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Audi Sport TT Cup

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Please refer to the list at the end of this press kit for a summary of the fuel consumption of all the models named in the kit and available on the German market.



The 2015 Audi Sport TT Cup

The new Audi one-make cup

With a dedicated racing series for the Audi TT the brand with the four rings offers a new opportunity to enter the company's successful motorsport world. The Audi Sport TT Cup will be held as part of the DTM starting in the 2015 season.

Following the successful introduction of the Audi R8 LMS Cup in Asia, Audi is launching another one-make cup in Germany this year. The racing version of the new Audi TT with a weight of only 1,125 kilograms delivers 228 kW (310 hp). By means of a so-called Push-to-pass function the output of the two-liter TFSI engine can be briefly boosted by 22 kW (30 hp).

"The Audi TT is an icon and continues to epitomize powerful sportiness and emotional design in what is now its third generation," says Prof. Dr. Ulrich Hackenberg, Member of the Board of Management, Technical Development, Audi AG. "For me it was clear that a driving machine like the new Audi TT belongs on the race track as well. With the Audi Sport TT Cup we have found an exciting approach. The TT is going to thrill fans and drivers." All twelve races can be watched via live stream on www.audi-motorsport.com.

In the 2015 season, at each of six DTM events in Germany and Austria, two races of the Audi Sport TT Cup will be held. quattro GmbH will centrally prepare and field the 24 cars. Six cockpits were reserved for changing guest drivers, while interested drivers around the world had the opportunity to apply for the other 18 places on the grid. The multi-stage selection process took place in close cooperation with the Audi driving experience.

Markus Winkelhock coaches the participants of the Audi Sport TT Cup as an experienced professional race driver. The former Audi DTM driver and winner of last year's 24-hour races at the Nürburgring and at Spa tested the TT cup. His impression: "The Audi TT cup is a genuine race car, ideal for rookies, yet challenging to drive. You immediately feel that you're sitting in an Audi and recognize the close kinship with the brand's other race cars."



The extremely light body of the third TT generation with its intelligent material mix of steel and aluminum provides an ideal base for a race car. The four-cylinder TFSI and the six-speed S tronic were adopted from the production model nearly unchanged. An active differential that is electronically variable from the cockpit ensures optimal traction at the front axle.

“In the TT cup, we offer an attractive race car for beginners and drivers who switch from other racing series,” says Heinz Hollerweger, Managing Director of quattro GmbH. “It goes without saying that for Audi safety is of paramount importance. We’re using features from the Audi R8 LMS ultra, such as the Audi PS1 Safety Seat.”

The winner of the new Audi Sport TT Cup can look forward to receiving support in Audi’s successful GT3 sports car program. A subsequent promotion to the DTM or the WEC with Audi is another dream of many young race drivers. “Audi fully concentrated on top-flight racing for a long time,” says Head of Audi Motorsport Dr. Wolfgang Ullrich. “The Audi R8 LMS was the first race car we specifically developed for use by customer teams. With the Audi Sport TT Cup, quattro GmbH now also offers the opportunity to enter racing with Audi.”

2015 Audi Sport TT Cup calendar

May 01–03 Hockenheim (D)
Jun 26–28 Norisring (D)
Jul 31–Aug 02 Red Bull Ring (A)
Sep 11–13 Oschersleben (D)
Sep 25–27 Nürburgring (D)
Oct 16–18 Hockenheim (D)

Live streaming of all Audi Sport TT Cup races on www.audi-motorsport.com



Interview with Rolf Michl

Michl: “The right chemistry was present immediately”

In an interview, Rolf Michl, Project Manager of the Audi Sport TT Cup, provides insight into Audi’s new one-make cup.

In the Audi Sport TT Cup, Audi is launching a new one-make cup. Could you briefly explain the concept of the cup?

First of all, we’d like to demonstrate the racing qualities of the car in the Audi Sport TT Cup and ‘boost’ the production model as a sports car in the process. The Cup offers talented young international drivers an opportunity to enter Audi’s motorsport world. For us, it’s a good way to evaluate young driving talent on a broad base for further development within the Group.

Can you describe the selection process?

We received 165 applications from 30 nations. This large number of applications from all over the world has confirmed to us that the Audi Sport TT Cup will be drawing a lot of attention, both nationally and internationally. We carefully looked at every single application and in a multi-stage selection process chose the 18 drivers who now have the opportunity to prove themselves in the Audi Sport TT Cup.

At the fitness camp in early March, the entrants met each other for the first time. What findings did these five days produce?

It was fascinating to see how quickly the 18 young women and men became a team. That meant we achieved our first aim for the fitness camp. The participants will be rivals on track but when they’re not racing in the classification rounds we’d like them to learn as much as possible from each other in their development process – with respect to the sport as well as to character building.

From the fitness camp in the Allgäu you immediately traveled to Spain for testing. What were your impressions of the participants doing their first kilometers in the new race cars?

For me and for everyone in the team, it was an impressive experience when the engines of the Audi TT cup were started and the entrants went out for the first time. I’m really impressed about the performance of the car. Our young drivers did an outstanding job too. Our instructors, Markus Winkelhock and Marco Werner, were full



of praise for how quickly the 18 entrants got used to the race car and how meticulously they worked out their individual set-up.

You mentioned the instructors. Can you describe the cooperation with Markus Winkelhock and Marco Werner?

Both are bringing an incredible wealth of motorsport experience to this project that they're passing on to the participants. Markus' track record includes being an FIA GT1 World Champion and victories in the 24-hour races at Spa and on the Nürburgring. Marco is a three-time winner of the Le Mans 24 Hours. We're very happy about both of them supporting this project. In our first meeting, we immediately felt the intensity of their passion for it. The young talents trust them and profit from their knowledge. The right chemistry was present immediately.

The average age of the field is 21. Do the talents have any previous racing experience in spite of their young age?

Yes, they do. The majority of the drivers has experience from other motorsport categories, from kart and formula racing through to smaller touring car series. In spite of their young average age it's important for us that our drivers learn all the various elements of motorsport at an early stage. Besides on-track driving, this includes a few options they have for changing the set-up. Every participant can have the mechanics make individual changes to defined components. This includes adjustments of the front and rear stabilizer, the traction control system (TCS) and differential settings in three defined modifications. In addition, the drivers can have the tire inflation pressure changed within specified limits by the assistants assigned to them.

What is your outlook of the Audi Sport TT Cup inaugural season?

The participants, partners and fans of the Audi Sport TT Cup can look forward to six fantastic events as part of the DTM. The German events are traditionally held in front of a large crowd. Hockenheim, the Norisring, Oschersleben and the Nürburgring are great names we really look forward to. A lot of spectators usually travel to the Red Bull Ring in Austria as well. Because the entrants could choose their own car color we're going to see a competitive field that will be very attractive visually as well."



The Audi Sport brand

Audi Sport – the attribute of sportiness

For 35 years, Audi Sport has stood for success of the four rings in motorsport. From the legendary original quattro for the World Rally Championship in 1981 to the current Le Mans prototypes and DTM race cars, Audi Sport has been developing all sports cars for racing in Ingolstadt and Neckarsulm. The racing department of AUDI AG has since become a brand in its own right under which the company concentrates its entire sporting expertise.

The move of the Sport Department into the new Competence Center Motorsport (CCM) in Neuburg last fall also marked the beginning of a new era. This unit of Technical Development at Audi in Neuburg under the direction of Head of Motorsport Dr. Wolfgang Ullrich in Neuburg is responsible for the factory-backed motorsport commitments in the FIA World Endurance Championship (WEC) and in the DTM.

Audi Sport customer racing has been residing in Neuburg since 2015 as well. Romolo Liebchen is responsible for customer sport with the successful Audi R8 LMS GT3 sports car.

In addition, the Audi Sport brand includes the Audi driving experience, which is located in Neuburg as well, plus, effective immediately, the sportiest Audi production models developed by quattro GmbH: the Audi R8, the second generation of which will be launched on the market in summer of 2015, and the continually growing range of RS models which currently consists of the RS 3, RS Q3, RS 4, RS 5, RS 6 and RS 7.

The Audi Sport logo with the distinctive red diamond has been increasingly visible at race tracks and in advertising since last year. In 2015, the next step will follow by consistently introducing the Audi Sport brand at dealerships. “Audi Sport stands for successful motorsport, pioneering technologies and sportiness with top performance,” says Horst Hanschur, Head of Sales Strategy at Audi. “It was a logical move to start offering our customers our sportiest production models with this attribute as well. After all, there’s no other automobile manufacturer who practices technology transfer between motorsport and production more consistently and directly than Audi.”



Audi TT as the base

Third generation of an icon

The world premiere of the Audi TT cup was part of the 2014 DTM finale at the Hockenheimring – perfectly coordinated with the market launch of the new Audi TT in Germany.

When the first generation of the Audi TT was launched on the market in 1998 it was a design revolution and an iconic automobile. In the second generation, not least thanks to the multi-material design with high aluminum content, the TT became even sportier. Today, the Audi TT is regarded as a modern classic and a driving machine delivering top performance.

The third generation of the compact sports car, which the company unveiled at the Geneva Motor Show in March 2014, again features a fascinating emotional design and dynamic qualities. Innovative technologies used in the powertrain and in the controls and instruments concept are hallmarks of the new coupé.

A special feature is the Audi virtual cockpit – a fully digital instrument cluster featuring dynamic animations and precision graphics with a resolution of 1,440 x 540 pixels that replaces the conventional analogue instruments.

Audi offers the new TT and TTS with three four-cylinder engine options, with turbocharger and direct injection. The power outputs range from 135 kW (184 hp) to 228 kW (310 hp). The two TFSI gasoline units and the TDI combine sporty power with pioneering efficiency. The start-stop system is a standard feature. The Audi TT cup car uses the 2.0 TFSI from the new Audi TTS. The four-cylinder engine delivers 228 kW (310 hp) in the production model and accelerates the TTS from 0 to 100 km/h in 4.7 seconds.

The taillights of the new Audi TT feature LED technology as standard equipment. At the front, Xenon plus units are standard. Optionally, Audi delivers the headlights with LED technology or with the Le Mans tested Matrix LED technology featuring individual, controllable light emitting diodes that generate the high beam, which is used in the Audi TT cup as well.



Audi produced more than 510,000 cars of the first two TT generations. And racing fans are familiar with the TT as well. From 2000 to 2003, Team Abt Sportsline relied on Audi's compact sports car in the DTM and in the 2002 season with Laurent Aiello won the championship title as a privateer team against the factory-backed Mercedes-Benz and Opel squads.

The second generation of the TT caused a sensation on the Nordschleife of the Nürburgring – among others, by clinching the first and so far only pole position of a race car with front-wheel drive in the VLN Endurance Championship and overall victory in the 6-hour race in 2011. Now the third generation even receives a racing series of its own: the Audi Sport TT Cup.



Audi TT cup

Lightweight

For the Audi Sport TT Cup, quattro GmbH has developed a visually as well as technologically attractive sports car for racing that benefits from the technological innovations of the production model – particularly in terms of lightweight design.

The body of the third-generation production TT is created using a new, intelligent combination design. The highly complex material mix of aluminum and steel marks the next evolutionary stage of the Audi Space Frame (ASF). The body is so light that it can be adopted for racing nearly unchanged from the production line in Győr. “We can make it 20 kilograms lighter by means of racing-specific modifications,” says Detlef Schmidt, Technical Project Manager for the Audi Sport TT Cup.

Maximum safety and stiffness is provided by a steel roll cage that has been specifically designed for the Audi TT cup and is welded to the body. The bodysell of the new race car consists of aluminum and carbon fiber. This, too, makes the Audi TT cup a lightweight of 1,125 kilograms with extreme agility.

The 228 kW (310 hp) two-liter four-cylinder TFSI stems from the production car nearly unchanged. Only the crankcase ventilation has been modified for the higher centrifugal forces that typically occur in racing. By means of a so-called Push-to-pass function the engine’s output can receive a short-term boost of 22 kW (30 hp) for overtaking maneuvers by pushing a button on the steering wheel. A blue lamp in the windshield indicates the boost activation. LEDs in the rear side windows show how many times the driver can still use the additional power. The number of available boosts is defined by the regulations.

Power is transmitted to the front wheels via a direct-shift dual-clutch transmission. The six-speed S tronic, which has been specifically tuned for use in racing, is operated by shift paddles on the steering wheel. Accordingly, the Audi TT cup only has two pedals, for gas and the brake.

An active electro-hydraulic Haldex limited-slip differential provides optimal traction on the front axle. It can be electronically adjusted from the cockpit. Three different



settings are available. A high-resolution central color display, which – similar to the new Audi virtual cockpit of the production TT – shows all the key data is centrally located in the driver’s field of vision.

As is customary for Audi race sports cars, the driver controls the key functions via buttons on the steering wheel. The Audi PS1 Safety Seat has been adopted from the Audi R8 LMS ultra. The fire extinguishing system was originally developed by Audi for its Le Mans prototypes.

In terms of aerodynamics the Audi TT cup is a genuine touring car as well. A large front splitter provides downforce at the front axle, balanced at the rear axle by a rear wing with a long rearward projection. The company has optimized the cooling air ducts for racing. The optionally available LED headlights of the production TT also give the race car a distinctive face.

The development of the Audi TT cup began in June 2014 and the rollout took place on the Spanish race track at Castellolí in early October. Before the first race in spring of 2015 the TT completed the intensive test program on various European race tracks that is typically run for all new Audi race sports cars – including a 30-hour endurance test in Aragón.

“We’re applying the same high standards in terms of quality and reliability to the TT cup as to the Audi R8 LMS,” says Romolo Liebchen, Head of Audi Sport customer racing. “That’s simply expected of an Audi.”



Technical data

Audi TT cup

As of: April 2015

Model	Audi TT cup (2015)
Vehicle	
Vehicle type	Cup vehicle according to Audi Sport TT Cup Regulations
Body	Body-in-white featuring a steel/aluminum hybrid design with welded-in steel safety cell (acc. to FIA Regulations)
Engine	
Type	Four-in-line gasoline engine with gasoline direct injection, exhaust gas turbocharger with intercooler, four-valve technology, double overhead camshaft, DOHC
Exhaust emission control system	Oxygen sensor upstream of turbine (cylinder-selective sensor signal), steel racing catalytic converter
Engine management	Simos 18
Engine lubrication	Wet sump
Cubic capacity	1,984 cc
Power output	228 kW (310 hp) / 250 kW (340 hp) Boost for overtaking maneuvers accessible through Push-to-pass system
Torque	Over 400 Nm at 1,600 to 4,300 rpm
Drive train / transmission	
Type of drive	Front-wheel drive, traction control (ASR)
Clutch	Two electro-hydraulically operated oil-immersed multi-plate clutches
Transmission	6-speed dual-clutch S tronic with paddle shifting
Differential	Active electro-hydraulic front axle limited-slip differential
Drive shafts	Constant velocity joint shafts
Suspension / steering / brakes	
Steering	Electric progressive steering
Front suspension	McPherson struts with lower steel wishbones, aluminum swivel bearing, steel subframe, struts with coil springs and adjustable dampers, adjustable stabilizers
Rear suspension	Four-link rear suspension, dampers with coil springs (coil-over-configuration), steel subframe, aluminum uprights, adjustable stabilizer
Brakes	Hydraulic dual-circuit braking system, with adjustable brake pressure distribution (front axle/rear axle), steel brake discs front (ventilated) and rear, racing ABS
Rims	Aluminum rims, front and rear, 10 x 18 inches
Tires	260/660-18 or comparable
Weight / dimensions	
Length	4,260 mm
Width	1,994 mm
Height	1,282 mm
Minimum weight	1,125 kg
Fuel tank capacity	100 l
Equipment	
Fire extinguishing system	Audi Sport
Seat system	Audi PS1 Protection Seat
Refueling system	Production-level with safety valve
Electrical system	Production-level, modified for motorsport purposes



Concept

Challengers Welcome

Six events, twelve races, 24 cars: These are the basic facts of the Audi Sport TT Cup that enhances the DTM supporting program.

Audi has opted for a concept that has proved successful in other one-make cup series. quattro GmbH prepares all 24 cars and fields them as well. "This guarantees absolute equality of opportunity," says Rolf Michl, who is responsible for the Audi Sport TT Cup at quattro GmbH. "The participants can rely on always sitting in a perfectly prepared race car."

A place in the TT cockpit for the season costs 99,000 euros, plus VAT and extra services. The entry fee includes the preparation of the car and fielding in the race, data analyses and set-up support, a mechanic, VIP tickets including admission to the Audi Lounge in the paddock, and dedicated areas on the Audi TT cup for logos of personal sponsors.

The drivers will not have to take care of transportation and garage equipment either. Audi will take all the cars to the events. The pits will be located in a central tent that allows fans and guests to get close to the race cars as well.

The Audi Sport TT Cup will participate in a total of six DTM events in Germany and Austria in 2015. Two 30-minute races will be held at each event. The driving time, including free practice and qualifying, will be more than two hours per weekend.

Six cars will be reserved for changing guest drivers at all races. Celebrities with an affinity for racing, international journalists and racing legends from other racing series will have the opportunity to experience the Audi Sport TT Cup from the cockpit perspective and to contest in special "challenges" as part of the DTM events.

For the other 18 cockpits, Audi under the motto 'Challengers Welcome' and in collaboration with its importers was looking for drivers on www.audi-motorsport.com. The multi-stage selection process was conducted in close cooperation with the Audi driving experience – with the first stage taking place at the wheel of TT production models.



Before the first race, all the drivers will be afforded ample opportunity to familiarize themselves with the 228 kW (310 hp) Audi TT cup in tests. The winner of the Audi Sport TT Cup can look forward to receiving support in Audi's GT program.



Regulations

A double dose of concentrated racing action

The Audi Sport TT Cup will be delivering concentrated action on six race weekends. Gripping duels in a total of twelve rounds are bound to occur thanks to Push-to-pass and numerous setting options on the race cars.

50 minutes of free practice and a 30-minute qualifying session, plus two classification races over a distance of 55 to 65 kilometers or a maximum of 30 minutes, are scheduled on each race weekend. This means that the Audi Sport TT Cup will be delivering more than two hours of racing action to the crowd at each event.

Every participant has to drive at least two timed laps in the qualifying session to qualify for the race. The fastest lap time is classified for race one and the second-fast for race two. The starting mode of the races is a standing start. The best 18 drivers in each race are awarded points for the drivers' classification. 25 points are awarded to the winner and one point is awarded for 18th place. The six guest entrants are excluded. They receive no points and there is no dedicated ranking for guests. The permanent entrants move up in the order of points awarded if a guest entrant finishes in front of them. For the year-end classification, all results achieved in the individual races are considered. There are no void results.

For a certain period of time a defined number of Push-to-pass uses is available to the drivers. The event, in which the engine setting is changed to provide a short-term 30-hp power boost, is started by depressing a button on the steering wheel. The intervals and number of available uses are adjusted to the respective race track. In free practice, Push-to-pass may be used 19 times and 15 times in the subsequent qualifying session.

For the classification races, the general rule applies that participants on the rear rows of the grid are allocated a larger number of Push-to-pass uses:

Rows 1–3: 15 x Push-to-pass
Rows 4–6: 15 + 1 x Push-to-pass
Rows 7–9: 15 + 2 x Push-to-pass
Rows 10–12: 15 + 3 Push-to-pass



For each car that has passed scrutineering, a maximum of eight slick tires supplied by official tire partner Hankook are permitted. The number of rain tires is not limited and will be allocated to all drivers as required.

Every participant can independently have the mechanics' teams change various components. This includes adjustments of the front and rear stabilizer, the traction control system and differential settings in three defined modifications for optimal traction of the race car at the front axle. In addition, the drivers can determine the tire inflation pressure within specified limits and have the assistants assigned to them to change the settings.

The minimum age of the 18 permanent entrants is 16. Every participant, as a minimum, must be in possession of a valid DMSB international Level D license or a comparable license of another Autorité Sportive Nationale (ASN). Confirmation as an international racing series by the FIA allows the entrants from 13 countries to be classified with their relevant nations.

Download of the regulations at: www.audi-motorsport.com/de/en/tt-cup.html



Entrants

International field in the 2015 Audi Sport TT Cup

The 18 permanent cockpits for the 2015 Audi Sport TT Cup were awarded last January. A high-caliber panel of judges selected 16 young international male and two female drivers at the end of a multi-stage selection process.

The field of the 2015 Audi Sport TT Cup is made up of entrants from 13 nations and three continents. With three drivers, Germany has the largest representation. In addition, drivers from ten other European countries, as well as the USA and Hong Kong, will be on the grid.

At the mere age of 17, the Fin Joonas Lappalainen is the youngest, while 25-year-old Alexis van de Poele, from Belgium, is the oldest driver in the field. The average age of 21 years is correspondingly low. This underscores Audi's ambitions of affording young international talent an opportunity to enter the company's successful motorsport world.

"We had 165 applications from 30 nations," says Project Manager Rolf Michl. "We intensively reviewed every single one and in a multi-stage selection process chose the 18 drivers who are now given the opportunity to prove themselves in the Audi Sport TT Cup. Our aim was to have a very international and attractive field – and we've achieved this."

In addition to the 18 permanent entrants, six 'seats' are reserved for changing guest drivers. quattro GmbH centrally prepares and fields the 24 cars. Even before the start of the season, the drivers made two decisions on selecting the numbers and the colors of their race cars – with choices being white, black, yellow and blue. Red is reserved for the six guest entrants. "This results in a competitive field of vehicles that is visually attractive as well," says Michl.



The 2015 Audi Sport TT Cup field with car numbers and car colors**

#3 Rdest, Gosia (PL, *January 14, 1993) – car color: black
#5 Misyulya, Nikita (RUS, *April 23, 1990) – car color: white
#7 Hofbauer, Christoph (D, *July 15, 1991) – blue
#8 Thong, Shaun (HK, *November 1, 1995) – blue
#9 Önder, Kaan (TR, *January 10, 1997) – yellow
#11 Amweg, Levin (CH, *September 11, 1994) – white
#14 Caygill, Josh (GB, *June 22, 1989) – yellow
#17 Møller Madsen, Nicolaj (DK, *March 10, 1993) – yellow
#26 Peitz, Dominik (D, *November 20, 1991) – blue
#27 Marschall, Dennis (D, *August 15, 1996) – black
#33 Lindholm, Emil (FIN, *July 19, 1996) – white
#43 Kisiel, Jan (PL, *July 14, 1994) – yellow
#45 Lappalainen, Joonas (FIN, *March 1, 1998) – blue
#49 Landy, Sebastian (USA, *December 14, 1995) – blue
#50 Hezemans, Loris (NL, *May 26, 1997) – white
#55 van de Poele, Alexis (B, *June 21, 1989) – white
#89 Åhlin-Kottulinsky, Mikaela (S, *November 13, 1992) – black
#92 Marklund, Anton (S, *December 9, 1992) – black

**Subject to change



Profile

#3 Gosia Rdest (PL)

Gosia Rdest is one of two female drivers in the field of 18 entrants in the 2015 Audi Sport TT Cup. Following remarkable success in karting, the Polish driver entered the Formula BMW Talent Cup in 2012. At the end of the 2013 season, she left single-seater racing and has since been fully concentrating on touring car racing. Being the first woman to land on the moon is one of the dreams of the student of journalism.

Date of birth: January 14, 1993

Place of birth: Żyrardów (PL)

Residence: Kraków (PL)

Height/weight: 1.63 m/55 kg

Motorsport since: 2009

Career

2010 4th Polish Kart Championship

2011 1st Polish Kart Championship, 1st IK FIA World Karting Championship, CIK FIA European Karting Championship, WSK Master Series

2012 7th Formula BMW Talent Cup

2013 18th BRDC Formula 4 Championship, Volkswagen Castrol Cup guest driver

2014 13th Volkswagen Castrol Cup, Volkswagen Scirocco R-Cup guest driver

2015 Audi Sport TT Cup

www.gosiardest.pl

facebook.com/pages/Gosia-Rdest-Life-is-a-Race/270340559692452

[@GosiaRdest](https://twitter.com/gosiardest)

instagram.com/gosiardest



Profile

#5 Nikita Misyulya (RUS)

Nikita Misyulya joins the Audi Sport TT Cup for the 2015 season from the Spielberg round onwards, the third race weekend of the year. The young Russian only began his motorsport career in 2013, but has quickly shown his talent by winning the Lada Granta Cup in his first year, followed in 2014 by taking two wins and becoming the vice-champion in the Super1600 category of the FIA European Rallycross Championship. Misyulya is still a full-time participant in the European series. He lives by the motto “pushing it to the limit” and has also taken part in bike trials for ten years, including five years with the national Russian team.

Date of birth: April 23, 1990

Place of birth: Kaunas (LT)

Residence: Samara (RUS)

Height/weight: 1.80 m/75 kg

Motorsport since: 2013

Career

2013 1st Lada Granta Cup

2014 2nd FIA European Rallycross Championship Super1600

2015 Audi Sport TT Cup, FIA European Rallycross Championship Super1600

www.5zero.me

facebook.com/MisyulyaRacing

twitter.com/nikitamisyulya

instagram.com/nikitamisyulya



Profile

#7 Christoph Hofbauer (D)

Christoph Hofbauer, who hails from Upper Bavaria in Germany, entered racing relatively late. The 23-year-old only started his motorsport career in karting four years ago and is now switching to the Audi Sport TT Cup. In initial tests, he impressively proved that switching to car racing comes easy to him. Hofbauer tips the scales at a mere 67 kilograms despite pork knuckles being his favorite dish. To get rid of the excess calories, Hofbauer regularly exercises and works out – for instance in climbing.

Date of birth: July 15, 1991

Place of birth: Kösching (D)

Residence: Lippertshofen (D)

Height/weight: 1.81 m/67 kg

Motorsport since: 2010

Career

2010–2014 Kart

2015 Audi Sport TT Cup

facebook.com/christoph.racing



Profile

#8 Shaun Thong (HK)

Shaun Thong started kart racing at the age of eight but participated in his first official races only eight years later. In the past three years, Thong delivered remarkable performances in various formula and touring car classes. The 19-year-old was the first talent to be signed for Audi's Young Driver Development Program in Asia. Thong's calendar this year is full to the brim. Besides racing in the Audi Sport TT Cup, he is on the grid of the Audi R8 LMS Cup. In addition, he shares the cockpit of an Audi R8 LMS ultra in the Blancpain Endurance Series with his fellow countryman Marchy Lee and Audi Sport TT Cup coach Markus Winkelhock.

Date of birth: November 1, 1995

Place of birth: Hong Kong (HK)

Residence: Hong Kong (HK)

Height/weight: 1.76 m/62 kg

Motorsport since: 2011

Career

2012 2nd Asian Formula Renault Championship, Maserati Trofeo World Series (best Asian driver)

2013 3rd Formula Masters Macau, 1st Zhuhai (China) Asian Le Mans Series (LMP2), 5th Sepang (Malaysia) Audi R8 LMS Cup

2014 1st European F3 Open

2015 Audi Sport TT Cup, Audi R8 LMS Cup China, Blancpain Endurance Series

www.shaunthong.com

facebook.com/pages/Shawn-Thongs-fans-page/283068708395022

[@shaun_ccxr](https://twitter.com/shaun_ccxr)

instagram.com/shaunthong



Profile

#9 Kaan Önder (TR)

Kaan Önder clinched a string of karting titles at the beginning of his career, attracting BMW's interest. Via the Formula BMW Talent Cup, the Turkish driver went on to race in the FIA European Touring Car Championship (ETCC) where, on mounting the podium in the 2014 season finale, he celebrated the greatest success in his career. On taking third place at Autodromo di Pergusa, he impressively underscored his ambitions for further titles. The avid guitar player is supported by the three-time World Touring Car Champion and former DTM driver Andy Priaulx.

Date of birth: January 10, 1997

Place of birth: Istanbul (TR)

Residence: Istanbul (TR)

Height/weight: 1.81 m/70 kg

Motorsport since: 2007

Career

2008 1st Turkish Kart Championship ICA-J

2009 1st Turkish Kart Championship KF3

2010 1st CIK-SEEKZ Championship KF3

2011 1st Rotax International Open Jr.

2013 7th Formula BMW Talent Cup

2014 6th FIA ETCC (Super 2000 TC2)

2015 Audi Sport TT Cup

www.kaanonder.com

facebook.com/kaanonder1

[@kaan_onder1](https://twitter.com/kaan_onder1)

instagram.com/kaan_onder



Profile

#11 Levin Amweg (CH)

If he weren't a talented race driver, Levin Amweg would have pursued a career as a banker or engineer. However, ever since he started formula racing in 2011, the Swiss with diverse interests has been fully concentrating on his motorsport career. In the same year, Amweg, as a rookie, won a race in LO Formula BMW Junior and took fourth place in the championship. In 2012, at the age of 18, he emerged as the winner from Formula LO, a Swiss entry level formula series. His personal career highlight was winning the Formula Renault 2.0 race at Silverstone in 2014.

Date of birth: September 11, 1994

Place of birth: Bern (CH)

Residence: Bremgarten (CH)

Height/weight: 1.74 m/63 kg

Motorsport since: 2004

Career

2005 1st Swiss Kart Championship (Mini)

2006 1st Swiss Kart Championship (Supermini)

2007 1st Swiss Kart Championship (Supermini)

2008 1st Swiss Kart Championship (Junior)

2009 1st Swiss Kart Championship (Junior)

2010 1st Swiss Kart Championship (Sport)

2011 4th LO Formula BMW Junior

2012 1st Formula LO

2014 1st Silverstone Formula Renault 2.0

2015 Audi Sport TT Cup

www.levinamweg.com

facebook.com/levin.amweg

[@levin_amweg](https://twitter.com/levin_amweg)

instagram.com/levin_amweg



Profile

#14 Josh Caygill (GB)

In 2013, the former motorcycle racer Josh Caygill switched from two to four wheels. His biggest aim: to be promoted to Audi Sport's GT program one day and to participate in the Spa 24 Hours. With that, the Briton would be following in the footsteps of his idol Markus Winkelhock – who is currently Caygill's coach in the Audi Sport TT Cup. Besides racing, Caygill works as a salesman at a Volkswagen car dealership in Yorkshire and keeps fit by riding his road bike, skiing and running.

Date of birth: June 22, 1989

Place of birth: Dewsbury, West Yorkshire (GB)

Residence: Netherton, West Yorkshire (GB)

Height/weight: 1.79 m/70 kg

Motorsport since: 2007

Career

2007 Triumph Triple Challenge

2008 British Superstock 600 Championship

2009 British Superstock 600 Championship

2010 British Superstock 600 Championship

2011 British Supersport Championship

2012 British Supersport Championship

2013 Volkswagen Racing Cup

2014 8th Milltek Sport Volkswagen Racing Cup, 17th Volkswagen Scirocco R-Cup, 43rd 24-hour race Dubai

2015 Audi Sport TT Cup, Milltek Sport Volkswagen Racing Cup

www.joshcaygill.com

facebook.com/joshcaygillracing

[@Joshracer14](https://twitter.com/Joshracer14)

instagram.com/Joshracer14



Profile

#17 Nicolaj Møller Madsen (DK)

Nicolaj Møller Madsen is the 'charmer' in the 2015 Audi Sport TT Cup field. The Dane always has a smile on his face and is never at a loss for a witty remark. But he is fast as well. He took his first tentative steps in Fun Kart racing at the mere age of six. The multiple Danish and German Kart Champion, and European Champion, switched to the Scirocco R-Cup in the 2013 season. In the Junior classification he immediately became the runner-up and topped this performance last year on clinching the title. The Dane has clearly set his sights on a particular aim: In 2017, we would like to compete in the Le Mans 24 Hours for Audi.

Date of birth: March 10, 1993

Place of birth: Odense (DK)

Residence: Sønderød (DK)

Height/weight: 1.79 m/76 kg

Motorsport since: 1999

Career

2007 1st Peugeot Super Kart Series, Danish Motorsport Talent of the Year

2008 1st Danish Super Kart Series

2009 1st German Kart Championship (KF2), 1st Super Nationals Las Vegas, 1st Bridgestone Cup Finale

2010 1st European Kart Championship (KF2), 1st German Kart Championship (KF2), 2nd WSK Euro Series

2011 1st Macau Asia, 1st Bridgestone Cup

2012 1st Grand Finale Indonesian Kart GP

2013 6th (2nd Junior classification) Volkswagen Scirocco R-Cup

2014 5th (1st Junior classification) Volkswagen Scirocco R-Cup

2015 Audi Sport TT Cup

www.nicolaj.eu

facebook.com/MollerMadsenfan

[@Moller_Madsen](https://twitter.com/moller_madsen)

instagram.com/mollerMadsen_fan



Profile

#26 Dominik Peitz (D)

As a teenager, Dominik Peitz clinched numerous championship titles in karting, including three German championship titles in Junior Go Kart in 2005. The German gathered his first experiences in a race car in 2007, in the Dacia Logan Cup, and in the ADAC Cruze Cup from 2010 onwards. Two years later, Peitz secured the title in the Chevrolet Cup. In 2013, the avid team handball player clinched victory in his first VLN race on the Nordschleife.

Date of birth: November 20, 1991

Place of birth: Gütersloh (D)

Residence: Verl (D)

Height/weight: 1.70 m/73 kg

Motorsport since: 2005

Career

2005–2009 Kart

2009 3rd Dacia Logan Cup

2010 6th ADAC Cruze Cup

2011 ADAC Cruze Cup

2012 1st ADAC Chevrolet Cup

2013 1st World Finale La Ferté (France), VLN

2014 11th Volkswagen Scirocco R-Cup

2015 Audi Sport TT Cup

www.dominik-peitz.jimdo.com

facebook.com/DominikPeitzMotorsport



Profile

#27 Dennis Marschall (D)

Last year, Dennis Marschall switched from karting to formula racing and immediately found his bearings. In the 2014 ADAC Formel Masters, the German clinched three race victories and six podium places. His career highlight so far has been the season finale at the Hockenheimring in which he won two races and took one second place. On switching to touring car racing, he would like to take the next evolutionary step to get closer to his aim: racing in GT series such as the ADAC GT Masters or the Blancpain Sprint Series.

Date of birth: August 15, 1996

Place of birth: Karlsruhe (D)

Residence: Eggenstein (D)

Height/weight: 1.83 m/66 kg

Motorsport since: 2007

Career

2007–2013 National and international kart races

2011 6th ADAC Kart Masters, ADAC Formel Masters Experience Day

2012 5th ADAC Kart Masters

2013 5th Deutsche Kart Championship

2014 6th ADAC Formel Masters

2015 Audi Sport TT Cup

www.dennis-marschall.de

facebook.com/pages/Dennis-Marschall-Offizielle-Fanpage/420072994746073

instagram.com/dennis_marschall



Profile

#33 Emil Lindholm (FIN)

Motorsport has always been important to Emil Lindholm's family. His father, a former rally driver, introduced him to racing. At the age of 15, the Finn contested his first rally and subsequently started racing touring cars. In 2014, he participated in the Porsche GT3 Cup Trophy Finland, won a race and finished as the runner-up five times. Former Formula One driver Ayrton Senna is his motorsport idol. In terms of music, the 18-year-old, who is still active in rally racing, calls Queen and Freddie Mercury his favorites.

Date of birth: July 19, 1996

Place of birth: Espoo (FIN)

Residence: Degerby (FIN)

Height/weight: 1.81 m/70 kg

Motorsport since: 2012

Career

2012 4th FINRace V1600 class

2013 2nd FINRace V1600 class

2014 8th Porsche GT3 Cup Trophy Finland, Porsche Carrera Cup Scandinavia

2015 Audi Sport TT Cup

www.sebateam.fi

facebook.com/ELindholmRacing



Profile

#43 Jan Kisiel (PL)

Jan Kisiel is a high-flyer not only in a race car cockpit. The Pole is a trained helicopter pilot. On track, he not only knows how to set fast lap times but has been demonstrating his consistency on clinching several podium places in recent years as well. In both 2013 and 2014, Kisiel secured third place in the Volkswagen Castrol Cup. The grid always sees him well-rested: taking a nap before each race is a ritual he has been following for years.

Date of birth: July 14, 1994

Place of birth: Warsaw (PL)

Residence: Warsaw (PL)

Height/weight: 1.73 m/56 kg

Motorsport since: 2002

Career

2002–2010 Kart

2010 1st European Kart Trophy

2011 3rd Renault Clio Cup Bohemia

2012 2nd (1st Junior classification) Renault Clio Cup Bohemia

2013 3rd Volkswagen Castrol Cup, Formula Latam powered by Volkswagen

2014 3rd Volkswagen Castrol Cup

2015 Audi Sport TT Cup

www.kisielracing.pl

facebook.com/KisielRacing



Profile

#45 Joonas Lappalainen (FIN)

Aged 17, Joonas Lappalainen is the youngest driver in the Audi Sport TT Cup. But in spite of his youth the Finn always leaves a calm and collected impression in the cockpit and at media events. In 2014, the talented Lappalainen celebrated his greatest success in motorsport on scoring two Formula Ford Championship wins. Racing in the new Audi one-make cup marks the next step in pursuing his aim of being promoted to the DTM or a GT series one day for the youngster who avidly uses social media.

Date of birth: March 01, 1998

Place of birth: Vantaa (FIN)

Residence: Vantaa (FIN)

Height/weight: 1.87 m/ 75 kg

Motorsport since: 2005

Career

2005–2011 Cadet, Raket, Mini60, Kart

2012 1st CIK-FIA Karting Academy Trophy, 5th KF3 Championship, Finnish Kart Driver of the Year

2013 3rd Formula Ford North European Championship, 2nd Finnish Formula Ford Championship, Rookie of the Year Formula Ford Finland

2014 1st Formula Renault 1.6 Nordic, 1st Formula Renault 1.6 North European Championship

2015 Audi Sport TT Cup

www.lappalainen.eu

facebook.com/joonaslappalainenofficial

[@LappalainenJ](https://twitter.com/lappalainenj)

instagram.com/j_lappalainen

youtube.com/user/finndrive



Profile

#49 Sebastian Landy (USA)

Sebastian Landy was in karting only for a few years before starting his race car career at the age of 15. The college student from the United States would like to be on the grid of a GT series as a factory driver in the future and participate in the Le Mans 24 Hours. The 19-year-old regards the Audi Sport TT Cup as a great challenge and as an opportunity to continue to improve his driving skills. Landy feels particularly comfortable on a wet track – as shown by his race win in the Mazda MX-5 Cup 2014. Landy enjoys playing rugby or soccer whenever motorsport and studying allow him to do so.

Date of birth: December 14, 1995

Place of birth: Fairfax (USA)

Residence: Great Falls (USA)

Height/weight: 1.85 m/82 kg

Motorsport since: 2011

Career

2011–2014 SCCA Majors Championship, Mid-Atlantic Road Racing Series

2013 1st Mid-Atlantic Road Racing Series

2014 1st Road Atlanta Mazda MX-5 Cup USA, 3rd Mazda MX-5 Cup USA, Continental Tire Sports Car Challenge, 5th SCAA 13 Stunden Enduro

2015 Audi Sport TT Cup, 1st Sebring Porsche GT3 Cup USA

facebook.com/sebastianlandyracing



Profile

#50 Loris Hezemans (NL)

Loris Hezemans, a Dutchman with a Belgian racing license, comes from a family engaged in motorsport. His father, Toine, won several international sprint and endurance races in the nineteen-seventies and early eighties. His brother Mike was victorious twice in the Spa 24 Hours, among others. With two podium places in the 2014 Renault Clio Cup Benelux season finale at Zandvoort, Loris Hezemans continued his family's success in motorsport. In the end, the young Dutchman celebrated sixth place overall and second in the Junior classification.

Date of birth: May 26, 1997

Place of birth: Amsterdam (NL)

Residence: Uccle (B)

Height/weight: 1.71 m/69 kg

Motorsport since: 2014

Career

2014 6th (2nd Junior classification) Renault Clio Cup Benelux

2015 Audi Sport TT Cup

facebook.com/lorishhezemansfanpage

[@lorishhezemans](https://twitter.com/lorishhezemans)

instagram.com/lorishhezemans



Profile

#55 Alexis van de Poele (B)

The name van de Poele evokes memories with motorsport fans. Eric van de Poele, Alexis' father, was on the grid in five Formula One races and became DTM Champion in 1987, among other successes. Alexis was at home in a motorsport environment from the day he was born and it soon became clear that the young Belgian would pursue a career in racing as well. For Alexis, motorsport is a way of life he has always worked hard for, having taken the financial aspects of his involvement into his own hands from day one. Whether in marketing, searching for sponsors or networking, the 25-year-old learned at an early age what is important in motorsport before the opportunity to set fast lap times will present itself.

Date of birth: June 21, 1989

Place of birth: Incourt (B)

Residence: Incourt (B)

Height/weight: 1.80 m/72 kg

Motorsport since: 2009

Career

2009 1st VW Fun Cup (Spa Francorchampagne), 3rd VW Fun Cup (Spa 25 Hours)

2010 5th VW Fun Cup (Belgian Championship)

2011 1st Belgian Touring Car Series (S2)

2012 1st Meeting Spa 24 Hours (class)

2013 4th/5th Prototype Lites Mazda USA, Meeting Sebring 12 Hours, 1st/3rd Trofeo Abarth Benelux, Colmar-Berg, 2nd BRCC - Race Promotion Night, Zolder

2015 Audi Sport TT Cup

[facebook.com/alexis.vandepoele](https://www.facebook.com/alexis.vandepoele)



Profile

#89 Mikaela Åhlin-Kottulinsky (S)

Mikaela Åhlin-Kottulinsky has fond memories of her personal career highlight. In 2014, the Swede, who is always upbeat, secured victory in the Volkswagen Scirocco R-Cup at the Norisring, making her the first and only woman in history to have won a race in this one-make cup. The Swede was born with her talent, as Åhlin-Kottulinsky comes from a motorsport family. Among others, her grandfather, Freddy Kottulinsky, in 1980 celebrated victory in the VW Iltis in the legendary Paris-Dakar rally.

Date of birth: November 13, 1992

Place of birth: Karlstad (S)

Residence: Hammarö (S)

Height/weight: 1.62 m/60 kg

Motorsport since: 2004

Career

2004–2010 Kart

2012 19th Volkswagen Scirocco R-Cup, Porsche Carrera Cup Scandinavia

2013 2nd (1st Junior classification) Nürburgring Volkswagen Scirocco R-Cup,
8th Volkswagen Scirocco R-Cup

2014 1st Norisring Volkswagen Scirocco R-Cup, 9th Volkswagen Scirocco R-Cup, 5th
FIA World Rallycross (RX Lites, Höljes)

2015 Audi Sport TT Cup

www.ahlin-kottulinsky-motorsport.com

facebook.com/MikaelaAhlinKottulinskyFanpage

[@MikaelaAhlinK](https://twitter.com/mikaelaahlink)

instagram.com/MikaelaAKottulinsky



Profile

#92 Anton Marklund (S)

Anton Marklund managed to make a name for himself in the emerging rallycross discipline in recent years. 2012 marked the beginning of his professional motorsport career which he directly started with overall victory in the touring car class of the FIA European Rallycross Championship. A year later, the Swedish talent mastered the feat of switching to the highest class in the new World Rallycross Championship and has been contesting the championship in Supercars ever since. Last season, he took sixth place and, alongside the Audi Sport TT Cup program, will be contesting the championship in an Audi S1 EKS RX quattro of Mattias Ekström's privateer team this year. The two-time DTM Champion acts as mentor to his fellow countryman as well.

Date of birth: December 9, 1992

Place of birth: Skellefteå (S)

Residence: Boliden (S)

Height/weight: 1.84 m/83 kg

Motorsport since: 2006

Career

2007–2009 Junior Folkrace

2010 Rallycross 2150cc

2011 FIA European Rallycross Championship (Touring Car)

2012 1st FIA European Rallycross Championship (Touring Car),
Porsche Carrera Cup Scandinavia

2013 7th FIA European Rallycross Championship (Supercar), 4th Rallycross X
Games, 3rd Gymkhana GRiD, 3rd Swedish Rallycross Championship

2014 6th FIA World Rallycross Championship (Supercar), X Games

2015 Audi Sport TT Cup, FIA World Rallycross Championship (Supercar)

www.marklundanton.com

facebook.com/marklundanton

[@marklundanton](https://twitter.com/marklundanton)

instagram.com/marklundanton/



Coach

Tips from the pro

The new Audi Sport TT Cup offers young race drivers the opportunity to enter motorsport. In Markus Winkelhock, they have a popular and experienced professional racer assisting them as coach.

“My father, in 1976, made his own first steps in motorsport in a one-make cup, the Volkswagen Scirocco Cup,” relates the Swabian. “He made it all the way into Formula One. I think it’s great that Audi is giving juniors an opportunity with the Audi Sport TT Cup and look forward to providing the young race drivers with help and advice.”

Markus Winkelhock was in Formula One, competed for Audi in the DTM and is currently successfully involved in the GT program of the brand with the four rings. In the Audi R8 LMS ultra, he won the two 24-hour races at the Nürburgring and at Spa-Francorchamps last season.

As coach in the Audi Sport TT Cup the 34-year-old will pass on his experience from 17 years in racing to the youngsters and prepare them for the first race. Winkelhock was one of the first to have the opportunity of driving the 228 kW (310 hp) Audi TT cup. He is involved in fine-tuning the new Audi race sports car as well.

The Swabian, who in Formula One was clocked on track as the leader for some kilometers in the 2007 European Grand Prix at the Nürburgring, was one of the few to immediately manage winning a race in the Volkswagen Scirocco R-Cup as a guest driver. “Obviously, I’d love to be on the grid of the Audi Sport TT Cup myself in one of the races,” he says. “The Audi TT cup is a fantastic car and great fun. But this can’t really be combined with my role as coach.”



Environment

In the slipstream of Ekström & company

The Audi Sport TT Cup in 2015 is starting as part of the supporting program of the DTM – the most popular motorsport platform in Germany and one of the most prestigious racing series worldwide.

The three leading German premium manufacturers – Audi, BMW and Mercedes-Benz – are involved in the DTM. 70,000 spectators on average attended the races in 2014. In more than 150 countries the DTM can be watched live or in recordings, in Germany on ARD.

The heart of the DTM beats in Germany, with races at Hockenheim, at the Nürburgring, the Norisring, the Lausitzring and at Oschersleben. But the series is internationally renowned as well. 2015 will see drivers from 13 nations on the grid and, in addition to six German races, there are rounds in the Netherlands, in Austria and Russia.

Audi has been involved in the DTM with a factory-backed commitment since 2004. In Mattias Ekström (2004 and 2007), Timo Scheider (2008 and 2009), Martin Tomczyk (2011) and Mike Rockenfeller (2013), the brand with the four rings provided DTM Champions in six out of the past eleven years. With three consecutive Championship titles in 2007, 2008 and 2009 Audi is also the first and so far only manufacturer in the DTM to have achieved a title hat-trick.

The new Audi Sport TT Cup makes it possible for young race drivers to enter the world of the DTM. They can make a name for themselves in front of the DTM officials and meet the DTM stars at joint press meetings, VIP events and autograph sessions.

All twelve races can be watched via live stream on www.audi-motorsport.com



2015 events

Six events, twelve races

A double dose of action for the fans of the Audi Sport TT Cup: Each of the six weekends on which the Audi one-make cup will be held as part of the DTM features two races. Five of the six events will be held in Germany, plus there will be one round in Austria.

Hockenheimring (D)

Date: May 1–3

Races: Rounds 1 and 2

Track length: 4.574 km

Track description by Markus Winkelhock, coach in the Audi Sport TT Cup:

“The season opener is a very special event for the drivers – this is the first time they get an idea of where they stand on track, in front of a great crowd. For me, personally, Hockenheim is my home round. I live only 120 kilometers away from the circuit. I’ve always liked the track layout. There are some really fast sections such as the Parabolika. We’re going to see thrilling duels there and, thanks to Push-to-pass, probably many overtaking maneuvers as well. One of the key places is right at the end of the start-finish straight. You need to take a lot of momentum out of the first turn to achieve a fast lap.”

Norisring (D)

Date: June 26–28

Races: Rounds 3 and 4

Track length: 2.300 km

Track description by Markus Winkelhock, coach in the Audi Sport TT Cup:

“The Norisring is Audi’s home round. I personally like the track and am eager to see how the participants will be handling it. The track only has four turns and they’re mainly about braking and accelerating. The slow turns should suit the agile Audi TT cup car well. On the long straight, I’m expecting a few thrilling position battles. For the racers, efficiently managing their material will be crucial. On this track, the brakes are permanently stressed to the max.”



Red Bull Ring Spielberg (A)

Date: July 31– August 2

Races: Rounds 5 and 6

Track length: 4.326 km

Track description by Markus Winkelhock, coach in the Audi Sport TT Cup:

“Our visit to Austria is another highlight in the Audi Sport TT Cup. The Red Bull Ring is a very spectacular circuit – a roller-coaster track with a tremendous atmosphere. There are two extreme braking points in front of turns 1 and 2 where the cars decelerate from top speed to clearly below 100 km/h. This puts an enormous load on the brakes. In the fast downhill turns, the car really has to hug the track, otherwise you lose a lot of time. The last turn calls for caution because it has a very tricky bump.”

Motorsport Arena Oschersleben (D)

Date: September 11–13

Races: Rounds 7 and 8

Track length: 3.696 km

Track description by Markus Winkelhock, coach in the Audi Sport TT Cup:

“The track at the Motorsport Arena Oschersleben has an intriguing configuration. Braking into Arena-Kurve is extremely important. This is a section that offers one of the few overtaking opportunities. In the chicane, the racers have to be very careful not to damage the car on the high curbs. Unless you handle this section perfectly you’ll lose a huge amount of time on the back-straight. The corner following the S is nearly flat-out. I’m sure some of the drivers are going to activate Push-to-pass there to take more momentum to the start-finish straight.”

Nürburgring (D)

Date: September 25–27

Races: Rounds 9 and 10

Track length: 3.629 km

Track description by Markus Winkelhock, coach in the Audi Sport TT Cup:

“In a way, the Nürburgring poses the greatest challenge of the season. At first glance, the track looks pretty simple. But that’s deceiving. The difficulty is to find that final tenth in the competitive field of the Audi Sport TT Cup to outperform your rivals. The narrow left-right chicane in front of the final turn at the finish is a key place. Perfect



braking and handling the curbs well is crucial, otherwise you lose a lot of time and will not have enough speed when turning onto the start finish straight.”

Hockenheimring (D), Finale

Date: October 16–18

Races: Rounds 11 and 12

Track length: 4.574 km

Track description by Markus Winkelhock, coach in the Audi Sport TT Cup:

“The finale – an absolute highlight to conclude the inaugural season of the Audi Sport TT Cup. The racers are going to give their all once more in front of a full house in the grandstands and will be highly motivated. Following rounds 1 and 2 at the season opener, all the racers will be arriving at the track with experience and be able to tap their improved potential. That will particularly show in the tricky places, such as braking on entering the hairpin. This is where the drivers need a sure feel for the car and the brakes.”



Organization

In the time-tested hands of quattro GmbH

The organization of the new Audi Sport TT Cup is in the time-tested hands of quattro GmbH, the sporting subsidiary of AUDI AG.

The Audi Sport TT Cup has been developed by quattro GmbH, which also builds and markets the successful Audi R8 LMS ultra GT3 race car. Like the field of entrants, a team of young and motivated people is dedicated to organizing the new Audi one-make cup.

Rolf Michl, previously serving as Assistant to the General Manager of quattro GmbH for many years, is the Overall Project Manager for the Audi Sport TT Cup. He is supported by Manuel Jahn, who has been responsible for motorsport marketing at quattro GmbH for many years. Detlef Schmidt is the Technical Project Manager for the Audi Sport TT Cup. Christiane Fritz, with many years of experience in motorsport, takes care of the guest drivers and VIP entrants.

For communications and in marketing activities, Audi uses the time-tested channels and partners from the WEC, the DTM and GT racing.



Partners

The partners in the Audi Sport TT Cup

The Audi Sport TT Cup has not only attracted great interest among young motorsport talents around the world, as the new one-make cup immediately caught the attention of the business world as well. Numerous expert partners cooperate with quattro GmbH.

Audi Original Zubehör

Perfectly fitting solutions with compelling design and functionality – this is the claim of Audi Original Zubehör. The close collaboration of Audi's designers and technical developers results in accessory products which are coordinated with the Audi models in every detail and deliver on Audi's promise of quality day by day.

Audi Top Service

Customers opting for an Audi have high expectations of their vehicle and the way it's serviced. Audi Top Service stands for impeccable repair quality and outstanding attention to customers. This is the basis for customer delight. As in motorsport, top performance and teamwork are the prerequisites for long-term success in the service business as well.

AUTO BILD SPORTSCARS

AUTO BILD SPORTSCARS stands for fascinating power and unusual dreams in the field of high-end performance. The monthly magazine tests production cars and high-end tuning vehicles. It is geared to the interests of discerning car enthusiasts. The magazine offers breath-taking reportage, fascinating reviews, the latest test reports, plus news from the accessories and tuning sectors.

Hankook

As one of the top five global tire manufacturers, Hankook's aim is to offer its customers the optimum driving experience that can be achieved at any time based on technological excellence and innovative prowess. The company develops and produces award-winning tire solutions for the European markets at its German research & development center and a large-scale, ultra-modern factory in Hungary.



LG Chem

LG Chem is a global chemical company in the fields of petrochemicals, IT & electronic materials as well as energy solutions. The company manufactures products for the automotive, chemical and plastics industries, such as specialty polymers or ABS. In addition, LG Chem is one of the world's leading manufacturers of lithium-ion batteries for the automotive, consumer goods and stationary systems sectors.

REHAU

As a premium brand for polymer-based solutions, REHAU is an international leader in the civil engineering, automotive and industrial sectors. More than 19,000 employees around the globe achieve growth and success for REHAU. The independent, family-owned company is in close proximity to its customers at more than 170 locations.

Other partners in the Audi Sport TT Cup

Audi Consulting

Audi Consulting is the internal top management consultancy of AUDI AG. Its top-level aim is to convert the vision of establishing Audi as the leading premium brand on a global scale by 2020 into reality. For Audi Consulting, the Audi Sport TT Cup provides an attractive setting to engage in an exchange with talents who are interested in automobiles and to spark their enthusiasm for a career with Audi.

AMAG Austria Metall AG

AMAG Austria Metall AG headquartered in Ranshofen is Austria's leading manufacturer of aluminum products and castings for further processing in the manufacturing sector. Production sites are located in Ranshofen and Sept Îles, Canada.

PAGID Racing

The high-performance sports brake pads by PAGID Racing leave nothing to be desired and comply with the latest environmental regulations. PAGID's patented backing plate design featuring brass studs combines adhesive bonding with mechanical retention.



Contacts

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Fuel consumption and emissions of the models named above:

Audi TT:

Combined fuel consumption in l/100 km: 7.5–4.2**;
Combined CO₂ emissions: 174–110 g/km**

Audi TTS:

Combined fuel consumption in l/100 km: 7.5–6.8**;
Combined CO₂ emissions: 174–159 g/km**

Audi A3 Sportback e-tron:

Combined fuel consumption in l/100 km: 1.7–1.5**; electric power Wh/km: 124–114;
Combined CO₂ emissions: gasoline 39–35 g/km**, electric power consumption in kWh/100 km: combined 12.4–11.4

Audi RS 3 Sportback:

Combined fuel consumption in l/100 km: 8.3–8.1**;
Combined CO₂ emissions: 194–189 g/km**

Audi RS Q3:

Combined fuel consumption in l/100 km: 8.4**;
Combined CO₂ emissions: 198 g/km**

Audi RS 4 Avant:

Combined fuel consumption in l/100 km: 10.7**;
Combined CO₂ emissions: 249 g/km**

Audi RS 5 Coupé:

Combined fuel consumption in l/100 km: 10.5**;
Combined CO₂ emissions: 246 g/km**

Audi RS 5 Cabriolet:

Combined fuel consumption in l/100 km: 10.7;
Combined CO₂ emissions: 249 g/km**

Audi RS 6 Avant:

Combined fuel consumption in l/100 km: 9.6**;
Combined CO₂ emissions: 223 g/km**



Audi RS 7 Sportback:

Combined fuel consumption in l/100 km: 9.5**;

Combined CO₂ emissions: 221 g/km**

Audi R8:

Combined fuel consumption in l/100 km: 12.4–11.8**;

Combined CO₂ emissions: 289–275 g/km**

Audi Q7:

Combined fuel consumption in l/100 km: 8.3–5.7**;

Combined CO₂ emissions: 193–149 g/km**

** The fuel consumption and the CO₂ emissions of a vehicle vary due to the choice of wheels and tires. They not only depend on the utilization of the fuel by the vehicle, but are also influenced by driving behavior and other non-technical factors.