR Tour Car formula allows Mazda to compete in an authentic way, as well as highlight a very important product for Mazda – the Mazda3.

TCR cars utilize production-based four or five-door hatchbacks or sedans that must use the production bodyshell and chassis. The engines are turbocharged, four-cylinder engines – which are representative of engine options available throughout the Mazda lineup. This means Mazda can build and race a car that is very representative of a polymetal grey Mazda3 that consumers can drive off the lot from their local Mazda dealer, and retains all of the Mazda design language that makes the Mazda3 such a standout.

The Mazda3 TCR will debut in the IMSA Michelin Pilot Challenge which runs as a companion series to the IMSA WeatherTech SportsCar Championship where Mazda currently competes with its prototype Mazda RT24-P. For Mazda, it was an obvious choice to partner with Long Road Racing, the company that is responsible for the development of the Global Mazda MX-5 Cup car.

Because TCR is a rule set that is used around the world, Mazda racers can buy and race this car not only in North America, but in Europe, Asia, Australia and South America in dozens of regional and national championships.

As always in motorsports, things are evolving at a fast pace and we look forward to making more announcements in the future about the drivers and team operations for Mazda's 2020 program in the Michelin Pilot Challenge.





DRIVER



BRIAN ORTIZ

Born: February 10, 1989

From: San Juan, Puerto Rico

Bryan Ortiz, from San Juan, Puerto Rico, is the first driver named to drive the Mazda3 TCR.

Ortiz captured the 2019 Battery Tender Global Mazda MX-5 Cup Presented by BFGoodrich championship, coming out on top of the championship standings following twelve hard-fought races.

Mazda believes in the power of human potential and, in motorsports, this is what pushes the brand to inspire people. The Global MX-5 Cup championship and Ortiz are a perfect example of this. Mazda awards the season champion of the Global MX-5 Cup a \$200,000 scholarship to reach the next step of their racing career and in his third season of competing in the MX-5 Cup, Ortiz has secured the championship and the scholarship.

In three seasons of competing in the Global MX-5 Cup, Ortiz won six races and finished on the podium 18 times.

Ortiz is also the first driver from Puerto Rico to win an international racing championship. Ortiz graduated from Walden University with a degree in International Business, and has a Masters Degree in Healthcare Management and Operations from Florida International University.

SPECIFICATIONS

Based on 2019 Mazda3 Hatchback, the exterior of the Mazda3 TCR is augmented with TCR-spec front splitter and rear wing. Bodywork design of the Mazda3 TCR was done by Mazda Design Americas.

ENGINE

ENGINE TYPE	i4 Mazda3 TCR, Single Turbo
HORSEPOWER	350 bhp
TORQUE	490 Nm
RPM LIMIT	7,000
TOP SPEED	150 mph
ENGINE MANAGEMENT	Magneti Marelli
DATA SYSTEM AND DASH	Motec L180

DRIVETRAIN

GEARBOX	Sadev 6-speed sequential
SHIFT CONTROL	Paddle-shift on steering wheel
CLUTCH	2 plate cerametallic race clutch

CHASSIS

SUSPENSION	Custom four corner strut with A-Arm
DAMPERS	Bilstein
STEERING WHEEL	Max Papis Innovations
SEAT	Standard: OMP HTE-R; Available: Recaro P1300GT
PEDAL BOX	Tilton Adjustable
BRAKES	Brembo
WHEELS	Volk Racing TE37 18"x10"
TIRES	Michelin Pilot Sport GT 27/65-18

DIMENSIONS

WIDTH	1950 mm
LENGTH	4697 mm
WHEELBASE	2725 mm
TRACK	1950 mm

ABOUT MAZDA NORTH AMERICAN OPERATIONS

Mazda North American Operations is headquartered in Irvine, California, and oversees the sales, marketing, parts and customer service support of Mazda vehicles in the United States and Mexico through nearly 700 dealers. Operations in Mexico are managed by Mazda Motor de Mexico in Mexico City. For more information on Mazda vehicles, including photography and B-roll, please visit the online Mazda media center at [InsideMazda.MazdaUSA.com/Newsroom](https://www.insidemazda.com/newsroom).

Mazda Motorsports boasts the most comprehensive auto racing development ladder system of any auto manufacturer in the world. The Mazda Road to 24 (#MRT24) program offers a number of scholarships to advance drivers up the sports car racing ladder, beginning with the Global MX-5 Cup series and culminating with Mazda Team Joest. In grassroots road racing, more Mazdas race on any given weekend in North America than any other manufacturer. Follow all of the latest news at [MazdaMotorsports.com](https://www.mazdamotorsports.com), [@MazdaRacing](https://twitter.com/MazdaRacing) on Twitter, and [Mazda Motorsports](https://www.instagram.com/mazdamotorsports) on Instagram and Facebook.

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