



25.-26.6.2016, Norisring (Race 5 and 6)

International Rundown

00:00 – 00:19 Intro

00:20 – 03:11 Recap Nürburgring

It is without a doubt the highlight of the year. The Nürburgring hosts the duell of the year: Sheldon van der Linde and his rival Dennis Marschall.

The south African van der Linde won both races at the season opener at Hockenheim, which gives him a comfortable overall lead. But Marschall on pole in the Eifel irresistible. And his opponent commits bigger mistakes.

In turn 2, van der Linde pushes too hard, hits the massive curbs and loses his rear and three positions.

00:57 ITV Van Der Linde

Subsequently it even gets worse. Another mistake makes him spin and lose four more positions. Trailing far behind he tries to recover but he is not able to produce more than a thrilling battle with Josh Caygill for P7. But this one is worth seeing. Using the 30 horsepower providing Push-to-Pass-Button the 16 year old Championship leader overtakes the Briton.

At the top of the field, nothing changes. Dennis Marschall gains an easy Start - Finish victory, followed by Jonas Lappalainen and Christoph Hofbauer. It is the German's first win of the year and cuts the deficit to van der Linde to just 2 points.

01:49 ITV Marschall: "It's just a mega Start - Finish victory. It couldn't get any better. We collected a lot of points and I'm looking forward to the race tomorrow where I will start from P2."

Race 2. On pole front right, Sheldon van der Linde. Same row, Dennis Marschall. The duell, second Act. This time both drivers with a clean start. No issues in Turn one and two. Van der Linde secures P1. But behind them it really gets messy. Former Bundesliga Goaly Heinz Müller crashes into Patrick Egsgaard and hits the wall afterwards. From that on the busiest man at track side is the spare parts truck driver. Crashes, spins and damages characterize the image of race 2 at the Nürburgring.



The junior elite of the Audi Sport TT Cup up to the limit and sometimes over the top. But the show fits perfectly into the 24h Nürburgring schedule.

Finally it is again Sheldon van der Linde who secures the win, his third out of four which makes him extend his Championship lead.

02:52 ITV Van der Linde

After Race 3 and 4 there is only a 6 points gap between both. The duell faces its next round at Norisring.

03:11 – 03:42 Track Profile Norisring

The historic Norisring. Built in 1947, it is with his 2.3 km the shortest track of the year. Based in the midth of Nuremberg it is the only City Circuit of the calendar. Along two straights ending up in two hairpins the racecars reach up to 221 km/h in between.

03:42 – 13:47 Race 1 Norisring

03:42 Grid

04:59 GRX: Starting Grid Table

05:07 Race Start, #31 van der Linde overtakes #4 Lappalainen in Turn 1

07:52 #99 overtakes #4 Lappalainen

08:29 Crash #76, Paul Holton

08:56 Safety Car Period

09:12 #99 di Grassi bodychecks #31 van der Linde into the wall for P2, #4 Lappalainen overtakes #31 van der Linde

09:45 Crash #98 Atle Gulbrandsen

10:46 Replay #99 di Grassi Incident #31 van der Linde

11:15 ITV Sheldon van der Linde

11:27 Safety Car Period



11:44 Green Flag, Restart

11:53 Crash #3 Gosia Rdest with #14 Josh Caygill

12:10 Final Lap, #27 Marschall holds of #99 di Grassi

12:40 Finish line, Marschall wins

12:54 GRX Result Race 1

13:01 Parc ferme

13:07 ITV Dennis Marschall: „It was a perfect race. The three safetycar periods made it difficult to handle. I was clueless about the restart. That’s why it was even more important to lead the race. Now I am the overall leader by only one point. That proves how competitive the Audi Sport TT Cup is.

13:23 ITV Lucas di Grassi

13:32 Podium

13:45 GRX Overall Standings

13:56 Feature, Engine

The Audi TT Cup is a full-blooded race car powered by the 2-litre, 310 HP TFSI engine identical to the production unit in the Audi TTS.

The loads on a race track are about 20 times as high as on the road, so why is the engine suited for it?

Well, the production models have to meet high requirements in testing:

Extreme trials like stop-and-go in the heat or climbing up mountains on serpentine roads towing a trailer.

This load is virtually as high as on a race track. If the engine manages towing the trailer it can cope with the slipstream on the Hockenheimring.

Heat and sufficient cooling are key factors, so the air inlets are enlarged in this case. And yes, service is another issue. The oil isn’t changed every 30.000 kilometres, but every 500 kilometres, after every race weekend.





15: 29 Race 2 Norisring

15:29 Starting Grid Race 2

15:39 Race Start

17:22 #97 Marcos Martinez kisses the wall

18:17 Crash #31 van der Linde

19:18 Safety Car period

19:45 #99 di Grassi overtakes #4 Lappalainen

20:03 #99 di Grassi overtakes #27 Marschall

20:32 #27 Marschall fights back, re-overtakes

20:53 #99 di Grassi re-re-overtakes

21:33 #27 Marschall gets overtaken by #4 lappalainen and #33 Lindholm due to tyres lost grip

23:48 #6 Lefterov spins

24:02 Finish Line, #99 di Grassi wins

24:22 Parc ferme, Lappalainen and di Grassi shake hands

24:37 ITV Di Grassi

24:54 GRX Result Table

25:04 Podium

25:25 ITV Lappalainen

25:42 ITV Marschall: "I made too many mistakes to win the race. Anyway I'm pretty happy with the result."

25:49 GRX Overall Standing

26:00 End of Broadcast



news|2|use

