

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

May 2018

MOTORSPORT INFORMATION

Audi RS 3 LMS (2018)

▶ Audi in the TCR	2
▶ Interview with Chris Reinke	4
▶ The Audi RS 3 LMS	5
▶ Technical data of the Audi RS 3 LMS	7
▶ The TCR category	8
▶ Fielding opportunities	9
▶ Audi Sport customer racing	11
▶ Contact details	12

Audi in the TCR

Audi RS 3 LMS – a young success story

The racing career of the Audi RS 3 LMS only began in 2017. Yet within the first twelve months its appearance immediately became a worldwide success story that Audi Sport intends to continue with its customers in 2018.

149 podium finishes around the globe, including 58 victories, plus three title wins in drivers' classifications and two in teams' classifications – this is the tally of the Audi RS 3 LMS in its first season. “Remarkable in this context is the high technological and commercial competitiveness in this class,” says Chris Reinke, Head of Audi Sport customer racing. “Conceptually, the cars in TCR racing are very similar, so no-one is able to gain a major technical advantage. Commercially, the competition is close as well. In many series, models from six or seven core competitors are on the grid, plus those of other marques in local markets.”

Consequently, the TCR race cars attract numerous customer teams and drivers with a wealth of good arguments, as reasonable purchasing prices and maintenance costs, thrilling racing and high brand diversity speak for this entry-level touring car class. The audience can immediately tell the close kinship between the race cars and the corresponding production models from the compact car class, which results in a high level of identification.

Ever new racing series prove that favorable response has been growing worldwide. In 2018, the global WTCR that has been awarded FIA World Cup status and races on four continents is making its debut. In the WTCR, Audi Sport customer racing works together with two partner teams fielding a total of six Audi RS 3 LMS cars. In the United States, the TCR race cars in 2018 are admitted to the IMSA Continental Tire SportsCar Challenge for the first time. New as well are the TCR DSG Endurance and the TCR Swiss Trophy in Europe, plus the first full season of the TCR Europe that used to be no more than a European finale held on a single weekend. For the first time, the TCR UK in the United Kingdom and the TCR Korea complement the diversity in TCR racing.

In addition, there are the existing national and regional series encompassing sprint and endurance racing formats in which TCR race cars compete either for overall or class victories. Worldwide TCR drivers are able to contest 25 racing series, plus notable single events such as the Nürburgring 24 Hours and a growing number of club sport series or competitions like hill-climb races.

Right in its first season, Audi Sport customer racing produced and sold more than 100 Audi RS 3 LMS race cars built in the combined manufacturing operation of the Group in Martorell, Spain. With respect to logistics, parts supply and trackside support customers also benefit from the fact that three TCR programs reside within the Volkswagen Group, resulting in valuable synergies.

In terms of driver protection, Audi sets standards in TCR racing. The comprehensive safety package extends from the FIA-conformant fuel tank, a safety cell for racing, stiffening of the bodywork, the Audi Sport customer racing PS 3 safety seat and the FIA safety net left of the seat through to a rescue hatch in the roof. For the 2018 season, Audi offers optional components as technical innovations. In addition, the engine control unit has been modified in accordance with a changed definition in the regulations.

The touring car with power output of up to 257 kW (350 hp) starts selling for 99,000 euros (plus VAT) as a club sport version. The TCR version with a DSG transmission costs 109,000 euros (plus VAT). The purchasing price for the Audi RS 3 LMS with a sequential transmission is 129,000 euros (plus VAT). This version accelerates from zero to 100 km/h in 4.5 seconds and achieves top speed of 265 km/h.

Interview with Chris Reinke

“Passing benefits on to customers”

The Head of Audi Sport customer racing about the second season of the Audi RS 3 LMS.

Audi has been involved in the TCR category since last season. Has this move paid off?

Absolutely. The TCR class is an entry-level touring car category and an ideal fit for our customer racing program. Right in its first year, we sold 100 cars exactly in line with our growth strategy. Be it sprint or endurance racing, America, Europe or Asia, the Audi RS 3 LMS is one of the most popular TCR models of all. With 58 single victories and five title wins in its first year it immediately proved its potential.

Why is Audi competing in the 2018 WTCR?

This is the beginning of a new era and we intend to have a part in shaping it. Whereas our customers primarily compete at national and regional levels a global series is a good platform for all marques. We look forward to the large diversity of manufacturers and the many strong teams and drivers. The WTCR is now taking the place of the WTCC that used to be the world’s highest-caliber touring car series sanctioned by the FIA. We wouldn’t want to miss out on the opportunity of battling for a global title with the Audi RS 3 LMS.

What are the strengths of the TCR category?

Professional touring car racing with cars that merely cost 129,000 euros – where else in the world can you find anything like this? The TCR class offers racing for everyone. Up-and-coming drivers feel equally at home in an Audi RS 3 LMS as seasoned pros, as well as amateur drivers of all age groups. The fascinating thing about the TCR class is its large footprint. This class works in large western industrial nations like America or Germany as well as in smaller countries and emerging regions of the world. Plus, we help ensure that the budgets remain fair. In manufacturing and service, our customers profit from the close affiliations within the Volkswagen Group and we directly pass these benefits on to our customers.

The Audi RS 3 LMS

Perfect for getting started in touring car racing

Those interested in getting started in touring car racing will find a compelling offer at Audi Sport. The Audi RS 3 LMS has been created by leveraging Audi Sport customer racing's entire motorsport expertise, so ensuring the high quality standards of all Audi race cars. Even so, it remains favorably priced, offers high levels of safety and, with up to 257 kW (350 hp), plenty of driving pleasure. For the 2018 season, Audi Sport optionally offers attractive accessory components for the touring car.

The TCR class combines spectacle and proximity to production cars like few other motorsport categories do. Due to the voluminous, flared fenders, the production-level bodywork grows from a width of 1.80 meters to 1.95 meters. The steel body has been adopted from the production version nearly unchanged. For use in racing, the body produced at the Győr plant was only made lighter, reinforced in some areas, and provided with a steel-tube safety cage for maximum protection of the driver.

The four-cylinder two-liter TFSI engine stems from the production version nearly unchanged too. In the TCR version, the power plant delivers up to 257 kW (350 hp). The engine control unit has been adapted to new TCR performance criteria for the 2018 season. The Audi RS 3 LMS accelerates from 0 to 100 km/h in about 4.5 seconds and achieves top speed of up to 265 km/h. As stipulated by the regulations, the car has front-wheel drive.

Installed at the front are McPherson struts. At the rear, the Audi RS 3 LMS uses a multilink suspension. Ride height, toe and camber are infinitely variable. The front and rear stabilizers are three-way adjustable.

The sequential six-speed racing transmission of the Audi RS 3 LMS, like the DSG transmission, has a proven track record in other race cars of the Group, as does the multi-plate limited slip differential.

To keep costs low, driving aids are prohibited in the TCR category. That is why the Audi RS 3 LMS has neither traction control (ASR) nor an active differential.

In the development process, Audi attached particular importance to safety, in terms of which the Audi RS 3 LMS sets new standards. The extensive safety package includes

an FIA-conformant safety fuel tank, a safety cell for racing, the PS3 safety seat, FIA safety nets on both sides of the seat and a rescue hatch in the roof like the one used in the Audi R8 LMS.

Unlike many competitors, Audi Sport customer racing, in the Audi RS 3 LMS, has opted for a sedan, which means a classic touring car. In order to offer customers a race car with perfect aerodynamics, intensive wind tunnel tests were conducted with a so-called 60-percent model. They have resulted in aero components which are visually attractive as well. They are made of CFRP and contribute to the Audi RS 3 LMS achieving a dry weight of only 1,180 kilograms.

The development of the new Audi RS 3 LMS was launched at Audi Sport customer racing in April 2016. The approach used was primarily focused on the bodywork, the safety cage and the body shell. Like the GT3 category, the TCR class includes a Balance of Performance (BoP) rating. In pre-season rating tests, the TCR organization determines the individual performance potential of every race car and subsequently establishes vehicle weight, ride height and engine power output.

An attractive accessories package complements Audi Sport's offering for the 2018 season. Three new components are now available. Customers may order a particularly lightweight and durable Makrolon windshield that is also available with a heater. An electric air condition system using the Peltier effect now for the first time enables helmet cooling for the driver. Finally, the new, longitudinally adjustable pedal box together with the axially and vertically adjustable steering column allows optimum ergonomic adjustment of the Audi RS 3 LMS to all driver physiques. This pays off particularly in endurance races in which drivers of different heights frequently take turns at the wheel.

Technical data

Audi RS 3 LMS

As of February 2018

Model	Audi RS 3 LMS (2018)
Vehicle	
Vehicle	Touring car according to TCR regulations
Structure	Reinforced steel body with weld-in steel safety cell
Body	Carbon fiber, glass fiber and sheet steel
Engine	
Type	Four-in-line gasoline engine with direct injection, exhaust gas turbocharger with intercooler, four-valve technology, double overhead camshaft, DOHC, transversely mounted front engine
Exhaust emission control system	Oxygen sensor upstream of turbine (cylinder-selective sensor signal), steel racing catalytic converter
Engine management	Continental Simos 18
Engine lubrication	Wet sump
Cubic capacity	1,984 cc (bore x stroke 82.5 mm x 92.8 mm)
Power output	Up to 257 kW (350 hp) at 6,200 rpm
Torque	Up to 460 Nm at 2,500 rpm
Drive train/transmission	
Type of drive	Front-wheel drive
Clutch	Sintered multi-plate clutch
Transmission	Sequential 6-speed racing transmission, optional 6-speed double-clutch transmission S tronic with paddle shifters
Differential	Multi-plate limited slip differential, active limited slip differential for S tronic
Drive shafts	Constant velocity joint shafts
Suspension/steering/brakes	
Steering	Electric rack and pinion steering with modified soft- and hardware, steering wheel adjustable in height and longitudinal direction
Front suspension	McPherson struts with lower steel wishbones, aluminum swivel bearing, steel subframe, struts with coil springs and adjustable dampers, infinitely variable ride height, toe and camber, three-way adjustment of stabilizer
Rear suspension	Four-link rear suspension, dampers with coil springs (coil-over configuration), steel subframe, aluminum uprights, infinitely variable ride height, toe and camber, three-way adjustment of stabilizer
Brakes	Hydraulic dual-circuit braking system, with adjustable brake pressure distribution (front axle/rear axle), steel brake discs front (378 mm x 34 mm) and rear (272 x 12 mm)
Rims	Aluminum rims, front and rear 10 x 18 inches
Tires	27/65 x 18
Weight/dimensions	
Length/width/height	4,589 mm/1,950 mm/1,340 mm
Wheelbase	2,665 mm
Dry weight	1,180 kg/1,215 kg with S tronic
Fuel tank capacity	100 l
Performance	
0–100 km/h	Approx. 4.5 seconds
Top speed	265 km/h; 245 km/h with S tronic
Equipment	
Fire extinguishing system	OMP
Seat system	Audi Sport customer racing Protection Seat PS3
Refueling system	Production version with safety valve
Electrical system	Production version, modified for use in racing

* Established by BoP of the series organizer

The TCR category

Popular base for global touring car racing

TCR stands for “Touring Car Racing.” Since 2015, the category founded by the Italian Marcello Lotti has been evolving into a new base for touring car racing around the globe.

The nineties were the heyday of the Super Touring Cars (STW), which Audi Sport dominated with the Audi A4 quattro for some time, and with which the brand clinched seven championship titles around the world in 1996 alone. The successor category, S2000, was successful for many years as well and provided the basis for the FIA to sanction a World Touring Car Championship (WTCC). Over the years, it increasingly evolved into cost-intensive factory-backed motorsport. As a result, an entry-level category was lacking in touring car racing.

This was precisely what prompted Marcello Lotti to take action. The former WTCC promoter transferred the successful GT3 concept to touring car racing and founded the TC3 (Touring Car 3) from which the new TCR (Touring Car Racing) class emerged in 2015. That this resulted in more than twenty racing series being formed within a very short period of time emphasizes that a worldwide need existed for such a class.

“Our goal was to create a base again for touring car racing,” says Marcello Lotti. “The crucial part about it was to keep the costs for the cars low and to ensure equality of opportunity. We’re achieving this with a balance of performance rule. We’re convinced that more and more manufacturers are going to include the TCR category in their customer racing programs, and that the TCR will provide teams and drivers with an opportunity to get started in touring car racing.”

The new WTCR racing on four continents for the first time in 2018 is the highest-caliber TCR series. Most customers are focused on national or regional series such as the ADAC TCR Germany or the Italian Touring Car Championship in which Audi caused a sensation in the nineties with the Audi A4 quattro and drivers like Dindo Capello and Emanuele Pirro. Endurance races like the Nürburgring 24 Hours permit TCR vehicle entries as well. The TCR models can also compete in classes of individual racing series, for instance in the VLN Endurance Championship Nürburgring, the IMSA in the United States or the 24H Series.

TCR fielding opportunities

The TCR is gaining ground around the globe

In its fourth season, the TCR category is racing in more countries than ever before. Be it national, regional or international series – the trend is pointing upward.

International

WTCR	www.fiawtcr.com
24H Endurance Series	www.24hseries.com
24H TCE Series	www.24hseries.com

America

IMSA Continental Tire SportsCar Challenge	sportschallenger.imsa.com
Pirelli World Challenge TC	www.world-challenge.com
TCR Las Americas	www.facebook.com/tcrLasAmericas

Asia

TCR Asia	www.asia.tcr-series.com
TCR Endurance	www.supertaiky.com
TCR Korea	www.tcr-series.com
TCR Middle East	www.middleeast.tcr-series.com
TCR Thailand	www.thailandsuperseries.net

Europe

ADAC TCR Germany	www.adac-motorsport.de/adac-tcr-germany
Campeonato de España Resistencia	www.vlineorg.com/es/cer-gt/
TCR Baltic	www.tcrbaltic.com
TCR Benelux	www.tcrbenelux.eu
TCR China	www.tcrchina.com
TCR DSG Endurance	www.adriaraceway.com
TCR Europe	www.europe.tcr-series.com
TCR Italy	www.acisport.it/it/CIT/home
TCR Portugal	www.racingweekend.pt
TCR Russia	www.raf-rccs.ru
TCR Scandinavia	www.stcc.se
TCR Swiss Trophy	motorsport.ch/de/automobil/tcrswisstrophy
TCR UK	www.facebook.com/tcrukseries
VLN Endurance Championship Nürburgring	www.vln.de

Endurance races
24h Nürburgring

www.24h-rennen.de

A decade of customer racing

Audi's customer racing program was launched in 2009, so the anniversary year of 2018 marks the tenth full season of Audi Sport customer racing. Following the beginnings in the GT3 category and a race car concept for the VLN, the program, in 2015, expanded into the field of one-make cups. A race car for the TCR class followed at the end of 2016 and subsequently, in 2017, for the GT4 category. The customer program is firmly anchored on four continents and encompasses several hundred races per season.

Audi Sport customer racing's portfolio features greater variety than ever before. To teams and drivers in touring car racing, the Audi RS 3 LMS with output of up to 257 kW (350 hp) offers professional entry-level opportunities at moderate costs, both nationally and internationally. The Audi R8 LMS GT4 targets amateur drivers who wish to contest sprint or endurance races in an attractive, production-based sports car. Output of up to 364 kW (495 hp) guarantees sophisticated momentum appreciated by drivers and audiences alike. Finally, the GT3 model of the Audi R8 LMS marks the top of the line: overall victories in 12- and 24-hour races, title wins in the top national GT series, as well as in international or worldwide racing series, emphasize the qualities of the race car delivering up to 430 kW (585 hp).

“Audi Sport has evolved into one of the most attractive vehicle suppliers in international customer racing,” says Michael-Julius Renz, Managing Director of Audi Sport GmbH since March 1. “Our product range thrills teams, drivers and fans around the globe. The commercial and racing successes confirm the focus of our program that is now able to celebrate its tenth anniversary.”

More than 200 deliveries of the GT3 model, more than 100 TCR race cars and production of the GT4 model launched in December 2017 stand for an economically successful program that has become firmly established in the whole world. Four satellites – two in Asia, one in Australia and one in North America – cover regional support of the teams while Audi Sport customer racing based in Neuburg an der Donau takes care of the European markets.

Contact details

Communications

Audi Sport customer racing

Eva-Maria Becker

Communications

Audi Sport customer racing

Tel

+49 (0)841 89-33922

Cell/mobile

+49 (0)173 9393522

E-mail

eva-maria.becker@audi.de

Texts, photographs

www.audi-mediacyenter.com

News via Twitter

@audisport