



AUDI AG
Communications Motorsport
D-85045 Ingolstadt
Tel +49 841 89-34200
Fax +49 841 89-38617

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Audi Sport TT Cup

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The 2016 Audi Sport TT Cup

More races, more variety

The starting signal for the second season in the Audi Sport TT Cup: following its successful inaugural year with gripping races and a beaming overall winner, Jan Kisiel from Poland, the Audi one-make cup is fielding a number of innovations this year.

Seven instead of the previous six race weekends are on the 2016 calendar. There are two new and challenging venues – Zandvoort (NL) and Budapest (H), plus the round to be held as part of the program surrounding the 24-hour race at the Nürburgring. As before, two races will take place at every event, each lasting 30 minutes.

Philipp Mondelaers as the new Project Leader continues Rolf Michl's successful work. Mondelaers was involved in DTM engine development at Audi Sport until 2010 and in 2011 switched to vehicle development in the customer sport field. At the same time, he was deployed to important events as a race engineer. His track record includes successes in numerous GT events with Audi Sport Team Phoenix and Audi Sport Team WRT.

"I followed the inaugural year of the Audi Sport TT Cup with great interest and look forward to the new challenge and to working with the young talents," says Mondelaers. "The race calendar underscores the international character of the Audi Sport TT Cup. Our portfolio includes two new tracks – Zandvoort and Budapest. The round held during the 24-hour race at the Nürburgring will be another highlight."

New on board as well is Chris Reinke as Head of Audi Sport customer racing. Reinke, who has a degree in vehicle engineering, is now responsible for the Audi Sport TT Cup as well. Until March 2016, he was Project Leader LMP1 in the sports prototype program with the Audi R18.

125 drivers from 36 nations applied for the 2016 Audi Sport TT Cup. 16 cockpits have been awarded to permanent entrants. In addition, a maximum of eight changing guest drivers, including celebrities and journalists with racing experience, will be contesting the events.

In Markus Winkelhock, the Audi Sport TT Cup participants continue to enjoy assistance by an experienced professional race driver as their coach. Together with the three-time Le Mans winner Marco Werner, Winkelhock serves as an instructor as well. The former Audi DTM driver and 2014 winner of the 24-hour races at the Nürburgring and at Spa is convinced of the Audi one-make cup: "We're going to have a strong field with close competition – as in 2015," says Winkelhock. "Some promising talents took part in the multi-stage selection process."

In its inaugural season, the Audi one-make cup instantly provided a perfect example of thrilling motorsport with international young drivers. Drivers from 14 nations with an average of just under 23 were on the grid. Seven drivers clinched first places and racing talents from ten countries mounted the podium. The overall winner of the 2016 Audi Sport TT Cup can look forward to a talent development opportunity in Audi's successful GT3 sports car program. And, following strong performances in the Audi one-make cup, the other entrants can nurture hopes of a career under the banner of the four rings as well. The 2015 champion Jan Kisiel participates in the Audi R8 LMS Cup this year. Nicolaj Møller Madsen, the 2015 overall runner-up, signed an agreement with Phoenix Racing. In the Blancpain GT Series Sprint Cup, the Dane drives an Audi R8 LMS. Two other TT Cup drivers – Mikaela Åhlin-Kottulinsky and Loris Hezemans – managed the leap into GT racing as well. In 2016, they are on the grid in the ADAC GT Masters.

Many young race drivers dream of a subsequent promotion to the DTM or the WEC. "For a long time, Audi was fully focused on the top categories of motorsport," says Head of Audi Motorsport Dr. Wolfgang Ullrich. "The Audi R8 LMS is the first race car we have specifically developed for use by customer teams. In the Audi Sport TT Cup, quattro GmbH now offers the opportunity of getting started in racing with Audi as well."

2016 Audi Sport TT Cup calendar

May 6-8	Hockenheim (D)
May 26-29	Nürburgring (D)
June 24-26	Norisring (D)
July 15-17	Zandvoort (NL)
September 9-11	Nürburgring (D)
September 23-25	Budapest (H)
October 14-16	Hockenheim (D)

Audi TT as the base

Third generation of an icon

In the Audi Sport TT Cup, the brand with the four rings has opted for the Audi TT. Now in its third generation, it continues to epitomize powerful sportiness and emotional design. Shortly before the market launch of the Audi TT in Germany, the world premiere of the Audi TT cup car took place as part of the 2014 DTM finale at the Hockenheimring. The Cup race car benefits from the solid genes of the road-going version.

Even the first generation of the Audi TT in 1998 was a design revolution. It continues to be 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 coupe. 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 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 Audi TT cup car uses the 2.0 TFSI from the 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.

Successful in racing

Of the first two TT generations Audi produced more than half a million cars. Racing fans are intimately familiar with the Audi TT as well. From 2000 to 2003, Team ABT Sportsline relied on Audi's compact sports car in the DTM and as a privateer team, with Laurent Aiello, won against the competition from Mercedes-Benz and Opel in the 2012 season.

In the second generation of the TT, Christian Hohenadel managed to clinch the first and so far only pole position of a race car with front-wheel drive in the VLN Endurance Championship Nürburgring in 2011. In the subsequent 6-hour race, Hohenadel, together with Frank Biela and Michael Ammermüller, took overall victory on the tradition-steeped circuit in the Eifel as well.

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, the Audi TT cup. It immediately proved successful in its debut season and benefits from the technological innovations of the production model – particularly in terms of lightweight design.

The body shell of the Audi TT racing version consists of aluminum and carbon fiber. The highly complex material mix 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 lighter by another 20 kilograms by making racing-specific modifications,” says Detlef Schmidt, Technical Project Manager for the Audi TT cup. This ensures that the Audi TT cup that tips the scales at 1,125 kilograms is a lightweight and extremely agile car. 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 drivers can briefly boost the engine’s output by 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. The four-cylinder TFSI engine and the six-speed S tronic transmission have been adopted from the production car nearly unchanged as well. An active differential that is electronically variable from the cockpit ensures optimum traction at the front axle.

The safety concept of the Audi TT cup is unique in its class, with Audi Sport drawing on its long-standing experience in motorsport. Every TT cup has a safety seat that is also used in the new Audi R8 LMS race car. The fire extinguishing system is used in Audi’s GT racing, DTM and LMP programs. In addition, the Cup race car has an FIA-certified safety fuel tank with a capacity of 100 liters, plus side impact protection with a Kevlar impact protection plate, plus crash foam in the driver’s door. Maximum safety

and stiffness is also provided by a steel roll cage specially designed for the Audi TT cup which is welded to the bodywork.

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, used for acceleration and braking.

An active electro-hydraulic Haldex limited-slip differential provides optimal traction at the front axle. It can be electronically adjusted by the driver 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.

In terms of aerodynamics the Audi TT cup is a genuine race 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 engineers have optimized the cooling air ducts for racing. The optionally available LED headlights of the production TT 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. At the end of January 2015, the preparation of the race cars for the inaugural season began. Before its first race, 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, Spain.

For the 2016 Audi Sport TT Cup, the developers optimized the race car once more. "The Audi TT cup is a genuine race car, ideal for rookies, yet challenging to drive," says TT Cup coach Markus Winkelhock. "You can immediately tell that you're sitting in an Audi and can recognize the close kinship to the brand's other race cars."

Technical data

Audi TT cup

As of January 2016

Model	Audi TT cup (2016)
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 stabilizer
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 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

Systematic promotion of young talent

Seven events, 14 classification rounds, 24 entrants: these are the key facts of the 2016 Audi Sport TT Cup that will be held in three countries this year.

With a dedicated racing series for the Audi TT, the brand with the four rings offers international young talents an opportunity to enter the company's motorsport world. Audi has opted for a concept that has proven successful in other one-make cup series. quattro GmbH prepares and fields all 24 cars. This guarantees equality of opportunity and the drivers always sit in a perfectly prepared race car.

A place in the TT cockpit for the season costs 120,000 euros, excluding VAT and extra services. The entry fee includes the preparation of the car and fielding in the race, data analyses and set-up support, an "assistant," VIP tickets including admission to the Audi Lounge in the paddock, and dedicated areas on the hood of the Audi TT cup for logos of personal sponsors. Audi transports all the cars to the race tracks. The pits are located in a central tent that is accessible to fans and guests as well.

The 2016 Audi Sport TT Cup features a total of seven race weekends – one more than last year. At a total of six DTM events in Germany, the Netherlands and Hungary the Audi one-make cup is part of the supporting program. In addition, there are two classification rounds at the Nürburgring 24 Hours. At each event, two 30-minute races are held. The driving time per weekend is 140 minutes, including practice and qualifying.

Up to 24 vehicles are on the grid at the races. 16 permanent drivers have been entered in the 2016 Audi Sport TT Cup. In the guest entrants' classification, up to eight additional drivers, including national and international celebrities and journalists with racing experience, compete. In addition, four Cup cars are available on each race weekend which can be filled by Audi Sport dealerships around the world with drivers having racing experience. The objective of this is to position the Audi Sport TT Cup on an even greater international scale.

Regulations

A double dose of concentrated racing action

The Audi Sport TT Cup will be delivering concentrated action on seven race weekends. Gripping duels in a total of 14 rounds are bound to occur thanks to Push-to-pass and numerous setting options on the race cars.

Audi Sport TT Cup spectators will be seeing two hours of racing action on every race weekend. In addition to free practice (50 minutes) and qualifying (30 minutes), two classification races are held across a distance of about 55 to 65 kilometers, but with a maximum duration of 30 minutes.

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-fastest for race two. 25 points are awarded to the winner and one point is awarded for 18th place.

The guest entrants are excluded from the points-classification. The permanent entrants move up instead. All results achieved are counted in the overall classification. There are no void results. New this year is the rookie classification in which ten newcomers battle for the title of the best budding driver in addition to the overall classification.

More overtaking thanks to Push-to-pass

With the Push-to-pass option the drivers can change the engine setting for a short-term power boost of 30 hp by depressing a button on the steering wheel. The intervals vary between race tracks. In free practice, 19 Push-to-pass events are available. In qualifying the option is deactivated. In the classification races, the number of Push-to-pass events is adjusted to the rows on the grid:

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



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 allocated as required.

Every participant can independently have the mechanics' teams change various components on the race weekends. Included are 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, via their designated assistants, can determine the tire inflation pressure within specified limits.

The minimum age of the 20 permanent entrants is 16. Every participant must be in possession of a valid DMSB Level D license or a comparable license of another Autorité Sportive Nationale (ASN). The confirmation as an international racing series by the FIA allows the entrants to be classified with their relevant nations.

Permanent entrants

International field in the 2016 Audi Sport TT Cup

The permanent entries for the 2016 Audi Sport TT Cup were awarded last January. A high-caliber panel of judges in January 2016 selected 15 young international male and one female driver following a multi-stage selection process.

Three continents, eleven nations: the field of the 2016 Audi Sport TT Cup features diversity. Germany, with three drivers, has the largest representation. In addition, drivers from eight other European countries, the United States and South Africa will be on the grid. Some of the international talents from last year have registered again – they are going to meet with promising new entrants.

The organizational team of quattro GmbH headed by Project Leader Philipp Mondelaers put together a high-quality and international driver squad with an average age of 20 again this year. With the driver line-up being even younger than last year's, Audi underscores its ambitions of making it possible for talented young international drivers to enter the company's motorsport world in the one-make cup.

Five of this year's drivers previously proved their prowess in the Audi Sport TT Cup in 2015. They include the German Dennis Marschall, who finished last season in third place overall, and Joonas Lappalainen. The Fin in 2015 was the youngest driver in the Audi Sport TT Cup field and won the two classification races in the season's finale at Hockenheim.

One of the new drivers is Nicklas Nielsen. The Dane has a track record of numerous successes in national and international kart racing and has defeated today's Formula One driver Max Verstappen several times in his career. Another rookie is Sheldon van der Linde. The South African in 2015 won the Volkswagen Polo Cup in his country and would like to follow in the footsteps of his brother, Kelvin, who has started a promising career in Audi's GT3 program. Max Hofer is the youngest driver in the 2016 line-up. The Austrian is only 16 years old and thus nine years younger than the oldest entrant, Kevin Strohschänk. In addition to the overall classification, the nine newcomers are classified in a separate rookie category.

There are two choices the drivers have already made before the start of the season: the number and the color of their race car. This year they were able to choose between Blue, Yellow, Gray, Green and Orange.

2016 Audi Sport TT Cup field with car numbers and car colors**

#2 Strohschänk, Kevin (D, *May 24, 1989), Rookie – Green
#3 Rdest, Gosia (PL, *January 14, 1993) – Blue
#4 Lappalainen, Joonas (FIN, *March 1, 1998) – Gray
#5 Nielsen, Nicklas (DK, *February 6, 1997), Rookie – Yellow
#6 Lefterov, Pavel, (BG, *November 12, 1997), Rookie – Orange
#7 Hofbauer, Christoph (D, *July 15, 1991) – Green
#11 Hofer, Max (A, *May 23, 1999), Rookie – Gray
#12 Larsson, Simon (S, *May 13, 1997), Rookie – Gray
#14 Caygill, Josh (GB, *June 22, 1989) – Yellow
#23 Ellis, Philip (GB, *October 9, 1992), Rookie – Gray
#27 Marschall, Dennis (D, *August 15, 1996) – Yellow
#31 van der Linde, Sheldon (ZA, *May 13, 1999), Rookie – Blue
#33 Lindholm, Emil (FIN, *July 19, 1996) – Blue
#42 Egsgaard, Patrick (DK, *December 15, 1994), Rookie – Orange
#76 Holton, Paul (USA, *October 11, 1996), Rookie – Orange
#91 Meyer, Yves (CH, *June 12, 1991), Rookie – Green

** Subject to change

Profile**#2 Kevin Strohschänk (D) – Rookie**

For Kevin Strohschänk, a long-held dream is coming true, as the German is contesting a season in the one-make cup of his favorite manufacturer, Audi, this year. Aside from motorsport, the young driver from the Allgäu region works as a car salesman at the Audi Center in Kempten. Considering this, it almost goes without saying that the participation in the 2016 Audi Sport TT Cup is a highlight for him in his still brief racing career. Compared with many of his competitors, Strohschänk is still regarded as an unknown quantity. But with a strong will and high self-confidence he is determined to make his mark as the surprise of the season. True to his motto: "If you want to reach the top spot, you need to rip out the rearview mirror."

Date of birth	May 24, 1989
Place of birth	Kempten (D)
Residence	Sonthofen (D)
Height/weight	1.85 m/80 kg
Motorsport since	1996

Sporting career

1997	AvD Youth Kart Slalom (7th place, best rookie)
1999–2002	German Kart Championship, Swabian Youth Karting Cup
2006–2010	Participation in various hillclimb and endurance races
2011	Chevrolet Cruze Cup
2012	GTC by Schnitzel Alm
2016	Audi Sport TT Cup

Website	www.kevin-strohschaenk.com
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Social media	facebook.com/Kevin-Strohschänk-Official-208641085855727/ twitter.com/strohschaenk instagram.com/kevin_strohschaenk/
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Profile**#3 Gosia Rdest (PL)**

The Pole Gosia Rdest is the only woman in the 2016 Audi Sport TT Cup field. Following remarkable success in kart racing, Rdest went on to race in the Formula BMW Talent Cup in 2012. At the end of the 2013 season, she quit single-seaters and, since then, has been fully focused on touring car racing. Last year, she achieved impressive results in the Audi one-make cup and was one of only four entrants to score in every race. One of the dreams held by the ambitious journalism student is to be the first woman to land on the Moon.

Date of birth	January 14, 1993
Place of birth	Żyrardów (PL)
Residence	Kraków (PL)
Height/weight	1.63 m/55 kg
Motorsport since	2009

Sporting career

2010	Polish Kart Championship (4th place)
2011	Polish Kart Championship (winner) IK-FIA World Karting Championship (winner) CIK-FIA European Karting Championship WSK Master Series
2012	Formula BMW Talent Cup (7th place)
2013	BRDC Formula 4 Championship (18th place)
2014	Volkswagen Castrol Cup (13th place)
2015	Audi Sport TT Cup (12th place) Volkswagen Castrol Cup (10th place)
2016	Audi Sport TT Cup
Website	www.gosiardest.pl
Social media	facebook.com/pages/Gosia-Rdest-Life-is-a-Race/270340559692452 @GosiaRdest instagram.com/gosiardest

Profile

#4 Joonas Lappalainen (FIN)

Young and mellow: Joonas Lappalainen was the youngest driver in the 2015 Audi Sport TT Cup, but always left a calm and composed impression in the cockpit and at media events. In 2014, the Finn, who would like to meet Barack Obama one day, celebrated two victories in the Finnish Formula Ford. Last year, he won both classification races in the Audi Sport TT Cup season's finale at Hockenheim and finished in fourth place overall – which put him another step closer to reaching his goal of being promoted to the DTM or a GT series one day.

Date of birth	March 1, 1998
Place of birth	Helsinki (FIN)
Residence	Vantaa (FIN)
Height/weight	1.89 m/ 76 kg
Motorsport since	2005

Sporting career

2005–2011	Karting
2012	CIK-FIA Karting Academy Trophy (winner) KF3 Championship (5th place) Finnish Kart Driver of the Year
2013	Formula Ford North European Championship (3rd place) Finnish Formula Ford Championship (2nd place) Rookie of the Year Formula Ford Finland
2014	Formula Renault 1.6 Nordic (winner) Formula Renault 1.6 North European Championship (winner)
2015	Audi Sport TT Cup (4th place)
2016	Audi Sport TT Cup

Website	www.lappalainen.eu
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Social media	facebook.com/joonaslappalainenofficial twitter.com/lappalainenj instagram.com/j_lappalainen youtube.com/user/finndrive
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Profile

#5 Nicklas Nielsen (DK) – Rookie

Danish race drivers with Audi – this is a success story as the example of Le Mans record winner Tom Kristensen shows. A driver dreaming of a similar career is Nicklas Nielsen. The self-appointed instinct driver is still an unknown quantity in the motorsport world. The driver from Jutland has so far exclusively been recording success in national and international karting where the drivers he defeated in some of the races included today's Formula One driver Max Verstappen. His goal of pursuing a career as a professional racer and scoring victory in the Le Mans 24 Hours is clearly in his mind's eye. He plans to use the Audi one-make cup as a springboard to achieve it. The avid golfer is able to quickly adjust to the requirements of the Audi Sport TT Cup – which Nielsen proved by setting good lap times and making a professional impression in the multi-stage evaluation process and intensive preparation phase.

Date of birth	February 6, 1997
Place of birth	Silkeborg (DK)
Residence	Hørning (DK)
Height/weight	1.75 m/64 kg
Motorsport since	2002

Sporting career

2005–2009	Danish Kart Championship
2010	WSK Master Series KF3 (winner)
2011	WSK Final Cup KF3 (winner)
2012	CIK-FIA Asia Pacific KF2 Championship (winner)
2015	WSK Super Master Series KF (winner) WSK Champions Cup KF (winner) WSK Final Cup KF (winner)
2016	Audi Sport TT Cup

Website	www.nicklasnielsen.com
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Social media	facebook.com/Nicklas-Nielsen-483503575109941 instagram.com/nielsennicklas
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Profile

#6 Pavel Lefterov (BG) – Rookie

The Bulgarian Pavel Lefterov dreams of winning the Le Mans 24 Hours in an Audi prototype and pursues this goal with great perseverance. Following successful years in national and international kart racing, he instantly impressed on an international racing stage as well. In the GT4 series, Lefterov made a brilliant showing on the challenging circuit of Spa-Francorchamps where he clinched victory in both races.

Date of birth	November 12, 1997
Place of birth	Varna (BG)
Residence	Sofia (BG)
Height/weight	1.90 m/85 kg
Motorsport since	2007

Sporting career

2008	Kart Cup Bulgaria (winner, Mini)
2009	Bulgarian Kart Championship (2nd place, Mini)
2010	Bulgarian Kart Championship (winner, Formula A)
2011	Bulgarian Kart Championship (winner, KF3) South-East European Kart Championship (winner, KF3) ROK World Kart Championship (winner, Junior Bridgestone Rok)
2012	Bulgarian Kart Championship (winner, Union Rok) South-East European Kart Championship (2nd place, KF3)
2014	Bulgarian Kart Championship (winner, KZ2)
2015	Euro Series (winner, amateurs; 2nd place, class under 25) GT4 Euro Series (2nd place, ES Plus)
2016	Audi Sport TT Cup

Website	www.bulavtoracingteam.info
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Social media	facebook.com/bulavtoracing/ twitter.com/pavellefteov
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Profile

#7 Christoph Hofbauer (D)

The Upper Bavarian Christoph Hofbauer is a late bloomer in motorsport, having started his racing career in karting only six years ago. His strong performances in the 2015 Audi Sport TT Cup are therefore all the more remarkable. Hofbauer finished in ninth place overall and would more than likely have achieved an even better place if he had not been forced into a spectator's role in the last three races of the season due to a hand injury. The German tips the scales at merely 67 kilograms, in spite of pork knuckles being his favorite dish. He regularly works off the excess calories – in climbing, among other things.

Date of birth	July 15, 1991
Place of birth	Kösching (D)
Residence	Lippertshofen (D)
Height/weight	1.81 m/67 kg
Motorsport since	2010

Sporting career

2010–2014	Karting
2015	Audi Sport TT Cup (9th place)
2016	Audi Sport TT Cup

Social media	facebook.com/christoph.racing
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Profile**#11 Max Hofer (A) – Rookie**

Max Hofer is venturing a big step. After starting in kart racing in 2010, the Audi Sport TT Cup is his first “acid test” in touring car racing. In his karting days, the fan of Jochen Rindt sufficiently proved that he is capable of tackling a challenging competition, having clinched the nation-wide title in the MiniMax class right in his debut. Other successes followed, his participation in the Audi Sport TT Cup now marking a temporary highlight.

Date of birth	May 23, 1999
Place of birth	Vienna (A)
Residence	Perchtoldsdorf (A)
Height/weight	1.89 m/76 kg
Motorsport since	2010

Sporting career

2010	MiniMax Austria (winner)
2011	Austrian Kart Championship (2nd place, Junior classification)
2012	Austrian Kart Championship (winner, Junior classification)
2013	Central East European Championship (winner, Junior classification)
2014	Central East European Championship (winner, Junior classification) Austrian Kart Championship (winner, Junior classification) Rotax Grand Finals (5th place)
2015	DD2 Class Austria (winner)
2016	Audi Sport TT Cup

Website	www.maxhofer.com
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Social media	facebook.com/maxhofercom twitter.com/MaxHofer99 instagram.com/max_hofer99/ youtube.com/channel/UC_YHadE_BPZ1GioR-6E10yA
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Profile

#12 Simon Larsson (S) – Rookie

Simon Larsson was exposed to the fascination exuded by motorsport at an early age. His father and his older brother competed in motocross. Simon Larsson, on the other hand, tried his skills in kart racing and began his career at the age of eight. Larsson contested his first car races in Sweden in 2013. Only a year later, the admirer of soccer player Zlatan Ibrahimovic switched to international motorsport. He gathered further racing experience in the Volkswagen Scirocco R-Cup and the Polish Volkswagen Castrol Cup. In the current season, the enthusiastic floor ball player already achieved a remarkable success. In the Dubai 24 Hours, he took third place in his class.

Date of birth	May 13, 1997
Place of birth	Lund (S)
Residence	Bjärred (S)
Height/weight	1.76 m/60 kg
Motorsport since	2005

Sporting career

2005–2013	Kart
2013	Ginetta GT5 Challenge (5th place)
2014	Volkswagen Scirocco R-Cup
2015	Volkswagen Castrol Cup
2016	Audi Sport TT Cup Dubai 24 Hours (3rd place, in class)

Website	www.simon-larsson.com
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Social media	facebook.com/SimonLarssonR12 twitter.com/SimonLarsson53 instagram.com/simpanlarsson
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Profile**#14 Josh Caygill (GB)**

The former motorcycle racer Josh Caygill only switched from two to four wheels in 2013. Still, the Briton has ambitious goals and would like to be promoted to Audi's DTM or GT program. The admirer of actor Leonardo DiCaprio provided initial tasters of his skills in the past season of the Audi Sport TT Cup. On the challenging track at Oschersleben, he took third place. Alongside racing, Caygill works as a salesman at his father's Volkswagen dealership in Yorkshire and stays fit by road-biking, skiing and running. His dream: spending a day with world boxing champion Floyd Mayweather.

Date of birth	June 22, 1989
Place of birth	Dewsbury (GB)
Residence	Huddersfield (GB)
Height/weight	1.79 m/73 kg
Motorsport since	2007

Sporting career

2007	Triumph Triple Challenge
2008–2010	British Superstock 600 Championship
2011–2012	British Supersport Championship
2013	Volkswagen Racing Cup
2014	Milltek Sport Volkswagen Racing Cup (8th place) Volkswagen Scirocco R-Cup (17th place)
2015	Audi Sport TT Cup (10th place)
2016	Audi Sport TT Cup

Website	www.joshcaygill.com
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Social media	facebook.com/joshcaygillracing @Joshracer14 instagram.com/Joshracer14
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Profile**#23 Philip Ellis (GB) – Rookie**

Quick grasp is characteristic of the Briton Philip Ellis. Without any experience in kart racing, Ellis instantly won the Swiss LO Formula Lista in 2011, followed by promotion to the Formula 3 Euro Series. Ellis, who was born in Munich, lived for some time on the Balearic island of Majorca. In the Euro Series, he proved competitive after just a handful of races. Afterwards, however, there was little heard about him. In the Audi Sport TT Cup, the Briton who now lives in Switzerland is celebrating his comeback this year.

Date of birth October 9, 1992

Place of birth Munich (D)

Residence Baar (CH)

Height/weight 1.74 m/64 kg

Motorsport since 2010

Sporting career

2011 LO Formula Lista (winner)

2012 Formula 3 Euro Series

Website www.philip-ellis.com

Social media facebook.com/philipellisofficial/
instagram.com/Philip__Ellis

Profile

#27 Dennis Marschall (D)

Last year, Dennis Marschall ventured the switch from single-seater racing to the Audi Sport TT Cup. The son of “Mister One-Make Cup” Thomas Marschall immediately found his bearings and continued his good performances from the ADAC Formel Masters where he clinched three race wins and six podium places in 2014. In the overall classification of the 2015 TT Cup, the A-levels student took third place. Even before the start of the season, Marschall recorded a remarkable success on being inducted into the renowned talent promotion squad of Deutsche Post Speed Academy. On this basis, he is set on gathering further successful experiences and coming closer to his dream of being on the DTM or FIA World Endurance Championship grid.

Date of birth	August 15, 1996
Place of birth	Karlsruhe (D)
Residence	Eggenstein-Leopoldshafen (D)
Height/weight	1.83 m/73 kg
Motorsport since	2007

Sporting career

2007–2013	National and international kart races
2011	ADAC Kart Masters (6th place) ADAC Formel Masters Experience Day
2012	ADAC Kart Masters (5th place)
2013	German Kart Championship (5th place)
2014	ADAC Formel Masters (6th place)
2015	Audi Sport TT Cup (3rd place)
2016	Audi Sport TT Cup

Website	www.dennis-marschall.de
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Social media	facebook.com/pages/Dennis-Marschall-Offizielle-Fanpage/420072994746073 instagram.com/dennismarschall
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Profile**#31 Sheldon van der Linde (ZA) – Rookie**

The van der Linde family has motorsport running in their veins. Sheldon is the youngest offspring of the South African family of racers. Before him, his grandfather and father were successful in the cockpit. But Sheldon van der Linde may well be the most talented family member. At the tender age of 15, he was the youngest driver of all time to win the Volkswagen Polo Cup in his country. In 2015, he successfully defended the title. By making the leap to Europe, Sheldon van der Linde is following his brother, Kelvin, who started a promising career in Audi's GT3 program. The 16-year-old, though, is pursuing different goals. He would like to gain a foothold with Audi in the DTM or the FIA World Endurance Championship (WEC).

Date of birth	May 13, 1999
Place of birth	Johannesburg (ZA)
Residence	Dainfern (ZA)
Height/weight	1.80 m/60 kg
Motorsport since	2006

Sporting career

2006–2012	Kart
2013	Test driver
2014	Volkswagen Polo Cup South Africa (winner)
2015	Volkswagen Polo Cup South Africa (winner)
2016	Audi Sport TT Cup

Website	www.sheldonvanderlinde.com
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Social media	facebook.com/SheldonvdLindeFanPage twitter.com/SheldonvdLinde
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Profile

#33 Emil Lindholm (FIN)

Motorsport has always played an important part in the life of Emil Lindholm's family. His father, a former rally driver, introduced Emil to racing. At the age of 15, the Finn contested his first rally. Subsequently, Lindholm entered touring car racing. In 2014, he raced in the Porsche GT3 Cup Trophy Finland, won a race and took second place five times. Last year, he finished the Audi Sport TT Cup in fifth place. His motorsport idol is former Formula One driver Ayrton Senna. When it comes to his choice of music, Queen and Freddy Mercury are the favorites of the Finn who also contests the ADAC GT Masters in 2016.

Date of birth	July 19, 1996
Place of birth	Espoo (FIN)
Residence	Degerby (FIN)
Height/weight	1.81 m/70 kg
Motorsport since	2012

Sporting career

2012	FINRace V1600 class (4th place)
2013	FINRace V1600 class (2nd place)
2014	Porsche GT3 Cup Trophy Finland (8th place) Porsche Carrera Cup Scandinavia
2015	Audi Sport TT Cup (5th place)
2016	Audi Sport TT Cup ADAC GT Masters

Website	www.sebateam.fi
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Social media	facebook.com/ELindholmRacing
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**Profile****#42 Patrick Egsgaard (DK) – Rookie**

The Dane Patrick Egsgaard is following in the footsteps of his friend Nicolaj Møller Madsen this year. Egsgaard's compatriot won acclaim as the overall runner-up in the Audi Sport TT Cup last year. Now, Egsgaard is set on following his example. After a successful career in fiercely competitive Danish kart racing, Egsgaard has ideal prerequisites for winning in the Audi one-make cup. This season, the avid soccer player will not be able to prove his prowess on his favorite track, Spa-Francorchamps. Egsgaard loves tough competitions on challenging tracks and aims to demonstrate his skills in the Audi Sport TT Cup in order to race in the DTM one day.

Date of birth	December 15, 1994
Place of birth	Esbjerg (DK)
Residence	Esbjerg (DK)
Height/weight	1.76 m/69 kg
Motorsport since	2006

Sporting career

2006–2012	Kart
2013	Danish Thundersport Championship (10th place)
2014	Danish Thundersport Championship (10th place)
2015	Danish Supertourisme Turbo (18th place)
2016	Audi Sport TT Cup

Website	www.patrick-egsgaard.dk
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Social media	facebook.com/Patrick.Egsgaard twitter.com/patrickegsgaard
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Profile

#76 Paul Holton (USA) – Rookie

The American Paul Holton flies in from far-away Orlando (Florida) for every race weekend in the Audi Sport TT Cup. Aside from the Audi one-make cup, the driver who is always in good spirits is contesting the U.S. Continental Tire Sportscar Challenge this season. Holton has proven his qualities as a race driver on numerous occasions – for instance in the Pirelli World Challenge. In his first motorsport season, the enthusiastic soccer player clinched a class victory at Road America.

Date of birth	October 11, 1996
Place of birth	Tallahassee (USA)
Residence	Orlando (USA)
Height/weight	1.85 m/77 kg
Motorsport since	2013

Sporting career

2014	Pirelli World Challenge (4th place, TC-B class)
2015	Continental Tire Sportscar Challenge (ST)
2016	Audi Sport TT Cup Continental Tire Sportscar Challenge (GS)

Website	www.paulholtonracing.com
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Social media	facebook.com/pholtonracing twitter.com/paulholton65 instagram.com/holton_paul
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Profile

#91 Yves Meyer (CH) – Rookie

The Swiss Yves Meyer likes to refer to himself as a career changer. Meyer, who was originally trained as a structural engineering draftsman, is the son of the successful Swiss race driver Hans Schori. Yves Meyer gathered initial motorsport experience in races of the Time Attack Series in Switzerland and in Germany where he clinched his first race victory as well. The Bud Spencer fan is set on achieving further success in the Audi Sport TT Cup. His dream is to clinch victory in the Le Mans 24 Hours – but obviously not before having previously won a few DTM races.

Date of birth	June 12, 1991
Place of birth	Lucerne (CH)
Residence	Wauwil (CH)
Height/weight	1.77 m/75 kg
Motorsport since	2013

Sporting career

2013	ACS Slalom L4 Anneau du Rhin (winner) ACS Slalom L4 Interlaken (winner)
2014	European Time Attack Challenge (winner, Club category) Swiss Time Attack Masters Series (winner) German Time Attack Masters Series (2nd place)
2015	European Time Attack Challenge (winner) German Time Attack Masters (2nd place)
2016	Audi Sport TT Cup

Website	www.yvesmeyer.ch
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Social media	facebook.com/YMEY-Yves-Meyer-1557958094488668/ instagram.com/ymey_
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Guest entrants

Stars in cars

Alpine skiing world champions, nobility and Le Mans winners: celebrities with racing running in their veins add variety to the Audi Sport TT Cup field.

Up to eight guest entrants will be on the 2016 Audi Sport TT Cup grid, including national and international celebrities. Possession of a valid international Grade D racing license issued by Deutscher Motor Sport Bund (DMSB) or a comparable license from another Autorité Sportive Nationale (ASN) is a prerequisite for entry as a guest driver. The successful participation in a qualification event conducted by quattro GmbH via the Audi driving experience or special license training is mandatory.

Selection of the previous guest entrants in the Audi Sport TT Cup

Alzen, Uwe (D), motorsport
Biela, Frank (D), motorsport
Bonanomi, Marco (I), motorsport
Casiraghi, Pierre (MC), business
Foust, Tanner (USA), motorsport
Frey, Rahel (CH), motorsport
Gené, Jordi (E), motorsport
Grohs, Harald (D), motorsport
Hannawald, Sven (D), ski jumping
Heikkinen, Toomas (FIN), motorsport
Hirscher, Marcel (A), alpine skiing
Lloyd, Alex (USA), motorsport
Malmedie, Matthias (D), media
Neureuther, Felix (D), alpine skiing
Olsson, Jon (S), freestyle skiing
Patel, Aditya (IND), motorsport
Rast, René (D), Motorsport
Schelle, Niki (D), media
Stuck, Ferdinand (A), motorsport
Svindal, Aksel Lund (N), alpine skiing
von Thurn und Taxis, Albert (D), business

Coach & instructors

Tips from the pros

The Audi Sport TT Cup offers young racing talents the opportunity to enter motorsport with Audi. In Markus Winkelhock, they have a popular and experienced professional racer assisting them as a coach and instructor – another instructor is Le Mans legend Marco Werner.

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

Markus Winkelhock raced 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, he has won the two 24-hour races at the Nürburgring and at Spa-Francorchamps.

As a coach in the Audi Sport TT Cup, Winkelhock passes on his experience from nearly two decades in racing to the budding drivers and prepares them for their first race. Winkelhock was one of the first to have the opportunity of driving the 228 kW (310 hp) Audi TT cup. The motorsport expert was involved in the testing program and in fine-tuning the new Audi race car as well.

In Marco Werner, Winkelhock is backed by another motorsport expert from Audi’s ranks. The talents already benefited from the experience of the three-time Le Mans winner in the inaugural season of the Audi Sport TT Cup as well.

Environment

In the slipstream of Ekström & company

Six of the seven race weekends in the 2016 Audi Sport TT Cup are held 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. More than 70,000 spectators on average attended the races in the 2015 season. In more than 150 countries the DTM can be watched live or in recordings, in Germany on the public television channel, ARD.

The heart of the DTM beats in Germany, with venues including Hockenheim, the Norisring and the Nürburgring. The series is internationally renowned as well. 2016 will see drivers from 14 nations on the grid. In addition to five race weekends in Germany, there will be rounds in Austria, the Netherlands, Russia and Hungary.

Audi has been involved in the DTM with a factory-backed commitment since 2004 and provided the DTM Champion in six of the past twelve years: Mattias Ekström (2004 and 2007), Timo Scheider (2008 and 2009), Martin Tomczyk (2011) and Mike Rockenfeller (2013) clinched the title. Having scored 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 Audi Sport TT Cup makes it possible for young race drivers to enter the world of the DTM. They can attract the attention of the DTM officials and meet with the DTM stars at joint press commitments, VIP events and autograph sessions.

Event calendar

Seven events, 14 races

A double dose of action for the fans of the Audi Sport TT Cup: two classification rounds are scheduled on each of the seven race weekends. Five events will be held in Germany, plus there will be visits to the Netherlands and Hungary. The search is on for the driver to succeed Jan Kisiel. The Pole is the first title winner in the Audi Sport TT Cup.

1) Hockenheimring (D)

Date: May 6–8

Race: rounds 1 and 2

Track length: 4.574 km

Average speed: approx. 149 km/h

Top speed: approx. 236 km/h

Qualifying record on this track: Joonas Lappalainen, 1m 48.919s (2015)

Race record on this track: Mikaela Åhlin-Kottulinsky, 1m 49.830s (2015)

Winner 2015: Marc Coleselli, Dennis Marschall

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. In front of the hairpin, the racers reach top speed and need to exactly hit their braking point. When they start braking – not least thanks to Push-to-pass – we’re going to see gripping slipstream duels and most of the overtaking maneuvers.”

2) Nürburgring (D)

Date: May 26–29

Race: rounds 3 and 4

Track length: 4.638 km

Average speed: N/A (first event on this track)

Top speed: N/A (first event on this track)

Qualifying record on this track: N/A (first event on this track)

Race record on this track: N/A (first event on this track)

Winner 2015: N/A (first event on this track)

Track description by Markus Winkelhock:

“Participating in the supporting program of the 24-hour race is really special. I’ll be taking part in the event as a driver of the Audi R8 LMS and as an instructor in the Audi Sport TT Cup – this means I’ll be available to the talents in spite of my racing commitment. We’re racing on the Grand Prix circuit without the Mercedes-Arena. That’s exactly the circuit on which we fight our tradition-steeped battle twice around the clock. However, the drivers in the TT Cup will not be turning onto the notorious Nordschleife. New for all entrants is the section through the Dunlop-Kehre. There, you need to do a good job of finding your braking point and accelerate early in order not to lose any time on the uphill section.”

3) Norisring (D)

Date: June 24-26

Race: rounds 5 and 6

Track length: 2.300 km

Average speed: approx. 149 km/h

Top speed: approx. 229 km/h

Qualifying record on this track: Shaun Thong, 58.080s (2015)

Race record on this track: Mikaela Åhlin-Kottulinsky, 55.360s (2015)

Winners 2015: Shaun Thong, Nicolaj Møller Madsen

Track description by Markus Winkelhock:

“The Norisring is Audi’s home round. I personally like the track and am eager to see how the participants will be handling it. In 2015, we saw highly disciplined entrants. That’s extremely important on this city street circuit because there are hardly any run-off areas there. The Norisring is mainly about braking and accelerating. The slow turns suit the agile Audi TT cup well. On the long straight, I’m expecting a few thrilling position battles again. For the racers, efficiently managing their hardware will be crucial. On this track, the brakes are permanently stressed to the max.”

4) Zandvoort (NL)

Date: July 15–17

Race: rounds 7 and 8

Track length: 4.307 km

Average speed: N/A (first event on this track)

Top speed: N/A (first event on this track)

Qualifying record on this track: N/A (first event on this track)

Race record on this track: N/A (first event on this track)

Winners 2015: N/A (first event on this track)

Track description by Markus Winkelhock:

“The track at Zandvoort can be slippery because the heavy wind often blows the fine sand onto the track. Tire wear is high there and the total of 15 turns make high demands on the racers’ driving skills. The young talents are hardly going to have any time to appreciate the beauty of the North Sea that weekend because the track is too challenging for that and the field too balanced.”

5) Nürburgring (D)

Date: September 9–11

Race: rounds 9 and 10

Track length: 3.629 km

Average speed: approx. 136 km/h

Top speed: approx. 222 km/h

Qualifying record on this track: Emil Lindholm, 1m 35.228s (2015)

Race record on this track: Jan Kisiel, 1m 35.726s (2015)

Winner 2015: Jan Kisiel (both races)

Track description by Markus Winkelhock:

“The second visit to the Nürburgring may turn out to be the greatest challenge of the season. The track is shorter than the one on the race weekend in May and, at first glance, appears pretty simple. But’s that’s misleading. The difficulty is finding that last tenth in the strong field of the Audi Sport TT Cup and to outperform your rivals that way. A key section is the right left-right chicane in front of the finish turn. Here, you need to perfectly start braking and do a good job of getting across the curbs or else you’ll lose a lot of time and turn onto the start-finish straight with insufficient speed.”

6) Budapest (H)

Date: September 23–25

Race: rounds 11 and 12

Track length: 4.381 km

Average speed: N/A (first event on this track)

Top speed: N/A (first event on this track)

Qualifying record on this track: N/A (first event on this track)

Race record on this track: N/A (first event on this track)

Winners 2015: N/A (first event on this track)

Track description by Markus Winkelhock:

“The Hungaroring with its many corners poses a special challenge to the driver and the car. The circuit is embedded in a landscape of rolling hills. As a result, the spectators have a tremendous view, but can follow the race really well, too. The drivers particularly have to cope with the narrow track that hardly permits any overtaking maneuvers. They should already be careful in the practice and qualifying sessions when the bumpy track is still very dusty and slippery.”

7) Hockenheimring (D)

Date: October 14–16

Race: rounds 13 and 14

Track length: 4.574 km

Average speed: approx. 149 km/h

Top speed: approx. 236 km/h

Qualifying record on this track: Joonas Lappalainen, 1m 48.919s (2015)

Race record on this track: Mikaela Åhlin-Kottulinsky, 1m 49.830s. (2015)

Winner 2015: Joonas Lappalainen (both races)

Track description by Markus Winkelhock:

“The finale – a highlight at the end of the Audi Sport TT Cup season. In front of a full house, the entrants are going to give their all once more and will be highly motivated. Following the first two rounds at the season opener, the TT Cup rookies are now returning to the track with experience as well and can tip the scales a bit more. 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. If they go beyond the limits, that’ll cost speed, which means a lot of time at the Hockenheimring.”

Statistics

Audi Sport TT Cup* facts and figures

The Audi Sport TT Cup delivers riveting motorsport with thrilling races. Last year's winner was Jan Kisiel from Poland. Facts and figures about the Audi one-make cup's inaugural season.

Classification round winners

Seven

Nations on the podium

Ten

Largest number of victories

Jan Kisiel (PL), 5

Joonas Lappalainen (FIN), 2

Largest number of podium places

Jan Kisiel (PL), 9

Dennis Marschall (D), Nicolaj Møller Madsen (DK), 7 each

Largest number of pole positions

Jan Kisiel (PL), Nicolaj Møller Madsen (DK), 3 each

Joonas Lappalainen (FIN), Shaun Thong (HK), 2 each

Fastest race laps

Mikaela Åhlin-Kottulinsky (S), Jan Kisiel (PL), Dennis Marschall (D),

Nicolaj Møller Madsen (DK), 2 each

Race kilometers covered in 2015

631,262 km

Biggest age difference

54 years – Harald Grohs (D, 71, guest entrant) and Joonas Lappalainen (FIN, 17)

*As of December 2015

Organization

Well set with quattro GmbH

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

quattro GmbH, which also builds and markets the successful Audi R8 LMS GT3 race car, has developed the Audi Sport TT Cup. Like the field of entrants, the organizational team is made up of young people with a passion for racing.

Since March 15, 2016, Stephan Winkelmann has been Managing Director of quattro GmbH. In this role, he is responsible for the Audi Sport brand. Previously, Winkelmann held the post of President and CEO of Automobili Lamborghini S.p.A. in Sant'Agata Bolognese (Italy). In appreciation of his highly successful work for the manufacturer of exclusive super sports cars, he was awarded the Grand Officer Order of Merit by the Republic of Italy in 2010 and the Grand Cross in 2014, one of Italy's most distinguished Orders of Merit.

Philipp Mondelaers has overall responsibility for the Audi Sport TT Cup. He continues the successful work done by Rolf Michl who has assumed responsibility for product marketing of Audi's R and RS models at quattro GmbH. Mondelaers is supported by Manuel Jahn, who has been responsible for motorsport marketing at quattro GmbH for many years. Detlef Schmidt is the Technical Project Leader for the Audi Sport TT Cup. Drawing on many years of experience in motorsport, Christiane Fritz takes care of marketing and driver support. Jan-Philipp Heuveldop is responsible for race organization.

Partners

The partners in the Audi Sport TT Cup

The Audi Sport TT Cup thrills young motorsport talents around the globe. In the business community, the one-make cup is widely recognized and highly appreciated as well. Numerous partners cooperate with quattro GmbH.

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 in Sept Îles, Canada.

Audi Top Service

Audi Top Service encompasses high repair quality and solid customer service. Audi Top Service Partner status is awarded by AUDI AG, excluding any third parties, according to self-defined criteria, to selected Audi partners.

AUTO BILD SPORTSCARS

The monthly magazine tests sporty production cars and high-end tuning vehicles. Target groups are readers of all age groups with an interest in cars. The magazine features breath-taking reportage, fascinating reviews, the latest test reports, plus news from the accessories and tuning sectors.

Hankook

The South Korean company was founded in 1941 as Chosun Tire Industrial and is among the world's largest tire manufacturers. "Hankook" is the anglicized Korean name for "Korea." The company develops and produces tire solutions for the European markets at its German research and development center and at a large-scale ultra-modern factory in Hungary.

HELLA PAGID Brake Systems

The joint venture between automotive suppliers TMD Friction and HELLA sells brake components and accessories on the global automotive spare parts market. Both partners have a 50-percent stake in the company. The portfolio encompasses over 10,000 articles in the areas of wear parts, brake hydraulics, clutch hydraulics, fluids and accessories.

LG Chem

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

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.

RAVENOL

The RAVENOL product range encompasses engine oils, racing oils, transmission fluids for automatic and manual transmissions and drive axles, hydraulic oils, industrial oils, specialty products, greases, car care products, cleaners and winter protection chemicals. RAVENOL is well-established as a technical partner in motorsports.

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.

Contacts

Audi Communications Motorsport

Stefan Moser

Head of Communications Motorsport

Tel. +49 (0)841 89-35550

Mobile +49 (0)152 57713467

E-mail stefan1.moser@audi.de

Virginia Brusch

Communication GT Sport and Audi Sport TT Cup

Tel. +49 (0)841 89-41753

Mobile +49 (0)151 52817968

E-mail virginia.brusch@audi.de

Lukas Stelmaszyk

Communications Audi Sport TT Cup

Tel. +49 (0)40 300682-41

Mobile +49 (0)171 9301773

E-mail lukas.stelmaszyk@speedpool.com

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**

** 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 efficient utilization of the fuel by the vehicle, but are also influenced by driving behavior and other non-technical factors.