

Audi Sport Festival Shanghai  
上海 Audi Sport 嘉年華

# DRIVEN 盡情飛馳

## BY FUN

Crowds flock to the Shanghai International Circuit for racing in the Audi Sport Festival to look at exhibits at the Goodwood Carnival and, for exuberant amateurs, the Audi Driving Experience

上海國際賽車場內人頭湧湧，堆滿了前來參加 Audi Sport 嘉年華的人潮。參加者除了可以一睹曾於古德伍德嘉年華的汽車外，一眾業餘愛好者亦可以參與 Audi Driving Experience 駕駛體驗活動，一嘗在賽道上飛馳的感受

Mark Andrews (copy)



Baking hot asphalt and blue skies provided a glorious two days for the Audi Sport Festival at the end of July. Hot action on the track and exciting motoring exhibits at the Goodwood Carnival attracted a crowd of 25,000 to the Shanghai International Circuit. The weekend saw the second round of the China GT series, with races three and four. Audi R8s made up a quarter of the 24-car field.

The R8 V10 Coupé Performance is as close as most people will get to the GT3 standard R8 LMS used in the China GT championship. A fiery-red example was on display in the Audi Sport tent along with all the champions. This car is the backbone of the Audi Driving Experience.

It has been held at the Audi Shanghai International Circuit and the Zhuhai circuit since 2003. Audi was the first manufacturer to offer such a programme in China. The second generation R8 was launched in 2015 and the Performance version boasts a 610hp 5.2-litre V10 engine which delivers power to all four wheels.

The Driving Experience allows customers to push the car to the limit in a controlled environment. The day begins with a briefing, emphasising safety and reminds drivers that they are pushing their limits not exceeding them.

Outside in the pits, six gleaming new R8s were waiting. The 5.45km long Shanghai track is designed to resemble the shang character of the city's name. For the Driving Experience, the track was split into zones to teach better track handling. >>

Audi Sport 嘉年華在七月尾聲舉行，晴空萬里的好天氣讓瀝青跑道變得火燙灼熱，恰似場上熱血沸騰的賽事，加上一系列曾於古德伍德嘉年華中展出的汽車，成功吸引25,000人次蒞臨上海國際賽車場，共襄盛舉。

在周末舉行的兩場賽車項目，為中國GT超跑錦標賽系列的第二輪賽事，亦是整個系列的第三及第四場賽事。而在24架參賽跑車當中，奧迪R8就佔了四分之一的席位。

R8 V10 Coupé Performance 的外形，類似中國GT錦標賽專用、配備GT3規格的R8 LMS。這款當紅車型，會與一系列冠軍汽車在Audi Sport嘉年華場地一同展出，並是Audi Driving Experience 駕駛體驗的主要車型。

這項活動始於2003年，曾於上海奧迪國際賽車場和珠海賽道等地舉行，奧迪更是首個在中國提供這類活動的汽車製造商。第二代R8於2015年推出，而Performance版本則安裝了610匹馬力5.2升V10引擎，為汽車提供澎湃力量。 >>



We did laps of half the track at full speed in the R8. Without any lessons in how to corner properly, it was difficult to maintain speed in the tight twists that follow the straight over the finish line. A lap with a professional showed how it should be done. As he threw the car around the corner I could feel the fully variable distribution quattro system transferring power to the wheels as needed.

For cornering practice, we used corners 11, 12 and 13 of the circuit. Corner 11 goes sharply to the left followed by a turn to the right in 12 which flows around to the right and into 13 before hitting a straight. Driving the RS7 Sportback and R8 we were taught how to use the ideal line when cornering. The fastest line through a corner is the one with the straightest path which means using the apex of the corner rather than following the line of the road.

We tested the acceleration and braking in the RS6 Avant and RS7 Performance. We got up to 180km/h within 400 metres before slowly applying the brakes. Both are powered by a four-litre V8 engine. However, the RS7 Performance version's extra power allows it to get away that much faster. On the return run we tested full braking capabilities, bringing both cars to quick stops with the smell of burning rubber. In the afternoon the whole circuit was opened to us. Following a pro in an R8 he opened up a considerable gap on the corners before allowing me to catch up on the straights. Races are won on the corners, and that is what separated the pros from the amateurs.



Taking pride of place in the Audi Sport tent was the Auto Union Type D Grand Prix Wagen. Auto Union is the forerunner of today's Audi and cars such as the Type D give the brand its racing pedigree. Built for the 1938 season, it was based on its Type C predecessor but used a three-litre V12 engine to comply with new international Grand Prix restrictions limiting engine size. Weighing in at just 750kg, it could achieve a blistering 330km/h. Nearby was an RS5 DTM - which dominated the German Touring Car Masters 2015 season with 10 wins in 18 races. Mike Rockenfeller won the title in an RS5 DTM, comprising around 4,000 hand-made parts and is powered by a 460bhp V8 engine.

Rounding out the champions was an R18 e-tron quattro. This 2014 Le Mans Race winner is a hybrid combining a four-litre V6 diesel engine and a flywheel >>

Audi Driving Experience讓駕駛者在安全、受監控的環境下，一嘗把汽車推至極限的滋味。活動的第一部分是簡介會，教授參加者安全意識，提醒他們正在挑戰自己的極限，而不是超越設定的限制。在維修站外面，六架閃閃發光的全新R8正在候命。上海賽道全長5.45公里，外型仿照「上」字的形狀來設計。在Audi Driving Experience駕駛體驗期間，賽道會被劃分為不同區域，以有效地傳授更好的賽道技巧。

我們駕駛着R8，以全速完成半圈。如果沒有受過任何處理彎位的訓練，很難在急彎和終點前的大直路上保持速度。在專業車手示範下，我不單明白到箇中技

巧，在轉彎時，更可以感覺quattro系統將動力靈活分配到各個車輪上。過彎練習中，我們使用賽道的11、12和13號彎位。11號彎位是個左轉的急彎，一出彎便旋即迎來向右轉的12號彎位，攻克13號彎位後就是直路衝刺。在駕駛RS7 Sportback的和R8時，專業車手會教導我以最佳路線過彎，最快的路線是利用彎角頂點作為直線來通過彎位，而不是沿着彎位弧度。

測試RS6 Avant和RS7 Performance加速及煞車時，我們先在400米的路段上加速至時速180公里，之後再慢慢地煞車。兩部汽車均配置四公升V8引擎。由於RS7 Performance版擁有額外馬力，可以更快的速度行駛。在回程途中，我們測試急剎功能時，一踩下煞車踏，汽車便戛然而止，伴隨着一陣橡膠燒焦的氣味。 >>





accumulator. Audi finished first and second at the 24-hour race. It seems like the future of motor racing is electric and girl power. A new generation of women drivers was behind the wheel of miniature Audi TT RS Plus electric cars, guiding them around a tyre marked track.

There was also a car-boot sale, featuring sellers of Audi models from the Q5 to the A1. Families perused items such as jewellery, bags and toys. The RPM Tuning modification boys were out in force with three Audis - a TT, A4 Avant and A5 cabriolet. Also attracting attention was a matte grey RS7 Sportback Performance and a shiny blue RS6 Avant at the Audi Sport display. These are all about Ingolstadt's push for the ultimate performance. The Performance version of the RS7 adds 44hp to the equation, meaning that 0 to 100km/h can be completed 0.2 seconds quicker in 3.7 seconds. //

下午，整個賽道都開放予公眾。專業車手帶領我們駛過賽道，在彎位前拉開足夠的距離，然後再於直路上讓我追上。賽車致勝關鍵往往都在彎位上出現，亦是業餘車手和專業車手的最大分別。要數Audi Sport嘉年華中最引人注目的汽車，不得不提Auto Union Type D Grand Prix Wagen。Auto Union是奧迪品牌的前身，而Type D則是當年的賽車車系。這部賽車於1938年出廠，按照Type C的設計進行改良，並依照最新國際格蘭披治賽事的規格，改用限定尺寸的三公升V12引擎。賽車車身僅重750公斤，而時速卻高達330公里。



在不遠處，則放有一部RS5 DTM。這個型號曾在2015年度德國房車大師賽中獨佔鰲頭，錄下「18場10勝」的佳績。當年，Mike Rockenfeller就是駕駛着一部裝有約4,000件人手製零件，兼且配備460匹制動馬力V8引擎的RS5 DTM，一舉奪冠軍。壓軸出場的冠軍級跑車就是R18 e-tron quattro。這部混能跑車配有四公升V6柴油引擎和flywheel accumulator飛輪電池，不但曾經贏得2014年勒芒24小時耐力賽冠軍，更助奧迪包辦比賽首兩名位置。

在未來，「電動化」及「女車手」將會成為賽車運動的兩大新趨勢。不少新生代女車手已經坐上了微型奧迪TT RS Plus電動車內準備就緒，在滿佈車胎痕跡的賽道上奔馳疾走，大展身手。當天，奧迪還舉行了「汽車尾箱市集」，賣家都是奧迪各個型號的車主，由Q5到A1不等。貨品方面，則主要是一些家庭二手物品，以及珠寶首飾、手袋和玩具等等。

是次活動亦邀請了RPM Tuning汽車改裝公司的一眾工程師，一口氣改裝了三款奧迪汽車，分別為TT、A4 Avant及A5 cabriolet，連同磨砂灰色RS7 Sportback Performance和亮藍色的RS6 Avant，成為Audi Sport嘉年華的一大焦點。這些改動都是應德國Ingolstadt奧迪總部的要求，把汽車的性能推至極限，以RS7為例，Performance版增加了44匹馬力，由零加速至時速一百公里只需3.7秒，比原版快0.2秒。 //



Auto Union Type D Grand Prix Wagen