



Audi Sport GmbH
Communications
Audi Sport customer racing
D-85045 Ingolstadt

April 2017

Audi Sport TT Cup

The 2017 Audi Sport TT Cup	2
Audi TT as the base	5
Audi TT cup	7
Technical data	9
Concept	10
Regulations	11
Permanent entrants	13
Guest entrants	31
Coach & instructors	32
Setting	33
Event calendar	34
Statistics	41
Organization	42
Partners	43
Contacts	45

The fuel consumption and CO₂ emissions of all models named above and available on the German market can be found in the list on the last page of this basic information.



The 2017 Audi Sport TT Cup

Talents from three continents

The Audi Sport TT Cup heads into its third season with an internationally diverse grid. 16 juniors compete at seven race weekends in Germany, Austria and the Netherlands. The driver's grid, which includes three permanently registered women for the first time, is as young as never before. The juniors from eleven countries average an age of only 18.75 years – meaning the squad is 1.8 years younger than the previous year.

The racing series for up-and-coming drivers has become well established in the supporting program of the DTM and has already enabled various talents to advance into the TCR category and into GT3 racing. For example, Jan Kisiel, the 2015 champion, his runner-up Nicolaj Møller Madsen and Mikaela Åhlin-Kottulinsky each competed in national or international racing series with the Audi R8 LMS in the following year. Sheldon van der Linde, a race winner from last year's Audi Sport TT Cup, is contesting the ADAC TCR Germany in the Audi RS 3 LMS this year, whilst Joonas Lappalainen has also stepped up to the TCR class. Dennis Marschall and Josh Caygill have earned a promotion to a GT3 cockpit with Audi customer racing teams.

In their careers, the talents benefit from professional coaching in the Audi Sport TT Cup, which facilitates their promotion and advancement. Fitness, medical checks and test drives as well as data analysis and media training are on the agenda. Throughout the season, the juniors can rely on the advice of experienced professionals: the former FIA GT1 champion Markus Winkelhock and the three-time Le Mans winner Marco Werner are at hand as instructors and to help with individual questions.

Not without reason, Audi Sport's entry-level racing series has attracted more international young talents this year than last season when ten "rookies" competed. In 2017, 14 of the 16 drivers are new on the grid, eleven of them corresponding to the "rookie" category – including Fabian Vettel. The younger brother of Formula 1 world champion Sebastian Vettel has decided to complete his debut season in motor racing with Audi Sport. "We are delighted to welcome such a prominent name to the grid," says Philipp Mondelaers, who is in charge of the Audi Sport TT Cup. "This year's cohort represents plenty of international diversity. Our junior drivers have already stepped up in the introductory course. We can expect an exciting season."



With three female and 13 male drivers from Australia, Germany, Great Britain, Hungary, Italy, Liechtenstein, the Netherlands, Poland, South Africa, Spain and Switzerland, the Audi Sport TT Cup continues to prove its attractiveness internationally in 2017. The junior drivers can look forward to a race calendar with some challenging tracks. They will race six times as part of the DTM supporting program, and once at one of the largest races in the world at the Nürburgring. As is tradition, the opener and finale will take place at Hockenheim in front of a large audience, sharing a stage with the DTM. On the Nürburgring, the juniors will race in the supporting program of the 24-hour race, then in September they will visit the Eifel a second time. In June, the Norisring in Nuremberg is one of the most-attended motorsport events in Germany. Two races in neighboring countries complete the program: the classic drivers' circuit in Zandvoort in the Netherlands as well as the Red Bull Ring in Austria rank as some of the most exhilarating challenges in European racing.

At all events, the participants prepare for two 30-minute races in a free practice and a qualifying session. Each of them can rely on a helper. The latter supports their driver with tire pressure, with measuring tire temperature, by giving tactical information using a pit board and by helping with other activities. In addition to tire pressure, there are only two other adjustment options: the driver can have the stabilizers at the front and rear axle tuned to three different grades each.

The preparation and the centralized supervision of the Cup-racing cars guarantees absolute equality of opportunity. All Audi TT cup cars are identical, have a four-cylinder turbocharged engine and a six-speed double clutch S tronic transmission with paddle shift gears. The two-liter engines deliver 228 kW (310 hp). With a push-to-pass system, 250 kW (340 hp) can be deployed for a short time to facilitate overtaking maneuvers. The number of times the drivers are allowed to use this function depends on the length of the track. In order to see a tighter field, drivers in the starting rows further back are given more push-to-pass deployments.

However, the Audi TT cup, which is closely related to the production model, represents not only equality of opportunity, lightweight construction and dynamism, but also safety. A welded-in steel roll cage provides a safe cell, whilst the driver's door has a side impact protection and a Kevlar protective layer. A crash foam in the door helps to absorb the occurring energy in accidents. The fire extinguishing system complies with the DTM and GT racing standards, and the safety seat has already



proven itself in the Audi R8 LMS. An FIA-certified safety fuel tank with a capacity of 100 liters helps with fire protection.

The best participants can again look forward to a reward in 2017. At the end of the year, Audi will award a grand total of 160,000 euros in prize money. The fastest rookie will be recognized as the 2017 TT Cup Rookie, and the driver with the most points on the table will be crowned the Audi Sport TT Cup Champion. Winning the one-make cup will beckon promotion into Audi's customer racing program. The Audi Sport TT Cup thus fulfils its status as a career springboard under the banner of the four rings.

Audi Sport TT Cup 2017 dates

05–07 May	Hockenheim (D)
25–27 May	Nürburgring (D)
30 June–02 July	Norising (D)
18–20 August	Zandvoort (NL)
08–10 September	Nürburgring (D)
22–24 September	Red Bull Ring (A)
13–15 October	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 emotive 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 its 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 emotive design and dynamic qualities. Innovative technologies used in the powertrain and in the controls and instruments concept are hallmarks of the 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.

The power output range of the Audi TT is from 132 kW (180 hp) in the 1.8-liter TFSI version, to 295 kW (400 hp) in the Audi TT RS. In the Audi TT cup is the 2.0 TFSI engine 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 4.9 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 2002 season.



In the second generation of the TT, Christian Hohenadel managed to clinch the first and so far only pole position by a race car with front-wheel drive in the 2011 VLN Endurance Championship Nürburgring. 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. Since then, customers have taken several class victories with the compact coupé on the Nordschleife.

Finally, since 2015, the third generation of the TT has for the first time served as a basis for Audi's one-make cup.



Audi TT cup

Lightweight

For the Audi Sport TT Cup, Audi Sport GmbH has developed a visually as well as technologically attractive sports car for racing, the Audi TT cup. It has proved itself superbly 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 Sport 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 and the six-speed S tronic transmission stem 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 and varies from track to track.

The safety concept of the Audi TT cup is comprehensive, with Audi Sport drawing on its long-standing experience in motorsport. Every TT cup has a safety seat, which has already proven itself in the Audi R8 LMS. The fire extinguishing system is used at Audi in GT racing and the DTM. 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 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 improves 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.

Also in terms of aerodynamics, the Audi TT cup is a genuine race car. 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.

“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 2017

Model	Audi TT cup (2017)
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

A chance for young talent

Seven events, 14 classification rounds, 16 juniors from three continents: these are the key facts of the 2017 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 relies on a proven concept from other Volkswagen Group one-make cups: all cars are prepared and used centrally – in this case by Audi Sport. This guarantees equality of opportunity and the drivers always sit in a perfectly functioning 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.

In 2017, a total of seven race weekends are scheduled for the Audi Sport TT Cup. At a total of six DTM events in Germany, the Netherlands and Austria 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 20 vehicles are on the grid at the races. 16 permanent drivers have been entered in the 2017 Audi Sport TT Cup. In the guest entrants' classification, up to four additional drivers, including national and international celebrities and journalists with racing experience, compete.



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 various setting options on the race cars.

Audi Sport TT Cup spectators will be seeing two hours and 20 minutes 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 defines the grid position for race one and the second-fastest for race two. 25 points in the driver' classification 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. Once again, Audi Sport will prescribe a rookie ranking, in which eleven newcomers fight for the title of best junior driver in addition to the overall ranking.

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 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:	Regulations depend on the track
Rows 4–6:	+ 1 Push-to-Pass deployment
Rows 7–9:	+ 2 Push-to-Pass deployments
Rows 10–12:	+ 3 Push-to-Pass deployments

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 to improve traction. In addition, the drivers, via their designated assistants, can determine the tire inflation pressure within specified limits.

The minimum age of the 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

Racing drivers from three continents

The permanent grid places for the 2017 Audi Sport TT Cup are taken by juniors from eleven countries on three continents. After a multi-stage selection process, three female drivers and 13 male colleagues prevailed. This year's driver cohort is as young as never before in the Audi Sport TT Cup.

In 2017, the Audi Sport TT Cup represents youth and international diversity. Two continents outside of Europe are represented on the grid in Australia and South Africa, in addition to the 14 Europeans. Four drivers compete under the German flag, and talents from Great Britain, Hungary, Italy, Liechtenstein, the Netherlands, Poland, Spain and Switzerland complete the line-up.

Audi Sport's organisational team around general manager Phillip Mondelaers has put together a particularly young driver cohort this year. While the average age of the grid in the debut season in 2015 was 20.61 years and 20.56 years in the second season, the number has now dropped by almost two years to 18.75 years before the first race.

The ladies and their male colleagues bring with them highly varied experiences. From drivers with careers in professional karting, track touring car racers to motorsport novices, the one-make cup gives everyone a chance. Only two participants have permanently competed in the Audi Sport TT Cup before. The Briton Philip Ellis has been part of the team since 2016, while Gosia Rdest is already contesting her third full season. Last year, the Pole's best result was when she won a trophy for third place at the Nürburgring. In the previous year, the Polish woman won a trophy for third place at the Nürburgring as the best result. This year also includes Fabienne Wohlwend from Liechtenstein and Vivien Keszthelyi from Hungary, meaning for the first time in the cup's history three female drivers are permanently registered.

The drivers already made two decisions in the spring: the choice of car number and the color of their racing car – blue, yellow, gray, green and orange were available this year.



2017 Audi Sport TT Cup grid with car numbers and car colors**

- #2 Finlay Hutchison (GB, January 20, 2000*), Rookie – car color: gray
- #3 Gosia Rdest (PL, January 14, 1993*) – car color: yellow
- #4 Drew Ridge (AUS, January 15, 1999*), Rookie – car color: yellow
- #5 Fabienne Wohlwend (FL, November 7, 1997*), Rookie – car color: yellow
- #7 Vivien Keszthelyi (H, December 7, 2000*), Rookie – car color: green
- #8 Yannik Brandt (CH, October 3, 2000*), Rookie – car color: blue
- #9 Mike Beckhusen (D, February 8, 2000*), Rookie – car color: yellow
- #11 Tommaso Mosca (I, April 10, 2000*), Rookie – car color: blue
- #15 Jack Manchester (GB, September 15, 1998*), Rookie – car color: gray
- #17 Keagan Masters (ZA, March 2, 2000*), Rookie – car color: blue
- #23 Philip Ellis (GB, October 9, 1992*) – car color: gray
- #24 Simon Wirth (D, June 24, 1996*) – car color: green
- #25 Mikel Azcona (E, June 25, 1996*) – car color: blue
- #31 Kevin Arnold (D, December 31, 1999*), Rookie – car color: orange
- #43 Milan Dontje (NL, April 20, 1995*) – car color: orange
- #55 Fabian Vettel (D, December 10, 1998*), Rookie – car color: blue

** Subject to change



Profile

#2 Finlay Hutchison (GB) – Rookie

In 2017, Finlay Hutchison is contesting his first season in a touring car. The calm Scotsman from Dundee has so far followed a classic racing promotion path in karting and single-seater cars, but now he has set himself the target of a career in sports cars. “The Audi Sport TT Cup is an ideal basis with which to recommend yourself for a sports car seat,” says the 17-year-old, for whom an appearance at Le Mans would be a dream come true. His first season in a closed-roof race car started with a win. At the 2017 Dubai 24 Hours, he shared a cockpit with three teammates from Cadspeed Racing with Atech and celebrated the new Audi RS 3 LMS’s first endurance race victory.

Date of birth	January 20, 2000
Place of birth	Dundee (GB)
Residence	Dundee (GB)
Height/weight	1.88 m/82 kg
Motorsport since	2011

Sporting career

2011	1st West of Scotland Kart Club (WSKC) Minimax
2016	Formula Renault 2.0 Northern European Cup
2017	1st Dubai 24 Hours TCR class (Audi RS 3 LMS), Audi Sport TT Cup

Website –

Social Media facebook.com/finlay.hutchison.77
twitter.com/finlay_hutchiso
instagram.com/finlay_hutchiso



Profile

#3 Gosia Rdest (PL)

Gosia Rdest is the only female participant to have competed in the Audi Sport TT Cup since the 2015 season. The ambitious racing driver from Poland is highly consistent and was one of only four competitors to score in every race in the first year, whilst in the second she collected points in 13 out of 14 rounds. At the Nürburgring last year, she left behind the great majority of the men to finish on the podium in third. In parallel to the Audi Sport TT Cup, she also contests the ADAC TCR Germany – also in an Audi, also with car number 3.

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	4th in Polish Kart Championship
2011	1st in Polish Kart Championship 1st in IK-FIA World Karting Championship CIK-FIA European Karting Championship WSK Master Series
2012	7th in Formula BMW Talent Cup
2013	18th in BRDC Formula 4 Championship
2014	13th in Volkswagen Castrol Cup
2015	12th in Audi Sport TT Cup 10th in Volkswagen Castrol Cup
2016	8th in Audi Sport TT Cup
2017	Audi Sport TT Cup, ADAC TCR Germany

Website www.gosiardest.pl

Social Media facebook.com/pages/Gosia-Rdest-Life-is-a-Race/270340559692452
[@GosiaRdest](https://twitter.com/gosiardest)
instagram.com/gosiardest



Profile

#4 Drew Ridge (AUS) – Rookie

Drew Ridge has already won a prize before the start of the season: the one for the longest journey made. The 1.85-meter-tall junior driver with a sunny disposition comes from the state of New South Wales, some 16,000 kilometers from Germany. In order to save the journey between races, the former karting and single-seater driver has moved to Munich for the duration of the season. “I even want to learn German,” says the cosmopolitan Australian, who calls Sébastien Loeb, the multiple World Rally champion, his racing idol. Ridge contests this season with car number 4 – the lucky number that brought the former karting champion his first national title.

Date of birth	January 15, 1999
Place of birth	Gosford (AUS)
Residence	Central Coast (AUS)
Height/weight	1.85 m/72.5 kg
Motorsport since	2011

Sporting career

2014	1st Australian Sprint Karting Championship Junior clubman class
2015	1st Super 6 Formula BMW Asia Cup, Australian Formula 4 Championship
2016	Australian Toyota 86 Championship
2017	Audi Sport TT Cup

Website –

Social Media facebook.com/Drew-Ridge-Racing-213051152189122
instagram.com/drewridge



Profile

#5 Fabienne Wohlwend (FL) – Rookie

Fabienne Wohlwend is one of three female drivers in the 2017 Audi Sport TT Cup. From karting to beginners' single-seater cars, she has already mastered various motorsport categories and graduated from them with much success. "I chose the Audi Sport TT Cup because of the beautiful fast cars, the good atmosphere in the DTM and the high media presence," says the 19-year-old racing driver. Her idol in motor racing is the Le Mans legend Tom Kristensen. When she competes for Audi this year, it won't just be her friends and family cheering her on. She also has many fans at her workplace – a bank in Liechtenstein – and so the banker is given an opportunity to take free days for races and tests.

Date of birth	November 7, 1997
Place of birth	Vaduz (FL)
Residence	Schellenberg (FL)
Height/weight	1.63 m/ 55 kg
Motorsport since	2005

Sporting career

2005–2015	Karting
2007	2nd Mini Liechtenstein Karting Championship
2008, 2009	1st Super Mini Liechtenstein Karting Championship
2010	3rd Super Mini Swiss Karting Championship
2012	2nd KF3 Swiss Karting Championship
2014	5th Swiss Karting Championship
2016	Italian Formula 4 Championship
2017	Audi Sport TT Cup

Website –

Social Media facebook.com/fabiennewohlwend
instagram.com/fabiennewohlwend



Profile

#7 Vivien Keszthelyi (H) – Rookie

At 16 years old, Vivien Keszthelyi is the youngest participant in the Audi Sport TT Cup. She began her motorsport career at the age of 13 and has earned considerable podium success in her Hungarian home country in touring car entry-level classes. For the past year, she has enjoyed support and coaching in the Audi Sport racing academy, but is entering the Audi Sport TT Cup for the first time this year. Previously, at the age of 15 years, she was still not old enough for a race license in the Audi Sport TT Cup. In addition to racing, Vivien Keszthelyi, who describes herself as determined and ambitious, also loves horse riding.

Date of birth	December 7, 2000
Place of birth	Debrecen (H)
Residence	Budapest (H)
Height/weight	1.73 m/61 kg
Motorsport since	2014

Sporting career

2014	Suzuki Swift Cup Magyar
2015	3rd Suzuki Swift Cup Magyar
2016	1st Division 2000 Central European Trophy
2017	Audi Sport TT Cup

Website www.vivienkeszthelyi.com

Social Media facebook.com/Keszthelyi.Vivien.racecardriver
twitter.com/Keszthelyivivi
instagram.com/vivien_keszthelyi



Profile

#8 Yannik Brandt (CH) – Rookie

Yannik Brandt competes under the Swiss flag in 2017. At the age of only 16, the second youngest participant in this year' Cup has already experienced a few countries – born in Brussels, he spent parts of his childhood in Germany and now lives in Forch near Zurich, holding German citizenship as well as Swiss. At 12 he entered racing, and after having celebrated success in Swiss karting he now contests his first season in a touring car. His declared goal is GT racing. Yannik Brandt is especially looking forward to September: the Red Bull Ring, the venue for the sixth round of the season, is the favorite track of the young Swiss with its changes in elevation and the many different radii of the corners.

Date of birth	October 3, 2000
Place of birth	Brussels (B)
Residence	Forch (CH)
Height/weight	1.86 m/69 kg
Motorsport since	2012

Sporting career

2012	Karting Rotax Mini
2013	3rd Swiss Junior Karting Rotax Championship
2014	1st Swiss Junior Karting Rotax Championship
2015	2nd Swiss Karting 002 Rotax Championship
2016	ADAC Formula 4
2017	Audi Sport TT Cup

Website www.yannik-brandt.com

Social Media facebook.com/ybrandt1
instagram.com/yannikbrandt



Profile

#9 Mike Beckhusen (D) – Rookie

After his first steps in karting, Mike Beckhusen changed to touring cars at an early stage – earlier than many others. Already at the age of 15, he contested a one-make cup in Poland. Last year, he entered the ADAC TCR Germany as the youngest driver. This year, the Berliner wants to compete with the same material and therefore is trying his luck in the Audi Sport TT Cup. “I expect to develop my talent from this series. The professional environment also convinced me,” says the 17-year-old racing driver. He admits himself that he likes racing in the rain. Away from racing, his interests are diverse: wakeboarding, snowboarding, basketball and playing ‘Skat’, a German card game, as well as his guitar.

Date of birth	February 8, 2000
Place of birth	Berlin (D)
Residence	Berlin (D)
Height/weight	1.71 m/60 kg
Motorsport since	2005

Sporting career

2008	2nd East German ADAC Karting Cup
2009	3rd ADAC Kartmasters Bambini B
2010	1st Gold Cup DMV Bambini B, 2nd DMV Karting Championship
2011	2nd Easy European Karting Championship
2012	2nd KF3 Junior ADAC Karting Cup
2013	2nd DMV Karting Championship
2015	Kia Lotos Cup
2016	3rd ADAC TCR Germany junior rankings
2017	Audi Sport TT Cup

Website www.mike-beckhusen.de

Social Media facebook.com/mikebeckhusen.de
instagram.com/mike.bec



Profile

#11 Tommaso Mosca (I) – Rookie

Tommaso Mosca contests his first car races in 2017. The Italian from Brescia – the starting point of the legendary Mille Miglia road race – has made a name for himself in karting. He drove in his Italian homeland as well as at the European level and in the World Championship. “The Audi Sport TT Cup is the best entry into the world of motor racing,” says the 17-year-old junior driver, who has set his career goals in a GT or LMP racing car. If he was not interested in cars, Tommaso Mosca would have probably become a rugby player. Among his friends is Antonio Giovinazzi, who represented Italy this year in Grand Prix racing.

Date of birth	April 10, 2000
Place of birth	Brescia (I)
Residence	Brescia (I)
Height/weight	1.78 m/77 kg
Motorsport since	2004

Sporting career

2004–2016	Kart
2013	3rd Trofeo delle Industrie KF3 Karting Championship
2014	9th Italian KF3 Karting Championship, 9th WSK Champions Cup
2015	European KZ2 Karting Championship, 13th Italian KZ2 Karting Championship
2016	13th European KZ2 Karting Championship, 11th Italian KZ2 Karting Championship
2017	Audi Sport TT Cup

Website –

Social Media facebook.com/tommaso.mosca.35
instagram.com/tommaso.mosca1



Profile

#15 Jack Manchester (GB) – Rookie

At 1.98 meters, Jack Manchester's physical presence is as big as his demeanor is modest: British understatement and his quiet style make him appear somewhat more mature than other 18-year-olds. In racing terms, the driver from the county of Surrey in southern England is a late starter. He didn't contest his first races until 2016 in a small one-make cup of sports car prototypes, where he immediately took seven podiums and four victories. "The Audi Sport TT Cup is a manufacturer's racing series with international appeal, in which you can learn a lot," says Jack Manchester, whose racing idol is Mattias Ekström. The football fan has identified a professional career in the DTM or in the sports car as his goals.

Date of birth	September 15, 1998
Place of birth	Guildford (GB)
Residence	Guildford (GB)
Height/weight	1.98 m/91 kg
Motorsport since	2016

Sporting career

2016	Radical Challenge, Radical European Master
2017	Audi Sport TT Cup

Website –

Social Media facebook.com/Jack-Manchester-148341365668147
twitter.com/JackRManchester
instagram.com/jrmanchester



Profile

#17 Keagan Masters (ZA) – Rookie

In 2017, Keagan Masters contests his first motor racing championship outside of his native South Africa. The 17-year-old racing driver was active in karting for eight years and entered single-seater racing in 2013. There, he immediately won the 'Rookie of the Year' ranking. Last year he took third place in the VW Polo Cup in his home country. His goal is a professional career in motorsport. His connection to the Volkswagen Group's brands is strong: In 2017, Keagan Masters is also competing in the GTC-2 class of the Sasol GTC Touring Car Championship in South Africa for Volkswagen Motorsport in parallel with the Audi Sport TT Cup. When he's not sitting in the cockpit, the 1.90-meter-tall racer keeps himself busy with swimming and golf.

Date of birth	March 2, 2000
Place of birth	Sandton (ZA)
Residence	Hartbeespoort (ZA)
Height/weight	1.90 m/78 kg
Motorsport since	2008

Sporting career

2008–2015	Karting
2013	1st Junior ROK Kart Championship
2015	3rd Formula Ford South Africa
2016	3rd VW Polo Cup South Africa
2017	Audi Sport TT Cup, Sasol GTC 2 Championship

Website –

Social Media [facebook.com/KeaganMastersOfficial](https://www.facebook.com/KeaganMastersOfficial)



Profile

#23 Philip Ellis (GB)

The career of Philip Ellis has been rather unusual: after private training days in a single-seater racing car, the Munich native entered motorsport without any racing experience in the kart or car in 2011, winning the Swiss LO Formula Lista. A year later his journey led him into the Formula 3 Euro Series. After that, it went quiet for the talent, who competes under the British flag. In 2016, Ellis continued his career in the Audi Sport TT Cup and finished sixth. This year he is one of only two participants who are not new in the Cup. Thus, he knows not only his racing car but also the tracks – a distinct advantage. Philip Ellis prefers flowing circuits like the one in Zandvoort.

Date of birth	October 9, 1992
Place of birth	Munich (D)
Residence	Zug (CH)
Height/weight	1.74 m/63 kg
Motorsport since	2010

Sporting career

2011	1st LO Formula Lista
2012	Formula 3 Euro Series
2016	6th Audi Sport TT Cup
2017	Audi Sport TT Cup

Website www.philip-ellis.com

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



Profile

#24 Simon Wirth (D)

From two wheels to four: Simon Wirth started his motorsport career in motocross. After eight years on the motorbike, he moved to karting in 2013 and later gained his first experience in car racing as a test driver. In 2017 it will all come together under the banner of the four rings: the native of Ingolstadt is contesting his first full automobile racing season with the brand from his home town and is particularly looking forward to the race at the Norisring. Cycling, badminton and skiing are among Simon Wirth's favorite recreational sports. When the Upper Bavarian is asked his racing idols, he names Sebastian Vettel and Tom Kristensen.

Date of birth	June 24, 1996
Place of birth	Ingolstadt (D)
Residence	Lenting (D)
Height/weight	1.76 m/78 kg
Motorsport since	2004

Sporting career

2004–2012	Motocross
2013–2014	Karting
2015	Formula 4 test driver
2017	Audi Sport TT Cup

Website –

Social Media facebook.com/Simon-Wirth-Official-1005189462860866/
instagram.com/simon_wirth96



Profile

#25 Mikel Azcona (E)

The Spaniard Mikel Azcona contests the Audi Sport TT Cup for the first time, but his technical understanding of his race car is thorough and based on years of experience. As a trained mechanic, he is very much interested in the functions of his car. In the past two years he has also accumulated a comprehensive racing experience in the Seat Leon Eurocup, which he completed as the runner up in 2016. The technical relationship between his former and his current racing car from the Volkswagen Group should help him this season. Three years ago, the native Basque finished what was arguably the longest circuit race of our time on the podium. At the Maxi Endurance 32-hour race in Portimão, he won third place in his class with five other teammates in a car from the Volkswagen Group. At the training camp in Oberstdorf before the start of the season, the 20-year-old racing driver demonstrated his strong fitness.

Date of birth	June 25, 1996
Place of birth	Arrigorriaga (E)
Residence	Falces (E)
Height/weight	1.80 m/62 kg
Motorsport since	2002

Sporting career

2002–2011	Karting
2014	2nd Renault Clio Cup Eurocup, 3rd Maxi Endurance Race (32h)
2015	2nd Renault Clio Cup Spain, 3rd Seat Leon Eurocup
2016	2nd Seat Leon Eurocup
2017	Audi Sport TT Cup

Website –

Social Media facebook.com/mikelazcona11
twitter.com/mikelazcona11



Profile

#31 Kevin Arnold (D) – Rookie

Kevin Arnold's path to the Audi Sport TT Cup is rather unusual: The 17-year-old junior driver only recognized his talent at club sports events last year. Now, with Audi, he is choosing his way into professional motorsport. "The Audi Sport TT Cup is a good promotion for young talents. Here, I want to gain experience for the future," says the racing driver from Aichelau in Baden-Württemberg, for whom the Hockenheimring is a favourite track. His aim is to score points with perseverance, passion and fun in the 2017 season. He can also rely on tips from personal acquaintances, including Formula 1 driver Pascal Wehrlein as well as long-time motorsport manager Norbert Haug.

Date of birth	December 31, 1999
Place of birth	Münsingen (D)
Residence	Aichelau (D)
Height/weight	1.75 m/75 kg
Motorsport since	2016

Sporting career

2016	DMV BMW Challenge
2017	Audi Sport TT Cup

Website –

Social Media www.facebook.com/Kevin.Arnold.Racing



Profile

#43 Milan Dontje (NL)

Milan Dontje comes as a versatile character to the Audi Sport TT Cup, which he knows already from some guest starts last year. Away from the racetrack, he quickly attracts the attention of his audience with his open manner. In world of athletic and goal-fixated sportsman, the 22-year-old Dutchman belongs to the few who would name legendary party animal and Formula 1 world champion James Hunt as an idol. In addition to his studies at a business school, Milan Dontje also runs a karting center together with his brother, who is also a racing driver. "There are a lot of kids and youngsters coming to our karting center because they have a new idol in Formula 1 with Max Verstappen," says the Dutchman. For many years, he has also pursued his racing hobby for a good cause, in support of the "Against Cancer" children's charity.

Date of birth	April 20, 1995
Place of birth	Alkmaar (NL)
Residence	Alkmaar (NL)
Height/weight	1.88 m/88 kg
Motorsport since	2003

Sporting career

2003–2014	Karting
2006	1st Dutch KZ2 Karting Championship
2011	1st Dutch KZ2 Karting Championship
2012	2nd Benelux KZ2 Karting Championship
2015	2nd Dutch Supercar Challenge GTB class
2016	6th Dutch Supercar Challenge Superlight Class
2017	Audi Sport TT Cup

Website –

Social Media facebook.com/Milandontjercing
twitter.com/milandont



Profile

#55 Fabian Vettel (D) – Rookie

Vettel from Heppenheim? The name is world famous in racing. Fabian Vettel, however, is still new to the paddock, since the brother of Formula 1 world champion Sebastian Vettel, who is eleven years older, has no racing experience apart from karting and test kilometers in a touring car. This makes his entry all the more respectable: “For me, the Audi Sport TT Cup is the best entry into motorsport,” says the 18-year-old from South Hesse. “I want to learn, I’m curious and I want to achieve my own goals.” Father Norbert Vettel accompanies his son officially as a helper – a position that every Cup participant can occupy with a person of their choice. Air pressure, racing strategies, meetings or simply friendly advice: father and son Vettel complement each other perfectly in the Audi Sport TT Cup 2017. This is how Fabian Vettel wants to define and achieve his own goals, away from the career of his brother.

Date of birth	December 10, 1998
Place of birth	Heppenheim (D)
Residence	Heppenheim (D)
Height/weight	1.74 m/60 kg
Motorsport since	2015

Sporting career	
2017	Audi Sport TT Cup

Website –

Social Media –



Guest starters

Celebrity bonus

Alpine Ski world champion, aristocracy, footballers and motorcycle racing drivers: celebrities with motorsport in their blood have enriched the Audi Sport TT Cup grid since 2015.

In 2017, up to four guest starters will compete in the Audi Sport TT Cup again, including celebrities from different fields. 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 Audi Sport via the Audi driving experience or special license training is mandatory.

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

Tayfun Baydar (D), actor
Frank Biela (D), five-time Le Mans winner
Pierre Casiraghi (MC), aristocrat
Chaz Davies (GB), motorcycle racing
Tanner Foust (USA), automobile racing
Xavi Forés (E), motorcycle racing
Rahel Frey (CH), automobile racer in DTM and GT racing
Peter Fill (I), alpine skiing
Sven Hannawald (D), ski jumping
Michael Henke (D), football
Marcel Hirscher (A), alpine skiing
Benedikt Mayr (D), freestyle skiing
Heinz Müller (D), football
Felix Neureuther (D), alpine skiing
Jon Olsson (S), freestyle skiing
Prinz Bernhard van Oranje (NL), aristocrat
René Rast (D), automobile racer in DTM and GT racing
Aksel Lund Svindal (N), alpine skiing
Adrien Théaux (F), alpine skiing
Albert von Thurn und Taxis (D), aristocrat



Coach & instructors

Professional advice

The Audi Sport TT Cup is not only about exciting racing, but also about preparing for the future career. Audi offers the young racing talents professional coaching. Two long-standing professional drivers and 24-hour racing enthusiasts advise and train the participants – Markus Winkelhock and 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 I’m delighted to be advising the young talents for a third season in a row.”

Markus Winkelhock drove in Formula 1, is an FIA GT1 World Champion, has established himself for years in the brand’s GT program as an Audi Sport driver and has won both the 24-hour races at the Nürburgring and Spa-Francorchamps in an Audi R8 LMS. Winkelhock, who comes from a well-known racing family in Baden-Württemberg, was one of the first to drive the 228 kW (310 hp) Audi TT cup. The successful racing driver was also involved in the test program and the fine tuning of the Audi racing car.

In Marco Werner, who has celebrated his greatest achievements in motorsport with Audi, another expert will assist the junior drivers. The Dortmund native has won the Le Mans 24 Hours three times, the Sebring 12 Hours and the American Le Mans Series – each time under the banner of the four rings.

Winkelhock and Werner are equally accessible and respected personalities who show the talents the way. Whether questions about race car tuning or the optimum line, whether explanations about the specifics of each circuit during the compulsory “track walk” or general questions about rules and procedures: the juniors receive competent answers from the two instructors, which they greatly appreciate.



Setting

The best platform

Six of the seven race weekends in the 2017 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 68,000 spectators on average attended the races in the 2016 season. The DTM can be seen worldwide live or in replay, and in Germany by the public broadcaster ARD.

The heart of the DTM beats in Germany, with venues including Hockenheim, the Norisring and the Nürburgring. The series is internationally renowned with the fans and media as well. 2017 will see drivers from 10 nations on the grid. In addition to five race weekends in Germany, there will be rounds in Austria, Hungary, the Netherlands and Russia.

Audi has been involved in the DTM with a factory-backed commitment since 2004 and since then has been the DTM champion six times: 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 allows young racers to enter this platform. Those in charge within the DTM take notice of them, whilst the juniors from Audi's one-make cup share press dates, VIP events and autograph sessions with the DTM stars time and again. The appearance in front of a large audience is a special experience for the Audi Sport TT Cup drivers. Hardly any other entry-level one-make cup is contested on such a high-profile racing stage.



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. The series is held in Germany five times, in addition to appearances in the Netherlands and Austria. The one-make cup is on the lookout for the next Joonas Lappalainen – the Finn won the title in 2016.

1) Hockenheimring (D)

Date: May 5–7

Races: rounds 1 and 2

Track length: 4.574 km

Average speed: approx. 149 km/h

Top speed: 236 km/h

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

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

2016 winner: Sheldon van der Linde (both races)

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. At the end of the parabolica, the competitors have to hit the braking point perfectly before the hairpin turn. At the braking zone, many thrilling slipstream duels and the majority of overtaking maneuvers will take place. And thanks to Push-To-Pass, we will always see battles for position.”



2) Nürburgring (D)

Date: May 25–27

Races: rounds 3 and 4

Track length: 4.638 km

Average speed: approx. 148 km/h

Top speed: 222 km/h

Qualifying record: Dennis Marschall, 1m 51.836s (2016)

Race record: Dennis Marschall, 1m 51.865s (2016)

2016 winners: Dennis Marschall, Sheldon van der Linde

Track description by Markus Winkelhock:

“The Nürburgring 24 Hours is something really special. The Audi Sport TT Cup drivers can be delighted to be taking part in the supporting program. I’ll be working as a driver in the Audi R8 LMS and as an instructor in the Audi Sport TT Cup – that means I’m available even when I’m competing in the race myself. The race will be driven on the Grand Prix circuit without the arena. This is the variant on the Grand Prix circuit, which we also drive in the 24-hour race, before we turn onto the Nordschleife. For the Dunlop turn you have to catch the braking point well and then accelerate again quickly, so as not to lose any time on the uphill section.”



3) Norisring (D)

Date: June 30–July 2

Races: Round 5 and 6

Track length: 2.300 km

Average speed: approx. 149 km/h

Top speed: 227 km/h

Qualifying record: Dennis Marschall, 55.661s (2016)

Race record: Lucas di Grassi, 55.296s (2016)

2016 winners: Dennis Marschall, Lucas di Grassi

Track description by Markus Winkelhock:

“The Norisring is Audi’s home round. The track is very unusual, because city circuits are completely different to classic race tracks. In general, a lot of discipline is required, both at the start and during the race. There are hardly any run-off areas, so accidents can happen more quickly and have completely different consequences. The Norisring is mainly about braking and accelerating. The slow corners suit the agile Audi TT cup well. On the long straights, I expect some exciting position battles again. For the competitors, it is important to deal efficiently with their equipment. The brakes are permanently under maximum load on this track. This is an important lesson for other racing sport categories further on in their careers as well.”



4) Zandvoort (NL)

Date: August 18–20

Races: round 7 and 8

Track length: 4.307 km

Average speed: approx. 141 km/h

Top speed: 236 km/h

Qualifying record: Niklas Nielsen, 1m 48.827s (2016)

Race record: Sheldon van der Linde, 1m 48.359s (2016)

2016 winners: Nicklas Nielsen, Sheldon van der Linde

Track description by Markus Winkelhock:

“Many racers love Zandvoort. The route is challenging, there are differences in altitude, the tire wear is high and the 15 turns demand a lot from the drivers. And then there is a very special factor: The strong wind from the North Sea often blows sand from the dunes to the track, whilst time and again we have experienced rain in Zandvoort. The grip can thus change from lap to lap. The circuit really asks everything of our drivers.”



5) Nürburgring (D)

Date: September 8–10

Races: rounds 9 and 10

Track length: 3.629 km

Average speed approx. 136 km/h

Topspeed: 219 km/h

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

Race record: Joonas Lappalainen, 1m 35.375s (2016)

2016 winner: Joonas Lappalainen (both races)

Track description by Markus Winkelhock:

“The second trip to the Nürburgring ranks as one of the biggest challenges. 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 final 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) Red Bull Ring (A)

Date: September 22–24

Races: rounds 11 and 12

Track length: 4.381 km

Average speed approx. 156 km/h

Top speed: 216 km/h

Qualifying record: Nicolaj Møller Madsen, 1m 38.838s (2015)

Race record: Dennis Marschall, 1m 39.749s (2015)

2015 winners: Jan Kisiel, Alexis van de Poele

Track description by Markus Winkelhock:

“After a break in 2016, the Audi Sport TT Cup returns to the Red Bull Ring. Beautifully located in Styria, it is considered a classic drivers’ circuit and has significant differences in altitude. We will be able to see several slipstream battles on the long straight. The second turn is a hairpin that produces exciting overtaking moves. As you have to brake uphill, the braking point moves backwards. The middle section is medium-fast and consists of very fluid passages, for which the car must be well set up. The final corner into the valley requires a lot of speed to carry through to the straight, so as not to be outpaced.”



7) Hockenheimring (D)

Date: October 13–15

Races: rounds 13 and 14

Track length: 4.574 km

Average speed: approx. 149 km/h

Top speed: approx. 239 km/h

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

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

2016 winners: Joonas Lappalainen, Dennis Marschall

Track description by Markus Winkelhock:

“The finale is obviously a highlight: the grandstands are packed, as in most race series the title decisions are made in Hockenheim. Like in the Audi Sport TT Cup, where with two rounds at the finale usually everything is still up for grabs. The drivers can bring with them the experience gained at the season opener and perhaps take advantage of the track 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. The winner in the first year was Jan Kisiel from Poland, the second title holder was Joonas Lappalainen. The figures and facts after two years.

The various ranked winners

9 (Marc Aurel Coleselli, Jan Kisiel, Joonas Lappalainen, Sheldon van der Linde, Dennis Marschall, Nicolaj Møller Madsen, Nicklas Nielsen, Alexis van de Poele, Shaun Thong)

Nations on the podium

11 (Austria, Belgium, Denmark, Finland, Germany, Great Britain, Hong Kong, The Netherlands, Poland, South Africa, Sweden)

Highest number of victories

Joonas Lappalainen (FIN) and Dennis Marschall (D), 6 each
Jan Kisiel (PL), 5

Highest number of podium places

Dennis Marschall (D), 16
Joonas Lappalainen (FIN), 14
Jan Kisiel (PL), 9

Highest number of pole positions

Dennis Marschall (D), 8
Sheldon van der Linde (ZA), 4
Jan Kisiel (PL), Nicolaj Møller Madsen (DK), Joonas Lappalainen (FIN), 3 each

Biggest age difference on the grid

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

*As of December 2016



Organization

Audi Sport GmbH

The organization behind the third year of the Audi Sport TT Cup is in the experienced hands of Audi Sport GmbH.

Since 1983 quattro GmbH, with its headquarters in Neckarsulm, has been building high-performance sports cars and delivering high-tech automotive concepts. At the end of 2016, the Audi subsidiary was renamed Audi Sport GmbH. In addition to developing and manufacturing the Audi R8* and Audi RS models, it is responsible for customer motorsport – Audi Sport customer racing, with its GT3 and GT4, TCR and Audi Sport TT Cup projects. Other areas of business include car customization options via the Audi exclusive program, plus lifestyle articles marketed as the Audi Sport collection.

Stephan Winkelmann is Managing Director of Audi Sport GmbH and Chris Reinke Head of Audi Sport customer racing. Just like the Audi Sport TT Cup grid, the organization team of the one-make cup consists of young, motorsport enthusiastic employees. Phillip Mondelaers, who has already won GT3 24-hour races as a chief engineer, is in charge of the Cup. The technical project management is with Detlef Schmidt, who accompanied the development of the racing car right from the start. Manuel Jahn takes care of marketing and partnerships, bringing many years of experience with the four rings. Christiane Fritz also takes care of the marketing and driver assistance with great experience in motorsports. The experienced Audi racers Markus Winkelhock and Marco Werner are active as instructors for the juniors.



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 the Audi Sport TT Cup.

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.



PAGID Racing

The high-performance sports brake pads by PAGID Racing 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

Communications
Audi Sport customer racing

Eva-Maria Becker

Communications

Audi Sport customer racing

Tel. +49 (0)841 89-33922

Cell +49 (0)173 9393522

E-mail eva-maria.becker@audi.de



Fuel consumption and emissions of the models named above:

Audi TT Coupé:

Combined fuel consumption in l/100 km: 6.6–4.6**;

Combined CO₂ emissions: 153–122 g/km**

Audi TTS Coupé:

Combined fuel consumption in l/100 km: 7.3–6.7**;

Combined CO₂ emissions: 168–155 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.