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Communications
Audi Sport customer racing
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MOTORSPORT INFORMATION

Audi RS 3 LMS (2019)

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Audi in the TCR

Audi RS 3 LMS – TCR Model of the Year

The Audi RS 3 LMS starts to its third season full of vigor. Around the world, drivers in 2017 and 2018 won six drivers' titles, plus 17 victories were scored in various classes of individual racing series. A special recognition was won in an international comparison across the entire 2018 season: the Audi RS 3 LMS as "TCR Model of the Year" prevailed against the worldwide competition of all manufacturers of TCR race cars.

376 podium finishes worldwide, including 151 victories – this is the global track record of the Audi RS 3 LMS after only two years. "In an international comparison, these are outstanding statistics in an intensely competitive environment," says Chris Reinke, Head of Audi Sport customer racing. "Since we've been in the field new manufacturers have joined, which means that the TCR category continues to be headed for growth. The competition is becoming increasingly fierce on the racing and technical levels as well." For the 2019 season, the race cars from 13 manufacturers are admitted to run in the TCR.

The variety of brands is one of the major fortes of the entry-level touring car class. Favorable purchasing prices and cost of ownership plus thrilling races are further advantages. Due to the close kinship between the race cars and the corresponding production models, fans can easily identify with TCR racing.

Many countries around the globe have long discovered the TCR category for themselves and more are still joining. The WTCR – FIA World Touring Car Cup incepted in 2018 is the leading international series. Starting in 2019, the TCR Australia, the TCR Japan, the TCR DSG Endurance Touring Car Championship in Italy and the TCR Malaysia enhance the portfolio. The Canadian Touring Car Championship is sanctioning a dedicated TCR class in 2019 for the first time. In addition, there are the existing national and regional series in America, Europe and Asia most of which are designed as sprint series. In pure TCR series, the models compete for overall victories, plus many other racing series have categories for TCR race cars which, in this case, battle for class victories. Hill-climb races, as well as major stand-alone events like the TCR Spa 500 planned for the first time in 2019 and the 24 Hours of Nürburgring complete the wide range of fielding opportunities.

The Audi RS 3 LMS for the 2019 season with up to 257 kW (350 hp) depending on the regulations features proven technology and with extensive safety devices sets standards in this area.

Within the first two years, Audi Sport as part of the Group completed as many as 160 RS 3 LMS cars at the Martorell site. About two thirds of the customers opted for the version with a sequential transmission selling for 129,000 euros (excl. VAT), one third for the model with an S tronic double-clutch transmission selling for 109,000 euros (excl. VAT). For logistics, parts supply and on-site support, buyers can use comprehensive customer services. These are tangible benefits that convince more and more teams. Consequently, in 2019, many customers are again representing Audi Sport customer racing in the TCR category around the globe.

“Made the right decisions”

The Head of Audi Sport customer racing talks about the prospects for TCR racing and the Audi RS 3 LMS.

In 2019, the Audi RS 3 LMS is contesting its third racing season. What developments are you expecting?

The trend continues to be positive. More than 150 race victories for our car, plus the “TCR Model of the Year” title, and in the face of a large variety of brands and continuously growing competitive pressure – the development of the TCR category and the position of the Audi RS 3 LMS in this environment have been positive. Economically, the project with 160 race cars in the first 24 months has seen a good development as well. We made the right decisions at the right time.

How competitive is the Audi RS 3 LMS in view of the increasingly large number of models and younger cars of the competition?

Two basic factors are decisive: the qualities of a race car and its rating by the regulations. Not only the number of its victories, but also the diversity of the competitions in which it is successful, show how good the Audi RS 3 LMS is. Our touring car is equally well suited for sprints and long distances in circuit racing as for track days and hill-climb events. With its many successes in national competitions, six victories and a total of 17 podium finishes in the FIA WTCR plus the “TCR Model of the Year” title, the Audi RS 3 LMS has been successful around the world. As far as the rating is concerned, the officials are faced with the task of balancing more than a dozen different race cars for the diverse types of tracks. That’s never easy and requires a very careful approach.

What makes the TCR category so attractive for customers?

The cost-benefit ratio is arguably unique in a worldwide motorsport comparison: For a selling price that starts at 109,000 euros (excl. VAT) customer teams get a ready-to-race car that has been developed, designed and tested for racing by an automobile manufacturer, plus worldwide parts supply and an on-site supporting concept that provides assurance. On the one hand, young up-and-coming drivers can prove their talent in this model and on the other it’s equally well suited for gentlemen drivers who enjoy touring car racing. The fact that the TCR category is so widely spread is another benefit: our customers can compete in the RS 3 LMS in practically all parts of the world, plus the large number of markets make a potential resale of this type of race car easier as well.

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.

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 unchanged too. In the TCR version, the power plant delivers up to 257 kW (350 hp). 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 S tronic double-clutch 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 Sport 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 PS 3 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.

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.

For the RS 3 LMS, Audi also offers an attractive accessories package that encompasses three components. 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 enables helmet cooling for the driver. Finally, the 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 April 2019

Model	Audi RS 3 LMS (2019)
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 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 PS 3
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

Versatile touring car for club racing

The TCR category that stands for “Touring Car Racing” has existed since 2015. With it, the Italian Marcello Lotti has created a platform that has made its way into worldwide touring car racing.

Unforgotten are the days of the Super Touring Cars (STW): Audi, with the A4 quattro, in the nineteen-nineties was one of the protagonists in this class and in 1996 alone celebrated seven worldwide championship wins. Subsequently, the S2000 and TC1 categories followed for which the FIA sanctioned a World Touring Car Championship (WTCC). Escalating budgets meant that the TC1 almost made only cost-intensive factory-backed racing possible anymore. An entry-level category was lacking and Marcello Lotti filled this gap with the TCR regulations. Within a very short period of time, more than 20 racing series for TCR models emerged.

Low costs of less than 130,000 euros for a ready-to-race touring car that is also able to handle endurance racing distances are equally attractive for teams in club and top-tier racing. The balance of performance and the compensatory weight are intended to maximize equality of opportunity between the race cars of the 13 manufacturers.

Since 2018 the WTCR – FIA World Touring Car Cup has been the highest ranking international TCR series. Many customers are active in national series, plus there are continental series such as the TC America, TCR Europe, TCR Asia and TCR Australia. In addition to pure TCR series, a number of other championships have established classes for TCR race cars such as the VLN Endurance Championship Nürburgring and the DMV GTC in Germany, the Canadian Touring Car Championship, the Super Taikyu Series in Japan and the 24H Series, which extends across three continents. The new TCR DSG Endurance in Italy is special in that it is reserved to race cars from Audi, Cupra and Volkswagen that rely on the double-clutch transmission from the Volkswagen Group.

TCR fielding opportunities

TCR continues to be headed for growth

In its fifth season, the TCR category is expanding its presence once more: Aside from regions already covered such as America and many European and Asian countries, Australia is hosting a TCR series of its own for the first time. New championships such as an endurance racing series in Italy, a sprint racing series in Japan and the TCR Ibérico for Spain and Portugal enhance the fielding opportunities in previously represented regions.

Asia

TCR Asia	www.asia.tcr-series.com
TCR China	www.tcrchina.com
TCR Endurance	www.supertaiky.com
TCR Japan	www.tcr-japan.jp
TCR Korea	www.tcr-korea.com
TCR Malaysia	www.asia.tcr-series.com
TCR Middle East	www.middleeast.tcr-series.com
TCR Thailand	www.thailandsuperseries.net

Australia

TCR Australia	www.tcraustralia.com
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Europe

ADAC TCR Germany	www.adac-motorsport.de/adac-tcr-germany
Campeonato de España Resistencia	www.vlineorg.com/es/gt-cer
DMV GTC	www.dmv-gtc.de
Eset V4 Cup	www.eset-v4.com
FIA CEZ	www.cez-motorsport.com
TCR Baltic	www.tcrbaltic.com
TCR Benelux	www.tcrbenelux.eu
TCR DSG Endurance	www.acisport.it/campionati/TCREndurance/Monza
TCR Europe	www.europe.tcr-series.com
TCR Ibérico	www.facebook.com/TCRIberico
TCR Italy	www.acisport.it/it/CIT/home
TCR Russia	www.raf-rdrs.ru
TCR Scandinavia	www.tcr-series.com
TCR Spa 500	www.24hseries.com/2019/tcr-spa-500/start

TCR Swiss Trophy	motorsport.ch/de/automobil/tcrswisstrophy
TCR UK	www.tcruk.co.uk
VLN Endurance Championship Nürburgring	www.vln.de

International

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

Endurance races

24h Nürburgring	www.24h-rennen.de
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North America

Canadian Touring Car Championship	www.touringcar.ca
IMSA Michelin Pilot Challenge	michelinpilotchallenge.imsa.com
TC America	www.world-challenge.com

South America

Endurance Brasil	www.endurancebrasil.com
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Partners

The partners of Audi Sport customer racing

Audi Sport customer racing cooperates with two strategic partners in its TCR racing program.

OZ Group

OZ is an Italian company with global distribution and a multibrand marketing strategy. Its main headquarters and production facility are in Italy (San Martino di Lupari, Padua), and it sells light alloy wheels through a global network of branches and qualified sales partners. OZ symbolizes Italian excellence in the world of wheels and is a major supplier to multiple sectors, including motor racing, aftermarket, motorbike, and OEM with custom projects for luxury automakers.

Ravenol

Ravenol is the brand name of Ravensberger Schmierstoffvertrieb GmbH that was founded in 1946 in Westphalia, Germany. Initially the company restricted its activities to the manufacture and sale of monograde engine oils and a selection of industrial cleaning products. Nowadays, motorists and many businesses from the automotive, engineering, steel and construction sectors, as well as mining, agriculture and transport companies rely on Ravenol-branded oils and lubricants, and Ravenol products are now available in over 80 countries.

Worldwide program

Audi's customer racing program began in 2009. Initially, Audi Sport customer racing with the R8 LMS focused on the globally growing GT3 category. In 2011, the Audi TT RS complemented the portfolio. For the 2015 season, the Audi Sport TT Cup was added and at the end of 2016, the teams were able to purchase the Audi RS 3 LMS for the TCR touring car class for the first time. Since the end of 2017, the Audi R8 LMS GT4 has been an additional pillar of the customer racing program.

The portfolio of Audi Sport customer racing is diverse, and the product range modern and closely oriented to the needs of the teams. The Audi RS 3 LMS delivering up to 257 kW (350 hp) nationally and internationally offers professional opportunities to enter touring car racing at moderate costs. 2019 marks its third season. The Audi R8 LMS GT4 targets amateur drivers who would like to contest sprint or endurance races with an attractive, production-based sports car. In 2018, its debut year, teams won ten worldwide titles with the sports car that delivers up to 364 kW (495 hp). The GT3 model of the Audi R8 LMS presents itself as a new version in 2019. The race car delivering up to 430 kW (585 hp) is available as an evolution. Now offering even better drivability, the top-end model is intended to continue its string of success. Drivers of the first two generations of the Audi R8 LMS have won 63 overall driver titles in total since 2009. The track record includes 80 additional drivers', teams' and manufacturers' titles in class.

As a result, Audi is one of the most attractive manufacturers in international customer racing. Between 2009 and 2018, Audi Sport customer racing built a total of 563 race cars. Since 2015, Audi Sport customer racing presented at least one new or updated model each year. The brand with the four rings intends to continue this rhythm in the future. The program that is both a racing and business success has become firmly established around the globe. In addition to the products, support is another key selling point for many teams: five contractual partners – two in Asia, one in Australia, one in the United States and one in Canada – cover the regional supply and support to the teams while Audi Sport customer racing based in Neuburg an der Donau takes care of the European markets.

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