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Audi in the WEC 2015

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Please refer to the list at the end of this press kit for a summary of the combined consumption values of all the models mentioned and available on the German market.



Audi in the WEC 2015

Audi targets 14th Le Mans victory

The tension rises: for the first time in the FIA World Endurance Championship WEC, four automobile manufacturers fight for overall victories during the 2015 season. Audi aims to win the title for the third time after 2012 and 2013 triumphs. At the season highlight, the 24 Hours of Le Mans, the brand with the four rings targets its 14th victory since the 2000 season. Audi Sport prepares for this with a substantially further developed R18 e-tron quattro.

The significance of the FIA WEC continues to rise in its fourth season. For the first time with four automobile manufacturers committed to the LMP1 category, and other brands in the remaining classes, the world championship is more popular than ever before among the largest companies in the automobile industry. The number of spectators grew by approximately 18 per cent to 561,300 visitors attending eight race tracks worldwide, the total number of accredited media increased by almost 15 per cent to 3,995 last year. The regions in which Audi competes in the 2015 FIA WEC are particularly valuable and important: in each of the eight markets Belgium, China, France, Germany, Great Britain, Japan, the Middle East and in the USA, Audi increased its sales last year. The average value per country was 8.3 per cent; the total in these countries is 1,306,830 automobiles. This equates to 75 per cent of all Audi models delivered worldwide in 2014. The WEC features a race in Germany for the first time in 2015. Round four is held at the Nürburgring on August 30.

“The Audi was the brand in the FIA World Endurance Championship WEC from the very beginning,” says Head of Audi Motorsport Dr. Wolfgang Ullrich. “In 2012 we were the first LMP1 manufacturer to commit to the WEC. In addition, we were the most successful brand claiming two world championship titles and achieving 13 race wins in 24 races since the World Championship was founded three years ago. We are pleased that the increasing number of opponents are of exceptionally high quality. We continued our technological pioneering role at Le Mans: after Audi was the first brand to win with diesel power in 2006, even today we are still the only manufacturer to have won with a hybrid powertrain. The Audi R18 e-tron quattro is unbeaten at Le Mans since 2012. We have done everything possible in preparation for 2015 to be able to continue this winning form.”



From the technological viewpoint on the R18 e-tron quattro, Audi has developed the hybrid drive, aerodynamics and how the car manages its tires. The engineers have doubled the hybrid energy – meaning the amount of energy that the racecar can recuperate during braking. In the future, 4 instead of two megajoules are available at Le Mans. The electric motors on the front axle, which convert this energy, now produce over 200 kW (272 hp), around 17 per cent more than last year.

For Audi, this new hybrid class goes hand in hand with a lower amount of diesel fuel – as the regulations stipulate. Although the V6 TDI power plant now receives 2.5 per cent less fuel, Audi has overcompensated for this disadvantage and achieves a performance level of over 410 kW (558 hp). This results in the hybrid sportscar's system producing a temporary combined total power of 610 kW (830 hp). The new car's aerodynamics also underwent significant development. In parallel, the engineers and tire partner Michelin devoted even more attention to reducing the tire wear and to optimizing rubber performance and efficiency for this year.

The Audi team's driver line-up has changed slightly since the retirement of record nine-time Le Mans winner Tom Kristensen. The current Le Mans winners and 2012 World Champions Marcel Fässler/André Lotterer/Benoît Tréluyer (CH/D/F) compete together for the sixth consecutive year together for Audi. Lucas di Grassi (BR) and Loïc Duval (F), the World Champion in 2013, share a cockpit for the first time with Oliver Jarvis (GB), who has already competed three times at Le Mans for Audi. Audi Sport Team Joest will field a third hybrid sportscar in the 6 Hours of Spa and the 24 Hours of Le Mans. Like last year, Filipe Albuquerque (P) and Marco Bonanomi (I) are signed. René Rast supports them for the first time. The young German launched a remarkable motorsport career in the Volkswagen Group, winning the 24-hour races at the Nürburgring and Spa and is now promoted to Audi's LMP program.



Interview

Chris Reinke: “Fresh emphasis for 2015”

The Head of LMP at Audi Sport explains the targets for 2015.

You unveiled an evolution of the Le Mans winning Audi R18 e-tron quattro for 2015. Why?

Only in 2014 did the FIA WEC introduce fundamentally new and revolutionary efficiency regulations. These regulations provide plenty of scope for improvement. None of the manufacturers involved exploited the limits of the various energy classes available in 2014. We concentrated on further development and doubled the amount of energy generated by our hybrid system from two to four megajoules. We also attached greater importance to the aerodynamics, because we see considerable potential in this area. Even after the first tests our drivers confirmed that the re-engineered racecar feels like a new model.

Audi was strong at Le Mans last year and celebrated a one-two finish, but did not win the FIA World Endurance Championship WEC. How do you aim to win Le Mans this year and fight for the WEC title?

Audi has won Le Mans 13 times. We know very well that it's impossible to plan a victory there. We'll do everything to have three R18 e-tron quattro on the grid perfectly prepared and to the highest technical level – with three driver teams that can also do their jobs faultlessly under pressure. A good strategy, a strong team performance, the weather and a portion of luck are just some of the other factors that play a role in this complex race. We have developed different aerodynamic configurations for the WEC again this year. In this way, we can better adapt to the respective demands. A fundamental reason for the title escaping us last year were the points lost at Silverstone. We set the fastest laps there in qualifying and the race, but at the season opener, we had to digest the first and only non-finish ever in the WEC. Whoever wants to fight for the title must do everything to avoid such a situation.

The rules are not an advantage for the Audi R18 e-tron quattro. How difficult will it be this year?

The responsible parties in the FIA, WEC and ACO have the difficult task of balancing completely different technical concepts – including diesel and gasoline engines. The regulations are formalized in such a way that no changes to the classification are



planned before Le Mans. Afterwards adaptations are permitted to the newly homologated vehicle generation. We hope that the TDI engine is classified competitively so that we can win races. Four manufactures fight against one another in the LMP1 class this year. We hope to see some eventful and unpredictable races.

The Audi Sport driver line-ups have been reshuffled slightly. What does this mean?

In fact, two of our three teams have never competed together. Only Marcel Fässler, André Lotterer and Benoît Tréluyer form the same team for the sixth consecutive year. If you look more closely at the changes, they have less of an impact than you think. After our Le Mans legend Tom Kristensen retired, a seat became free alongside Loïc Duval and Lucas di Grassi. Oliver Jarvis, who competes at Le Mans for the fourth time with us this year, complements Loïc and Lucas perfectly. As a result, a generation change at Audi is now complete; after Dindo Capello and Allan McNish, Tom Kristensen became the third driver of this successful trio to retire at the top of his game. Filipe Albuquerque and Marco Bonanomi drive the third car together at Le Mans for the second time. They know each other for many years from the Audi Sport customer racing GT program. Marco won a GT title in Italy with help from Filipe. René Rast also comes from this environment and gets on famously with his two new team mates. He finished his Le Mans debut in 2014 fourth in his class. In this respect, the squad has much more experience than it would appear at first glance.

The WEC competes in Germany for the first time in 2015. What do you expect?

All endurance racing fans can really indulge themselves when sportscars race at the Nürburgring. For around 30 years, there was a great tradition of 1,000-kilometer races in the Eifel. Unfortunately, over the last two decades sport prototypes have only raced intermittently at the Nürburgring – Audi won here in 2004. We hope that as many spectators as possible will take up this attractive offer and support us at the track. For us, the race in the Eifel on August 30 is the end of the first half of the season before we leave Europe for the four overseas races on the calendar. Obviously, we want to leave Europe to start the overseas season with a good result in front of our home crowd.



The brand Audi Sport

Audi Sport – attribute for sportiness

Audi Sport has been responsible for the success of the four rings in motorsport for 35 years. From the legendary original quattro for the World Rally Championship in 1981, to the latest Le Mans Prototypes and DTM racecars, every racecar was developed at Audi Sport in Ingolstadt. From the motorsport department of AUDI AG, a dedicated brand has grown, under which the company rolls out its entire racing expertise.

When the sport department relocated to the new Competence Center Motorsport (CCM) in Neuburg last autumn, it was also the beginning of a new era: this division of the Technical Development at Audi, under the direction of Head of Motorsport Dr. Wolfgang Ullrich in Neuburg, is responsible for the factory motorsport programs in the FIA World Endurance Championship (WEC) and the DTM.

Audi Sport customer racing is also based in Neuburg since 2015. Romolo Liebchen is responsible for the successful Audi R8 LMS GT3 sportscar.

The 'Audi Sport' brand also includes the Neuburg based Audi driving experience and, with immediate effect, the most sporty Audi production models developed by quattro GmbH: the Audi R8*, the second generation of which is launched in summer 2015, and the steadily growing range of RS models currently consisting of the RS 3, RS Q3, RS 4, RS 5, RS 6 and RS 7.

Since last year, the Audi Sport logo with its distinctive red rhombus is becoming increasingly visible on race tracks and in advertising. The next step follows in 2015 with the systematic introduction of the 'Audi Sport' brand in the retail market. "Audi Sport represents successful motorsport, pioneering technologies and sportiness combined with top performance," says Horst Hanschur, Head of Marketing Strategy at Audi. "It was a logical step to offer customers our sportiest production models with this attribute in the future. After all, there is no other automobile manufacturer where the technology transfer between motorsport and production is more consistent and direct than at Audi."



Technology transfer

From motorsport to the road

Audi uses motorsport to develop technology for the road – since 1980. The four-wheel drive in the first Audi quattro was gradually introduced into all the Audi production line models. For 16 years now, Audi has also developed groundbreaking technologies at Le Mans which are relevant for the end user.

Example 1: FSI technology debuted at Le Mans in 2001. The Audi R8 LMP racecar won the four endurance classics in 2001, 2002, 2004 and 2005. The petrol direct injection allows more precise throttle response and reduces fuel consumption. Since Audi introduced this technology into production, it has helped to reduce CO₂ emissions a million fold in road traffic.

Example 2: TDI technology was Audi's next pioneering achievement at Le Mans. The brand became the first manufacturer to win the 24-hour race with diesel power. Audi has driven the combination of dynamic and economy to its peak through technical development. The combustion process becomes ever more efficient, also thanks to the increasing injection pressures. The injectors used in motorsport currently operate at a pressure of 3,000 bar.

Example 3: The hybrid drive e-tron quattro debuted at Le Mans in 2012. Audi won the 24-hour race three times in succession with this technology. The energy recuperation helps the LMP racecar achieve even greater efficiency. Between 2006 and 2014, Audi reduced the TDI engine's fuel consumption by 38 per cent at Le Mans, while the lap times today are significantly better than then. In 2014, the first e-tron production model, the Audi A3 Sportback e-tron*, made its debut.

Example 4: The light technology does not only make racing easier. Matrix LED headlights have illuminated the way for the drivers at Le Mans since 2012. The Audi Laserlight was added in 2014. These herald a bright future which improve the active safety and also help the brand's customers in road traffic. Production cars are now equipped with both technologies.



Audi R18 e-tron quattro

New Audi R18 e-tron quattro even more efficient

Audi starts the 2015 season with a fundamentally re-engineered R18 e-tron quattro. Audi will now compete with an even more efficient hybrid sportscar in the 4-megajoule class in the FIA World Endurance Championship WEC and in the highlight of the season – the 24 Hours of Le Mans.

Twice as much hybrid energy, fundamentally revised aerodynamics, the next step in lightweight design and a lot of detail work characterize the latest fifth generation Audi R18. “The possibilities within the regulations, which are valid for LMP1 sportscars since 2014, are by no means exhausted. They contain so much potential that freedom for future developments exist,” says Jörg Zander, the new Head of Technology at Audi Sport. “We expect that the technological progress resulting from the fierce competition between the four automobile manufacturers now committed to the series will be reflected in much faster lap times this season, and with the benefit of less fuel consumption.”

The R18 e-tron quattro is visibly different from its predecessor, even though its basic structure is closely related to the previous car. The fresh look results from the way the airflow is channeled around and through the front end, in the area of the sidepods and at the rear of the LMP1 prototype. Large air intakes integrated in the front wheel arches reduce the drag created by the bodywork, and result in a completely new headlight design. The light units are equipped with Matrix LED technology combined with the Audi Laserlight – two innovations that improve active safety in road traffic and which can now be ordered by Audi customers for their production cars.

While Audi adopted the monocoque, the racecar’s central safety cell, from the previous model, the front canopy, front wing and wheel arches were redesigned. Because this bodywork component also included the front crash structure, Audi completed a new crash test for the 2015 season. Modified airflow through the sidepods and a new cooler layout for the engine and hybrid system further optimizes aerodynamic drag. The engine cover, which wraps the power unit even more tightly and which tapers off significantly directly behind the cockpit, also contributes to reducing drag.



Audi also prepares two bodywork versions for the various tracks on the FIA WEC calendar again this year. Combined with optimized suspension and in close cooperation with tire partner Michelin, Audi has further improved the efficiency of its sports prototype.

Hybrid pioneer Audi also takes the next step in the area of energy recuperation. The company is the only manufacturer to date to have won the Le Mans 24 Hours with a hybrid sports car. The R18 e-tron quattro is unbeaten in the French endurance classic since 2012. For this year, the engineers have doubled the amount of recuperated energy from two to 4 megajoules per lap at Le Mans. Energy is recuperated during braking; this energy is subsequently fed back to the front axle under acceleration. The electric motor that performs this task now produces more than 200 kW (272 hp), which is a significant increase compared to last year. For this reason, Audi has also increased the capacity of the energy accumulator. The fully enclosed flywheel energy storage system mounted in the cockpit alongside the driver stores up to 700 kilojoules of energy, which it subsequently releases to the electric motor – which is about 17 per cent more than in 2014.

Despite these performance increases, Audi has achieved the minimum weight of only 870 kilograms in this the most complex racecar category currently in existence worldwide. However, the improved hybrid power goes hand in hand with a restriction for the combustion engine. The sporting regulations stipulate an even lower fuel energy amount if the engineers opt for higher hybrid output. As a result, the R18 e-tron quattro must manage with 2.5 per cent less diesel fuel per lap than in 2014.

Not least for this reason, Audi Sport initiated lots of detail work as it further developed the four-liter V6 TDI engine to achieve the ideal consumption values. The engine which is arguably the most efficient unit in the field now produces 410 kW (558 hp). Thanks to the optimized consumption, the developers managed to overcompensate for the power loss resulting from the reduced fuel quantity. Another new rule this year, only five engines per racecar can be used throughout the entire season. The even more economical power plant continues a major trend. Audi's TDI engine debuted at Le Mans in 2006 and had recorded eight victories by 2014. While lap times continually improved, fuel consumption decreased by 38 per cent over the same period.

As a result, the latest generation R18 emphasizes in many areas the purpose that motorsport fulfils at Audi. Since the first Audi quattro in 1980, the brand has



consistently used circuit racing and rallying to develop future technologies before subsequently introducing them into production – from quattro four-wheel drive to TFSI petrol direct injection, the further development of TDI engines and innovations such as the Matrix LED light and Audi Laserlight. At the Geneva Motor Show in March, Audi unveiled two other innovations related to motorsport. For the first time, the brand showcased a hybrid model, the Q7*, which combines the e-tron quattro principle with a TDI engine. In addition, the new R8* is the first model featuring the Audi Space Frame in a multi-material construction format. In addition to aluminum, the frame includes a component made of carbon fiber reinforced plastics (CFRP), a material that is now indispensable in racing.



Technical data Audi R18 e-tron quattro (2015)

Version: March 2015

Modell	Audi R18 e-tron quattro (2015)
Vehicle	
Vehicle type	Le Mans Prototype (LMP1)
Monocoque	Carbon fiber composite (CFC) with aluminum honeycomb and Zylon side panels, tested according to the strict FIA crash and safety standards, rear CFC crasher
Battery	Lithium ion battery
Engine	
Type	Audi TDI, turbocharged 120° V6, 4 valves per cylinder, 1 Garrett VTG turbocharger, diesel direct injection TDI, fully stressed aluminum crankcase
Cubic capacity	4,000 cc
Power output	Over 410 kW (558 hp)
Torque	Over 850 Nm
Hybrid system	
Type of accumulator	Electric flywheel accumulator, GKN, usable storage capacity over 700 kJ
Motor Generator Unit (MGU)	One MGU on front axle, water cooled with integrated power electronics, over 200 kW
Drivetrain / transmission	
Drive system	Rear wheel drive, traction control (ASR), four-wheel drive e-tron quattro in hybrid mode
Clutch	Carbon clutch
Gearbox	Sequential, electrically activated 7-speed racing gearbox
Differential	Limited-slip rear differential
Gearbox housing	CFRP with titanium inserts
Driveshafts	Constant velocity sliding tripod universal joints
Suspension / steering / brakes	
Steering	Electrically assisted rack and pinion steering
Suspension	Front and rear double wishbone independent suspension, front pushrod system and rear pullrod system with adjustable dampers, twin wheel tethers per wheel
Brakes	Hydraulic dual circuit brake system, monobloc light alloy brake calipers, ventilated carbon fiber disc brakes front and rear
Wheels	OZ forged magnesium wheels
Tires	Michelin radial, front: 31/71-18, rear: 31/71-18
Weight / dimensions	
Length	4,650 mm
Width	1,900 mm
Height	1,050 mm
Minimum weight	870 kg
Fuel tank capacity	54.2 liters



Driver line-up

Four World Champions and five Le Mans winners

Audi has nominated nine race drivers and one reserve driver for the 24 Hours of Le Mans. Numerous victories in the FIA World Endurance Championship WEC and the DTM as well as the 24 Hours of Le Mans unite the team.

“Over the years, we have repeatedly seen just how important it is that the team not only performs strongly, but also gel with each other and support one another as well,” says Head of Audi Motorsport Dr. Wolfgang Ullrich. “I’m convinced that we have forged a good team again for 2015.”

A glance at their racing careers indicates just how good the understanding is between the current drivers, and just how closely their successes are interwoven. The drivers boast a combined total of no less than eleven Le Mans victories, distributed between Marcel Fässler, André Lotterer, Benoît Tréluyer, Loïc Duval and reserve driver Mike Rockenfeller. The four first-mentioned were already FIA WEC World Champions, the latter adds a DTM title as well as 24-hour race wins at the Nürburgring and at Daytona to the record. Fässler/Lotterer/Tréluyer have won Le Mans three times since 2011. Oliver Jarvis claimed victory in the 12 Hours Sebring and a class win in the 24 Hours of Daytona with Audi. One of his team mates at Daytona was Filipe Albuquerque, who also clinched the Italian GT Championship runner-up title with Audi and won the prestigious Race of Champions. His team mate at that time, Marco Bonanomi, won the 2011 title in Italy at the wheel of an Audi R8 LMS. In turn, they both know their new team mate René Rast exceptionally well from Audi’s GT program. In 2014, the German won the 24-hour races at the Nürburgring and Spa and was ADAC GT Masters Champion in an R8 LMS ultra.

Fässler/Lotterer/Tréluyer contest the entire WEC season with start number 7. They enter their sixth season together at Audi. Historically, only one driver line-up under the sign of the four rings has lasted longer: Dindo Capello/Tom Kristensen/Allan McNish were a team for six-and-a-half years between 2006 and 2012. Lucas di Grassi/Loïc Duval/Oliver Jarvis share the cockpit in number 8. Audi Sport Team Joest enters a third race car with number nine in the 6 Hours of Spa and the 24 Hours of Le Mans for Filipe Albuquerque/Marco Bonanomi/René Rast.



Filipe Albuquerque

Never give up

Filipe Albuquerque will celebrate his 30th birthday on the Saturday of the Le Mans weekend. He has driven for Audi since he was 25 years old and began his sportscar career last year after three years in the DTM.

It's typical for Filipe Albuquerque that he completed the change from touring cars to Le Mans Prototypes focused yet relaxed. "I'm looking forward to developing my abilities and to giving my career a new direction," said the Portuguese when he was finally given the opportunity to break into the sportscar scene after a stint in formula racing and in Audi DTM touring cars. He collected his first experience at the wheel of an Audi R18 e-tron quattro in the 6 Hours of Spa, the 24 Hours of Le Mans and during many tests. In parallel to this, he finished runner-up in the European Le Mans Series with privateer team Jota Sport.

To the question, what was the best advice he ever received, Albuquerque answers: "Never give up". Hardly any other motto characterizes the 1.74-meter tall racing driver than these three words. The Portuguese who comes from the university city Coimbra always tackles every challenge positively, is normally seen with a smile on his face, and is one of the most sociable and communicative people on the motorsport scene. When he enters a new environment, he also tries to get familiar with any new aspect as quickly as possible away from the track. For him, it was perfectly natural to learn German when he came to Audi. Just how deep the passion for new challenges is rooted in his character, is shown by his answer to the question about which historical event he would like to have witnessed: "I would love to have travelled on a voyage of discovery with the medieval sailor Vasco da Gama."

His partner Joana provides the necessary balance in his private life and an escape from the hectic activity of motorsport. He especially values the fact that she is a talented chef. "Everything that she cooks tastes fantastic. But her salmon is very tasty," raves the racing driver. Filipe Albuquerque also nurtures his love of culinary delights: the Argentinian star chef Chakall is one of his close friends.



Profile

Filipe Albuquerque (P)

Date of birth: June 13, 1985

Place of birth: Coimbra (P)

Place of residence: Coimbra (P)

Marital status: single

Height/weight: 1.74 m/65 kg

Motorsport since: 1994 (Audi driver since 2011)

Le Mans starts: 1

Sporting career

1994-2004 Kart

1998 1st in Iniciados class in Portugal Cup, 2nd in Iniciados Class in National Kart Championship

2000 3rd in Portugal Cup, 3rd in National Kart Junior Championship

2002 2nd in European ICA Kart Championship, 2nd in Italian ICA Kart Championship

2003 10th in Formula A Kart World Championship

2005 3rd in German Formula Renault, best rookie; 5th in Formula Renault Eurocup, best rookie; 6th in Spanish Formula 3 Championship, best rookie

2006 1st in Formula Renault NEC, 1st in Formula Renault Eurocup

2007 4th in World Series by Renault 3.5, best rookie; two races in GP2, Formula 1 test driver for Red Bull and Toro Rosso

2008 Four races in A1GP Series

2009 3rd in A1GP Series, 1st in Race of Champions Iberia, two races in Italian GT Championship (Audi R8 LMS)

2010 1st in Race of Champions, 2nd in Italian GT Championship (Audi R8 LMS)

2011 12th in DTM (Audi A4 DTM)

2012 11th in DTM (Audi A5 DTM)

2013 18th in DTM (Audi RS 5 DTM), 1st in GT class Daytona 24 Hours (Audi R8 GRAND-AM)

2014 Le Mans 24 Hours (Audi R18 e-tron quattro), 6th in Spa 6 Hours (Audi R18 e-tron quattro), European Le Mans Series, 22nd in FIA World Endurance Championship WEC (Audi R18 e-tron quattro)

2015 Spa 6 Hours, Le Mans 24 Hours (Audi R18 e-tron quattro), European Le Mans Series



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Marco Bonanomi

Fit for any challenge

Marco Bonanomi has been involved in Audi's LMP program since 2011. For the 2015 season, the Italian feels fitter than ever.

The likelihood of seeing Marco Bonanomi exhausted after a sportscar race is almost zero. The 30-year old Audi driver knows very well how important physical fitness is in motorsport. His training is correspondingly intensive. "I've worked on my fitness program again to be perfectly prepared," says Bonanomi. "I focused on triathlons over the winter." The Audi driver complements this stamina discipline with similar types of competition. In March, he completed a duathlon, which combines the disciplines cycling and running.

In addition to testing for Audi, Marco Bonanomi contests the two FIA WEC races at Spa and in Le Mans. However, his personal race calendar includes another eleven races between April and October, because the R18 e-tron quattro is not the only Audi racecar he drives. The Italian contests every round of the Blancpain Endurance Series as well as the Blancpain Sprint Series, two of the world's most challenging GT3 racing championships, with the I.S.R. team from the Czech Republic.

Alongside the tough sporting demands and the speedy world of motor racing, there is also another side to Marco Bonanomi. Before starting his professional motorsport career, he trained as a graphic designer. A social commitment also typifies his personality. The Italian advertises for Cancro Primo Aiuto, a charitable cancer aid organization from Lombardy.



Profile

Marco Bonanomi (I)

Date of birth: March 12, 1985

Place of birth: Lecco (I)

Place of residence: Colle Brianza (I)

Marital status: single

Height/weight: 1.76 m/69 kg

Motorsport since: 1998 (Audi driver since 2011)

Le Mans starts: 2

Sporting career

1998-2000 Kart

1998 4th in 60 cc class in Italian Kart Championship

1999 4th in 100 cc class in Italian Junior Kart Championship

2000 1st in 100 cc class in Italian Allstars Kart Championship

2001 4th in Formula Renault 2000 Winter Series

2002 Formula Renault 2000 Championship

2003 4th in Italian Formula 3 Championship

2004 Formula 3 Euro Series

2005 11th in Formula 3 Euro Series

2006 2nd in Formula 3000 Euro Series

2007 World Series by Renault 3.5

2008 GP2 Asia, World Series by Renault 3.5

2009 GP2 Asia, 2nd in Formula 3000 Euro Series

2010 2nd in Italian GT3 Championship (Audi R8 LMS)

2011 Audi test driver (Audi R18 TDI), 1st in Italian GT3 Championship (Audi R8 LMS)

2012 1st in Zolder 24 Hours (Audi R8 LMS ultra), 3rd in Le Mans 24 Hours (Audi R18 ultra)

2013 Audi reserve driver Spa 6 Hours, Le Mans 24 Hours (Audi R18 e-tron quattro)

2014 Le Mans 24 Hours (Audi R18 e-tron quattro), 6th in Spa 6 Hours (Audi R18 e-tron quattro), 22nd in FIA World Endurance Championship WEC (Audi R18 e-tron quattro)

2015 Spa 6 Hours, Le Mans 24 Hours (Audi R18 e-tron quattro), Blancpain Sprint Series, Blancpain Endurance Series (Audi R8 LMS ultra)

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Lucas di Grassi

South America's great hope

Lucas di Grassi came from Formula 1 to Audi in 2012 and has really come to appreciate the challenge of LMP racing. The Brazilian has been one of Audi's regular drivers in the WEC since 2014.

His trophy collection has grown significantly since Audi signed Lucas di Grassi. He has mounted the sportscar podium seven times so far, including four second-places. Obviously, the racing driver from São Paulo aims to win again soon. His team is sure that it is only a question of time. "At Audi I have the perfect foundations to be successful," says the 30-year old Brazilian. "I feel at home in the Audi Sport team and with Loïc Duval and Oliver Jarvis have two strong and experienced team mates."

Lucas di Grassi is also an asset for Audi away from the race tracks. Be it in interviews or socializing with his many fans: the Audi driver is a most welcome interviewee. In addition to his native language Portuguese, he also speaks English, Italian and Spanish and has basic knowledge of French. In his Brazilian homeland, the racing driver studied at the IBMEC Business University and is member of MENSA the association for highly intelligent people.

Lucas di Grassi, who married his partner Anna at the end of 2013, lives in Monaco. The conditions in the region are perfect to practice his stamina sports. Triathlon is one of his preferred disciplines. He decides spontaneously whether to compete or not. When di Grassi was travelling to the FIA WEC race in Bahrain in November 2014, he noticed that a triathlon was scheduled in neighboring Dubai; he quickly decided to stop over, organized a bicycle and plunged into the desert competition. When he was in Aspen, Colorado, in the USA, for winter sports, his passion for motorsport dragged him quite literally across slippery terrain: he charged around an icy course on a kart equipped with spiked tires. However, his great sporting goal is to become the first Brazilian to win the 24 Hours of Le Mans. In the FIA Formula E, he is fighting for the title in the 2014/2015 season.



Profile

Lucas di Grassi (BR)

Date of birth: August 11, 1984

Place of birth: São Paulo (BR)

Place of residence: Monaco (MC)

Marital status: married

Height/weight: 1.79 m/75 kg

Motorsport since: 1997 (Audi driver since 2012)

Le Mans starts: 2

Sporting career

1997-2001 Kart, Pan American Kart Champion (2000)

2002 2nd in Brazilian Formula Renault Championship

2003 2nd in South American Formula 3 Championship

2004 British Formula 3 Championship, 3rd in Macau GP, Formula 3 Masters

2005 1st in Macau GP, 3rd in Formula 3 Euro Series, 3rd in Formula 3 Masters,
Formula 1 test

2006 GP2 Series, Formula 1 test

2007 2nd in GP2 Series, Formula 1 test driver

2008 3rd in GP2 Series, Formula 1 reserve driver

2009 3rd in GP2 Series, Formula 1 reserve driver

2010 Formula 1 driver

2011 Formula 1 tire test driver, ILMC tests

2012 Formula 1 tire test driver, Nürburgring 24 Hours, 3rd in São Paulo 6 Hours (Audi R18 ultra)

2013 2nd in Sebring 12 Hours, 3rd in Spa 6 Hours, 3rd in Le Mans 24 Hours (each time in Audi R18 e-tron quattro)

2014 2nd in Le Mans 24 Hours (Audi R18 e-tron quattro), 4th in FIA World Endurance Championship WEC (Audi R18 e-tron quattro), FIA Formula E

2015 FIA World Endurance Championship WEC (Audi R18 e-tron quattro), FIA Formula E

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Loïc Duval

The record holder

When Loïc Duval won Le Mans for the first time with Audi in 2013, many observers agreed: his win was long overdue. The Frenchman is one of the fastest racing drivers from his homeland. However, before his time with Audi he rarely had the equipment necessary to win.

He is not a man of many words: if Loïc Duval is asked for an analysis, his statements are always concise and answer the questions of his counterparts. His answers at the circuits are just as precise. He won his first race with Audi, the 6 Hours of Spa in 2012. He finished his first complete season under the sign of the four rings in the FIA World Endurance Championship WEC in 2013 as World Champion. A record even connects him with Le Mans. In 2010, the Frenchman lapped the circuit in 3m 19.074s. Nobody has been faster to date. The sober analysts only realized which emotions the endurance classic could arouse after his victory. "Even after so many years as a professional driver it was overwhelming to me just how big the interest in us is," said Duval after he enjoyed a long PR tour in his homeland in 2013.

The Frenchman spent many years of his career in Japan. So, it's no surprise to learn that he considers the demanding street circuit in Macau and the Japanese Grand Prix track at Suzuka as the greatest challenges. However, his home lies at the heart of Europe. The Audi driver, who celebrates his 33rd birthday in the 2015 Le Mans week, grew up in Chartres about 130 kilometers from Le Mans. For several years now, Loïc Duval lives close to Geneva with his wife Gaëlle and their sons Hugo and Martin.

When he's not busy with motorsport, he prefers to follow football. When a French newspaper asked Duval to attend a joint interview with the former France national team goalkeeper and current racing driver Fabien Barthez, the Audi driver agreed instantly. When he's not playing football or doing other sports, Duval likes to listen to music. His collection contains a broad repertoire including titles of the Black Eyed Peas to Stevie Wonder and the Red Hot Chili Peppers.



Profile

Loïc Duval (F)

Date of birth: June 12, 1982

Place of birth: Chartres (F)

Place of residence: Geneva (CH)

Marital status: married, two sons

Height / weight: 1.78 m / 70 kg

Le Mans starts: 5 (1 win)

Sporting career

1992-2001 Kart

2000 1st in Trophée Laborde, 3rd in Kart World Championship Formula A

2002 1st in Formula Campus France

2003 1st in Formula Renault France

2004 11th in Formula 3 Euro Series, Member of Renault Driver Development

2005 6th in Formula 3 Euro Series, Member of Renault Driver Development

2006 4th in Formula Nippon, 11th in Super GT Japan, A1 Team France rookie driver

2007 2nd in Super GT Japan, 4th in A1 GP with A1 Team France, 6th in Formula Nippon

2008 2nd in Formula Nippon, 4th in A1 GP with A1 Team France, 8th in Le Mans 24 Hours, 1st in Le Mans 24 Hours rookie classification (Prix Jean Rondeau)

2009 1st in Formula Nippon, 3rd in Asian Le Mans Series teams classification, 5th in A1 GP with A1 Team France

2010 1st in Super GT Japan, 3rd in Formula Nippon, Le Mans 24 Hours

2011 1st in Sebring 12 Hours, 3rd in Super GT Japan, 5th in Le Mans 24 Hours

2012 1st in Spa 6 Hours (Audi R18 ultra), 2nd in Sebring 12 Hours (Audi R18 TDI), 5th in Le Mans 24 Hours (Audi R18 ultra), 6th in Formula Nippon

2013 1st in Le Mans 24 Hours, 1st in FIA World Endurance Championship WEC, 1st in Silverstone 6 Hours, 1st in Austin 6 Hours (each time in Audi R18 e-tron quattro), 3rd in Superformula

2014 7th in FIA World Endurance Championship WEC (Audi R18 e-tron quattro), Superformula

2015 FIA World Endurance Championship WEC (Audi R18 e-tron quattro)

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Marcel Fässler

Steadfast Swiss

When Marcel Fässler arrived at Audi in 2010, he brought international experience from DTM, GT and LMP racing. However, he only made a real breakthrough in his career under the sign of the four rings. The Swiss driver demonstrated his abilities with three Le Mans victories and a World Champion title within just four years. He has been a steadfast element in the Audi Sport team for six years now.

“You can have a great party here in the evening,” said Marcel Fässler in his relaxed manner when he visited team mate André Lotterer in Tokyo for the first time some years ago while they savored the nightlife in the Japanese metropolis. The comment almost comes across like a joke. However, it was meant seriously, the pulsating Asian capital reflects a strong contrast to Fässler’s homeland. Born in 1976 in Einsiedeln in the Schwyz region, the racing driver has remained loyal to his rural home to this day.

With his wife Isabel and four daughters, the Audi driver lives in Gross, a district of the municipality Einsiedeln with around 1,000 residents. The picturesque idyll at Sihlsee embodies a piece of pure Switzerland. And as natural as his home is, Marcel Fässler has retained his authentic character. He is the first Swiss to have won the 24 Hours of Le Mans, and is the first automobile World Champion to come from the Alpine country. However, this success has not gone to his head. His family keeps him on the ground. At home, he is surrounded by a perfect training region. Canoeing on the Sihlsee, mountain bike tours through the wilds, crossing mountain passes on his racing bicycle, jogging on the mountain paths or cross country skiing along the trails, which pass his house – Marcel Fässler lives in the middle of a gigantic, natural sport arena.

“After the hectic and physical effort of a race weekend, it is important to recharge your batteries at home in peace,” says the professional athlete. “I can’t do this anywhere better than in my Swiss home together with my family.”



Profile

Marcel Fässler (CH)

Date of birth: May 27, 1976

Place of birth: Einsiedeln (CH)

Place of residence: Gross (CH)

Marital status: Married, four daughters

Height/weight: 1.78 m/78 kg

Le Mans starts: 9 (3 wins)

Sporting career

1985-1994 Karting

1993 3rd in Winfield Racing Drivers School, France

1995 3rd in Formula Renault Campus France

1996 3rd in French Formula Renault, "Rookie of the Year"

1997 11th in French Formula 3 Championship, 1st in Formula Campus Invitation Race, Macau

1998 4th in French Formula 3 Championship

1999 2nd in German Formula 3 Championship

2000 4th in DTM

2001 4th in DTM

2002 4th in DTM

2003 3rd in DTM

2004 9th in DTM

2005 11th in DTM

2006 4th in European Le Mans Series, 2nd in Spa 24 Hours, Le Mans 24 Hours

2007 1st in Spa 24 Hours, A1 GP series, European Le Mans Series, Le Mans 24 Hours

2008 4th in FIA GT Championship, International GT Open, two races in the American Le Mans Series (Audi R10 TDI), Le Mans 24 Hours

2009 1st in International GT Open, 3rd in Spa 24 Hours (Audi R8 LMS), Le Mans 24 Hours

2010 2nd in Le Mans 24 Hours (Audi R15 TDI)

2011 1st in Le Mans 24 Hours (Audi R18 TDI), Intercontinental Le Mans Cup (Audi R18 TDI), 3rd in Nürburgring 24 Hours (Audi R8 LMS)

2012 1st in Le Mans 24 Hours (Audi R18 e-tron quattro), 1st in FIA World Endurance Championship WEC (Audi R18 e-tron quattro), 1st in WEC Silverstone (Audi R18 e-



tron quattro), 1st in WEC Bahrain (Audi R18 e-tron quattro), 6th in Spa 24 Hours (Audi R8 LMS ultra)

2013 1st in Sebring 12 Hours, 2nd in FIA World Endurance Championship WEC, 1st in Spa 6 Hours, 1st in São Paulo 6 Hours, 1st in Shanghai 6 Hours, 5th in Le Mans 24 Hours (each time in Audi R18 e-tron quattro)

2014 1st in Le Mans 24 Hours (Audi R18 e-tron quattro), 2nd in FIA World Endurance Championship WEC (Audi R18 e-tron quattro)

2015 FIA World Endurance Championship WEC (Audi R18 e-tron quattro)

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Oliver Jarvis

Premier League

Oliver Jarvis fulfils a dream in 2015: he has been promoted to Audi's regular team in the sportscar squad and now plays in the premier league. As a result, the Briton fights for a world championship title for the first time in his LMP career.

The 31-year old professional racer faces a crucial season. Oliver Jarvis has the opportunity to prove his qualities in the FIA World Endurance Championship WEC. However, it's all too easy to overlook just what he has already achieved in a sportscar. A year after starting his DTM career at Audi, he contested his first sportscar race at the wheel of an Audi R10 TDI for a private team in 2009. A year later, he started the 24 Hours of Le Mans for the first time. After qualifying, he was awarded the 'Rookie of the Year' trophy for the best newcomer.

When Head of Audi Motorsport Dr. Wolfgang Ullrich gave him the chance to contest the 24 Hours of Le Mans for the factory for the first time, Jarvis and his team mates showed their thanks with third place. A year later, he was on the podium after the race again. In 2013, the Briton from Burwell near Cambridge demonstrated his endurance racing qualities in two North American classics: he won the GT class in the 24 Hours Daytona in an Audi R8 LMS; two months later, he celebrated overall victory in the 12-hour race at Sebring in the Audi R18 e-tron quattro.

"I really like the approach to endurance racing," says the Englishman. "Stamina, deliberation and tactical nous, but also to drive on the limit lap after lap and to fight wheel to wheel as if it's a sprint race – these are the exciting challenges." The ever friendly and cooperative Briton's training program is just as varied as his profession. Crossfit is the magic word for a variety of exercises that combine weights and cardio training.

Oliver Jarvis fills an entirely new role in his private life. At the end of 2014, his longtime partner Chelsea gave birth to a daughter Silva Olivia. "It's a wonderful experience, which completes my life," said the young family father.



Profile

Oliver Jarvis (GB)

Date of birth: January 9, 1984

Place of birth: Burwell (GB)

Place of residence: Burwell (GB)

Status: engaged, one daughter

Height/weight: 1.80 m/70 kg

Le Mans starts: 4

Sporting career

1997 1st in Kart Nations Race – English Team, 1st in TV Masters, British Junior Karting Championship Formula JICA, McLaren Mercedes Champions of the Future (JICA)

1999 1st in British Junior Karting Championship Formula JICA, 1st in Ayrton Senna Memorial Cup Suzuka

2002 UK Formula Ford Winter Championship, UK Formula Ford Championship

2003 Formula Renault UK Winter Championship, UK Formula Ford Championship, Formula Ford Festival

2004 Formula Renault UK Championship, Formula Renault UK Winter Championship

2005 1st in Formula Renault UK Championship, McLaren Autosport BRDC Award Winner

2006 2nd in British Formula 3 (1st in Rookies Classification), A1GP World Cup of Motorsport for A1 Team Great Britain

2007 1st in Macau Formula 3 Grand Prix, 3rd in Japanese Formula 3 Championship, A1GP World Cup of Motorsport for A1 Team Great Britain

2008 13th in DTM (Audi A4 DTM)

2009 9th in DTM (Audi A4 DTM), 3rd in Round 1 Asian Le Mans Series (Audi R10 TDI)

2010 9th in DTM (Audi A4 DTM), Le Mans 24 Hours (Audi R10 TDI)

2011 10th in DTM (Audi A4 DTM)

2012 3rd in Le Mans 24 Hours (Audi R18 ultra), FIA GT1 World Championship (Audi R8 LMS ultra)

2013 1st in Sebring 12 Hours, 3rd in Spa 6 Hours, 3rd in Le Mans 24 Hours (each time in Audi R18 e-tron quattro), 1st in GT class Daytona 24 Hours (Audi R8 GRAND-AM), 4th in Spa 24 Hours (Audi R8 LMS ultra)

2014 Le Mans 24 Hours (Audi R18 e-tron quattro), Super GT



2015 FIA World Endurance Championship WEC (Audi R18 e-tron quattro)

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André Lotterer

Global citizen with German roots

When André Lotterer forced his way into Audi's sportscar team in 2010, it was as if a lost son returned to the western motorsport world. After a promising career in the junior formulas in Germany, the talent pursued a career in Asia and, in doing so, disappeared from the radar of many journalists and team bosses – unjustly. Lotterer is one of the fastest and most reliable sportscar drivers of his generation.

Born in Duisburg, grew up in Belgium, a residence in Tokyo and another in Monaco – André Lotterer is at home around the entire world. Following his single-seater career in Europe and his commitment as Formula 1 test driver, the son of a former touring car team boss pursued a career in Japan from 2003. Since then, he also lives in the land of the rising sun. The fashionable district Roppongi in Tokyo offers him with the luxury and exotic of a modern metropolis. From Japanese cuisine to a large circle of devoted local fans, André Lotterer has long since adopted a unique personal lifestyle. However, he often visits his parents at their home in Belgium, enjoys the time in Monaco or in a holiday home in the Provence.

Lotterer is more than just a member of the Audi driver squad. The 33-year-old car freak has completely absorbed the power of the four rings. He loves driving a historic Audi quattro in rallies, drives the legendary rally models from Ingolstadt for specialist magazines, is applauded for his driving style in an Audi Coupé from the 1980s in historic touring car races or drives one of the rare Audi models on public roads: he owns an Audi Sport quattro from 1985; one of around only two hundred ever built.

Just how hard and concentrated André Lotterer works is occasionally hidden behind his impartial, yet youthful manner. Three Le Mans victories between 2011 and 2014 are not down to luck. They merely illustrate what emerged during his first Le Mans outing in 2009: when one of his two team mates dislocated their shoulder after jumping over the pit wall minutes before the race, Lotterer competed the 24-hour marathon without further ado at the wheel of a private Audi R10 TDI together with his remaining team mate. The duo kept fighting and finished in an impressive seventh place.



Profile

André Lotterer (D)

Date of birth: November 19, 1981

Place of birth: Duisburg (D)

Place of residence: Tokyo (J)

Status: single

Height/weight: 1.84 m/74 kg

Le Mans starts: 6 (3 wins)

Sporting career

1989-1997 Karting, World Junior Karting Champion in 1995

1998 1st in German Formula BMW ADAC Junior Cup

1999 1st in German Formula BMW ADAC, 5th in Formula Renault Eurocup

2000 4th in German Formula 3 Championship

2001 7th in British Formula 3 Championship, 2nd in Formula 3 Masters Zandvoort

2002 Formula 1 test driver, 3rd in Spa 24 Hours, one ChampCar race

2003 4th in Formula Nippon, "Rookie of the Year"; Japanese GT Championship

2004 2nd in Formula Nippon, 8th in Japanese GT Championship

2005 4th in Formula Nippon, 9th in Japanese Super GT Championship

2006 3rd in Formula Nippon, 1st in Japanese Super GT Championship

2007 4th in Formula Nippon, 6th in Japanese Super GT Championship

2008 3rd in Formula Nippon, 3rd in Japanese Super GT Championship

2009 3rd in Formula Nippon, 1st in Japanese Super GT Championship, 7th in Le Mans 24 Hours (Audi R10 TDI), Nürburgring 24 Hours, one race A1 Grand Prix

2010 2nd in Le Mans 24 Hours (Audi R15 TDI), 2nd in Japanese Super GT Championship, 2nd in Formula Nippon

2011 1st in Le Mans 24 Hours (Audi R18 TDI), 1st in Formula Nippon

2012 1st in Le Mans 24 Hours (Audi R18 e-tron quattro), 1st in FIA World Endurance Championship WEC (Audi R18 e-tron quattro), 1st in Silverstone 6 Hours (Audi R18 e-tron quattro), 1st in Bahrain 6 Hours (Audi R18 e-tron quattro), 4th in Formula Nippon, 6th in Spa 24 Hours (Audi R8 LMS ultra)

2013 2nd in FIA World Endurance Championship WEC, 1st in Spa 6 Hours, 1st in São Paulo 6 Hours, 1st in Shanghai 6 Hours, 5th in Le Mans 24 Hours (each time in Audi R18 e-tron quattro), 3rd in Spa 24 Hours (Audi R8 LMS ultra)

2014 1st in Le Mans 24 Hours, 2nd in FIA World Endurance Championship WEC (Audi R18 e-tron quattro), Superformula



2015 FIA World Endurance Championship WEC (Audi R18 e-tron quattro)

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René Rast

Rising star

René Rast embodies, like no other, the opportunities the Volkswagen Group offers in motorsport: he moved successfully through the Volkswagen Polo Cup as well as similar programs with Seat and Porsche and Audi's GT3 sportscar project to claim a seat in the brand's LMP driver squad.

When Audi announced René Rast as a member of the Le Mans squad in December 2014, an ambitious claim came true: it is possible within the Group to pursue a motorsport career from the early stages to top-flight international racing. René Rast is the model for this ascent. Probably no other automobile manufacturer worldwide is established so methodically across the amateur base to the elite level of motorsport as the German group and its brands. No other racing driver has used these possibilities as consistently as the Westphalian from Minden.

After winning the 150 hp Volkswagen Polo Cup, which was conceived for novices, in 2005, he claimed the runner-up title a year later in the near twice as powerful Seat one-make Cup racecar. He made a successful move into the one-make Cup world of Porsche. Three Porsche Supercup titles and two in the German Carrera Cup leave no doubts: his talent continues to evolve in GT racing. After the one-make Cups using identical equipment, he was ready for the next step. He contested many of the toughest GT3 competitions there are with Audi. In 2014, he had his best season so far: for the first time he won the 24 Hours at the Nürburgring, the 24 Hours of Spa for a second time, and he won the ADAC GT Masters, one of the world's most hotly contested GT3 series – on each occasion in an Audi R8 LMS ultra. As if that wasn't enough, the model company student would set the foundation for his next career step. He accepted the challenge of the 24 Hours of Le Mans with a private team and finished fourth in class on his debut in an LMP2 racecar.

"It's just fantastic to experience such progress in motorsport with the company," says the 28-year old racing driver, who lives in Frankfurt am Main. "I'm really looking forward to the Le Mans sportscars. I can develop my driving style to suit the Audi R18 e-tron quattro and can drive in some of the world's greatest races."



Profile

René Rast (D)

Date of birth: 26 October 1986

Place of birth: Minden (D)

Place of residence: Frankfurt (D)

Status: single

Height/weight: 1.79 m/64 kg

Motorsport since: 1996 (Audi driver since 2009)

Le Mans starts: 1

Sporting career

1996–2002 Kart

2002 1st in German ICA Junior Kart Cup

2003 Formula BMW ADAC

2004 Formula BMW ADAC

2005 1st in ADAC Volkswagen Polo Cup

2006 2nd in Seat León Supercopa

2007 10th in Porsche Carrera Cup, 8th in Nürburgring 24 Hours

2008 1st in Porsche Carrera Cup, 6th in Porsche Supercup

2009 2nd in Porsche Supercup, VLN (Audi R8 LMS)

2010 1st in Porsche Supercup, ADAC GT Masters

2011 1st in Porsche Supercup, 5th in Porsche Carrera Cup, ADAC GT Masters (Audi R8 LMS)

2012 1st in Porsche Supercup, 1st in Porsche Carrera Cup, 1st in Spa 24 Hours (Audi R8 LMS ultra), ADAC GT Masters (Audi R8 LMS ultra)

2013 2nd in GT class Daytona 24 Hours (Audi R8 GRAND-AM), 6th in FIA GT Series, 6th in ADAC GT Masters (Audi R8 LMS ultra), Blancpain Endurance Series (Audi R8 LMS ultra)

2014 1st in ADAC GT Masters (Audi R8 LMS ultra), 1st in Nürburgring 24 Hours (Audi R8 LMS ultra), 1st in Spa 24 Hours (Audi R8 LMS ultra), 6th in Blancpain GT Series (Audi R8 LMS ultra), 4th in LMP2 class Le Mans 24 Hours

2015 Spa 6 Hours, Le Mans 24 Hours (Audi R18 e-tron quattro)

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Mike Rockenfeller

The all-rounder

Be it sportscars or touring cars, sprint or 24-hour marathon: DTM Champion and Le Mans winner Mike Rockenfeller is one of world's most complete drivers.

There are several reasons why Mike Rockenfeller could have his head in the clouds. Alongside the 2013 DTM title and Le Mans victory in 2010, there are also victories in the 24-hour classics around the Nürburgring and at Daytona. Alternatively, winning titles in the Porsche Carrera Cup, FIA GT2 Championship and in 2008 – the first important milestone as an Audi factory driver – in the European Le Mans Series. However, despite all these victories, 'Rocky' has remained himself: the 31-year old from Neuwied at the Rhine has never lost touch with his roots. He prefers his own mobile home at the track to a luxury hotel. He spends a lot of time with his fans at the track and is a patient interviewee for the media. His team mates and rivals see the Nordschleife fan as a dependable team player, whose humor and mischievous smile are never far away, who never draws attention to himself – unless it is through his performance on track. One of the secrets to his success: keep cool, rely on your strengths and attack when opportunity knocks.

He is part of the Le Mans line-up for the seventh time in 2015. The role he plays this year is new: Rockenfeller supports Audi's commitment on the Sarthe as reserve driver. "My focus for 2015 is definitely the DTM again. However, after a two-year Le Mans break, I'm delighted that I can at least help Audi as reserve driver for the world's most important endurance race," says Rockenfeller. Audi learnt last year just how important a top driver is in this position when Loïc Duval was unable to start after an accident in practice.

'Rocky' has strong support from his parents and longtime partner Susanne who he married in 2014. He finds the necessary peace and quiet in this trusted circle to recharge his batteries between races. For a few months now, there is another reason for Rockenfeller to look forward to his home on the Swiss shore of Lake Constance: He and wife Susanne are proud parents of a lively boy – and completely new challenge for the motorsport all-rounder.



Profile

Mike Rockenfeller (D)

Date of birth: October 31, 1983

Place of birth: Neuwied (D)

Place of residence: Landschlacht (CH)

Status: married, one son

Height/weight: 1.75 m/68 kg

Motorsport since: 1995 (Audi driver since 2007)

Sporting career

1995-00 Kart

1997 1st in DMV Junior Cup

2000 1st in Jörg van Ommen Kart Cup

2001 4th in Formula König

2002 10th in Porsche Carrera Cup

2003 2nd in Porsche Carrera Cup, Porsche Supercup

2004 1st in Porsche Carrera Cup, Porsche Supercup

2005 1st in GT2 class of FIA GT Championship, 1st in GT2 class Le Mans 24 Hours, 1st in GT2 class Spa 24 Hours

2006 1st in Nürburgring 24 Hours, 5th in GrandAm Series, 8th in GT2 class of American Le Mans Series

2007 12th in DTM (Audi A4 DTM), Le Mans 24 Hours (Audi R10 TDI)

2008 1st in Le Mans Series (Audi R10 TDI), 4th in Le Mans 24 Hours (Audi R10 TDI), 11th in DTM (Audi A4 DTM)

2009 3rd in Sebring 12 Hours (Audi R15 TDI), 14th in DTM (Audi A4 DTM), Le Mans 24 Hours (Audi R15 TDI)

2010 1st in Le Mans 24 Hours (Audi R15 TDI), 1st in Daytona 24 Hours, 7th in DTM (Audi A4 DTM)

2011 6th in DTM (Audi A4 DTM), Le Mans 24 Hours (Audi R18 TDI)

2012 4th in DTM (Audi A5 DTM), 3rd in Le Mans 24 Hours (Audi R18 ultra)

2013 1st in DTM (Audi RS 5 DTM), ADAC Motor Sports Man of the Year

2014 3rd in DTM (Audi RS 5 DTM)

2015 DTM (Audi RS 5 DTM), 3rd in Daytona 24 Hours

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Benoît Tréluyer

Between nature and motorsport

When Benoît Tréluyer looks across a rambling valley in the Provence from the terrace of his house in Gordes, the scene is almost reminiscent of the intellectual world of an author. The Audi driver is at home in the historical natural stone architecture where the lavender blossoms. He likes to use the surroundings in southern France for motocross trips as much as he does for cultivating olives, which he has pressed – a life between engine oil and olive oil.

“I am a Breton, and my first long stay abroad led me to Japan of all places,” says Benoît Tréluyer a little jokingly of his origins and when he recalls his first career steps. He comes from Alençon, Brittany about 50 kilometers north of Le Mans.

After a successful start in single-seater racing, the budding talent got the chance to make a career in Japan. Tréluyer spent twelve years of his racing life in the land of the rising sun, innumerable race wins as well as titles in the domestic Formula 3, Formula Nippon and Super GT championship mark his career. When Audi signed him in 2010, his name was mainly familiar with insiders. For Head of Audi Motorsport Dr. Wolfgang Ullrich, the Frenchman is a huge asset. His down-to-earth nature, his speed paired with tactical intelligence and his team spirit are just a few of the traits that make him ideal for endurance racing. “My years in Japan helped me to find my feet at Audi. The thought process and working style of Japanese and German teams are very similar,” compares Tréluyer, who has won seven WEC races and the 2012 World Championship title with his team mates.

The talented French made his first steps in motorsport on two wheels. Tréluyer competed in motocross events for six years; he still loves enduro motorbikes to this day. He has lived in the picturesque village Gordes for many years now with his wife Melanie and their son. Where he cultivates olives, from which the oil is pressed.

Benoît Tréluyer fulfilled a long cherished idea over 2014/2015 winter: in the ski resort Les Deux Alpes near Grenoble, he had a chalet furnished to accommodate both a holiday home as well as a large fitness studio. Whoever’s interested can rent the sport chalet themselves from the Audi driver.



Profile

Benoît Tréluyer (F)

Date of birth: December 7, 1976

Place of birth: Alençon (F)

Place of residence: Gordes (F)

Status: married, one son

Height/weight: 1.78 m/68 kg

Le Mans starts: 10 (3 wins)

Sporting career

1983-1989 Motocross

1990-1994 Karting

1995 Formula Campus

1996 11th in French Formula Renault Championship

1997 6th in French Formula Renault Championship

1998 9th in French Formula 3 Championship

1999 3rd in French Formula 3 Championship, 3rd in Korea Formula 3 Superprix

2000 5th in Japanese Formula 3 Championship, 4th in Formula 3 Masters

2001 1st in Japanese Formula 3 Championship, 2nd in Formula 3 Grand Prix Macau, 3rd in Korea Formula 3 Superprix, Japanese GT Championship

2002 Japanese GT Championship, Formula Nippon, 3rd in GTS class in Le Mans 24 Hours

2003 7th in Japanese GT Championship, 2nd in Formula Nippon

2004 11th in Japanese GT Championship, 4th in Formula Nippon, 4th in Le Mans 24 Hours

2005 11th in Japanese Super GT Championship, 6th in Formula Nippon

2006 8th in Japanese Super GT Championship, 1st in Formula Nippon

2007 11th in Japanese Super GT Championship, 2nd in Formula Nippon, 6th in LMP1 class Le Mans 24 Hours

2008 1st in Japanese Super GT Championship, 8th in Formula Nippon, 7th in Le Mans 24 Hours

2009 4th in Japanese Super GT Championship, 2nd in Formula Nippon, Le Mans 24 Hours

2010 2nd in Le Mans 24 Hours (Audi R15 TDI), 7th in Japanese Super GT Championship



2011 1st in Le Mans 24 Hours (Audi R18 TDI), 2nd in Japanese Super GT Championship

2012 1st in Le Mans 24 Hours (Audi R18 e-tron quattro), 1st in FIA World Endurance Championship WEC (Audi R18 e-tron quattro), 1st in Silverstone 6 Hours (Audi R18 e-tron quattro), 1st in Bahrain 6 Hours (Audi R18 e-tron quattro)

2013 1st in Sebring 12 Hours, 2nd in FIA World Endurance Championship WEC, 1st in Spa 6 Hours, 1st in São Paulo 6 Hours, 1st in Shanghai 6 Hours, 5th in Le Mans 24 Hours (each time in Audi R18 e-tron quattro)

2014 1st in Le Mans 24 Hours (Audi R18 e-tron quattro), 2nd in FIA World Endurance Championship WEC (Audi R18 e-tron quattro)

2015 FIA World Endurance Championship WEC (Audi R18 e-tron quattro)

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Audi Sport Team Joest

Marathon experts from the Odenwald

The cooperation in LMP1 sport prototypes between Reinhold Joest and Audi began in 1999. At that time, the Team Boss brought 30 years of personal Le Mans experience and four wins in the classic to the partnership. In the meantime, the team's record of success has grown to 15 Le Mans victories, many other race wins and two World Champion titles.

Reinhold Joest is a gentleman from another motorsport generation. He ventured to Le Mans with a racecar for the first time in 1969. He had mounted the podium three times by 1981, before moving to the other side of the pit wall. As Team Boss he recorded even greater victories: the privateer beat the big manufacturer teams on the Sarthe in 1984, 1985, 1996 and 1997 and has been successful with Audi since 1999.

But Reinhold Joest is not somebody to dwell on the past with the team owner moving with the times. While many of the Odenwald resident's competitors long since enjoy a well-deserved retirement, Joest doesn't miss an opportunity to travel around the world to the FIA World Endurance Championship WEC, to maintain contact with Audi, the drivers and his own team members and to work constantly on optimizing his team. Team Director Ralf Jüttner has been part of the team from Wald-Michelbach for more than two decades now. The engineer heads up the races and is Technical Director, while his wife, Sigrun, works in logistics and team organization.

What characterizes the combined know-how of Audi Sport and Audi Sport Team Joest is proved repeatedly in the greatest 'classics' in Le Mans history. Every race writes its own history, but several remain etched in the memory. In 2008, the team could not have won the 24-hour race on pace alone. Smart tactical decisions and a wealth of experience with unsettled weather and tire choice helped to win the race. Unforgotten is also the tireless work in 2014 when the team took the lead for the first time in the early morning hours at Le Mans, overcame setbacks thanks to the courageous efforts of the pit crew before ultimately winning again. No other team has been so successful at Le Mans.



Roll of honor

Joest Racing's greatest victories

Winner 24 Hours of Le Mans

1984, 1985, 1996, 1997, 2000, 2001, 2002, 2006, 2007, 2008, 2010, 2011, 2012, 2013, 2014 (since 2000 with Audi)

Winner FIA World Endurance Championship (WEC)

2012, 2013 (all with Audi)

Winner American Le Mans Series

2000, 2001, 2002, 2003 (all with Audi)

Winner Le Mans Series

2008 (Audi)

Winner 12 Hours Sebring

2000, 2001, 2002, 2003, 2006, 2007, 2009, 2012, 2013 (all with Audi)

Winner ITC

1996

Winner 24 Hours Daytona

1980

Winner 12 Hours Bathurst

2011 (Audi)



FIA WEC 2015

Stronger than ever

The FIA World Endurance Championship WEC enters its fourth season in 2015 and is stronger than ever before. Four automobile manufacturers in the LMP1 class, refined regulations and a revised calendar improve the sport still further.

Exactly five World Championship titles exist in the world of automobile racing. The world governing body FIA (Fédération Internationale de l'Automobile) awards these for touring cars, single seaters, rally cars, rallycross vehicles and sportscars. The FIA World Endurance Championship WEC was established in 2012; eight races on three continents are held and represent 66 hours of high performance endurance racing annually. At the 24 Hours of Le Mans alone, teams complete without interruption a distance equating to the sum of almost every Formula 1 race in an entire season. Technology which prevails at Le Mans combines efficiency and durability in a unique manner. Consequently, this racing category is particularly valuable for the technology transfer, which Audi practices consistently between motorsport and large-scale production.

The competition will be even tougher during the 2015 season. For the first time, four automobile manufacturers Audi, Nissan, Porsche and Toyota compete in the LMP1 class of the FIA World Endurance Championship WEC. There is also stiff competition in the three smaller classes.

An 'Equivalence of Technology' exists to balance the efficiency of the various technological concepts used by the manufacturers. This formula defines, among other things, the quantity of fossil energy (meaning petrol or diesel fuel) and hybrid energy that every racecar can use per lap. Up to and including the 24 Hours of Le Mans in June the energy allowance from last year is valid.

Limitations in other areas are new this season to reduce costs. Every racecar in the LMP1 hybrid category can only use five engines in the eight events. Any team violating this rule is handed a 3-minute time penalty for 6-hour races or a 5-minute penalty for the 24 Hours of Le Mans. The number of tires is also restricted at each event. Four sets are allowed in free practice, for qualifying and the race a total of six sets (eight for the races in Bahrain and Shanghai).



The number of team personnel is also limited. At 6-hour races, teams fielding two racecars can nominate 65 operationally deployed individuals. A compensation rule for driver weight should ensure more parity on track. Teams, whose drivers weigh less than 80 kilograms on average must compensate for this value by adding ballast weight to the respective racecar. This year, a limitation of test days, subject to the type of test, also comes into force.

Another innovation affects qualifying. Two drivers per car team are nominated to participate in qualifying. The fastest lap recorded by each driver in this session is taken and an average lap time determined from these two laps, which in turn defines the car's grid position for the race. Previously, the second fastest time as well as the quickest lap time per driver were used to determine this average time.

The FIA World Endurance Championship WEC competes again in Asia, Europe and North America in 2015. The season starts on April 12, like last year at Silverstone (Great Britain), Spa (Belgium) plays host on May 2. The 24 Hours of Le Mans (France) marks the season highlight on June 13 and 14. Nürburgring is on the FIA WEC calendar for the first time on August 30. A great German endurance race tradition developed between 1953 and 1991. The overseas season begins on September 19. The only North American round on the calendar takes place in Austin (Texas), before the journey takes the teams to Fuji (Japan) on October 11. In Shanghai (China), Audi races in its biggest automobile market on November 1, before the finale is held three weeks later in Bahrain.



The FIA WEC races

Diverse mix

The FIA World Endurance Championship FIA supports great diversity: teams and drivers must master the non-permanent track at Le Mans, with the highest average speed of the entire season, in the same way as the track in Bahrain in the desert or a traditional circuit like Spa-Francorchamps.

Round 1: April 12, 6 Hours of Silverstone (GB)

Track length:

5.891 kilometers

Audi LMP racecar victories:

2004 Allan McNish/Pierre Kaffer, Audi R8; 2005 Allan McNish/Stéphane Ortelli, Audi R8; 2008 Dindo Capello/Allan McNish, Audi R10 TDI; 2012 Marcel Fässler/André Lotterer/Benoît Tréluyer, Audi R18 e-tron quattro; 2013 Loïc Duval/Tom Kristensen/Allan McNish, Audi R18 e-tron quattro

Track facts by Oliver Jarvis:

“Silverstone is a real challenge for us drivers, because many new, slower sections have been added to the traditional, fast track sections. With this in mind, compromises are necessary when we set-up the car with the engineers. A car that functions perfectly in the fast sections like Maggotts or Becketts is not necessarily ideal aerodynamically for the tight corners in the first sector. The track is a lot of fun to drive, and to race in front of my home fans is something special.”

Round 2: May 2, 6 Hours of Spa-Francorchamps (B)

Track length:

7.004 kilometers

Audi LMP racecar victories:

2003 Seiji Ara/Tom Kristensen, Audi R8; 2004 Jamie Davies/Johnny Herbert, Audi R8; 2012 Romain Dumas/Loïc Duval/Marc Gené, Audi R18 ultra; 2013 Marcel Fässler/André Lotterer/Benoît Tréluyer, Audi R18 e-tron quattro

Track facts by René Rast:



“Spa will be particularly exciting for me this season. On one hand I know the track exceptionally well, because I won the 24-hour race here with Audi in 2012 and 2014. On the other hand, I drove the GT3 racecar when we won here, and now I compete in the significantly faster LMP1 model. It'll be a special thrill to power through corners like Eau Rouge or Blanchimont in the R18 e-tron quattro. This is a perfect track for my debut in Audi's LMP1 team.”

Round 3: June 13–14, 24 Hours of Le Mans (F)

Track length:

13.629 kilometers

Audi LMP racecar victories:

2000 Frank Biela/Tom Kristensen/Emanuele Pirro, Audi R8; 2001 Frank Biela/Tom Kristensen/Emanuele Pirro, Audi R8; 2002 Frank Biela/Tom Kristensen/Emanuele Pirro, Audi R8; 2004 Seiji Ara/Dindo Capello/Tom Kristensen, Audi R8; 2005 Tom Kristensen/JJ Lehto/Marco Werner, Audi R8; 2006 Frank Biela/Emanuele Pirro/Marco Werner, Audi R10 TDI; 2007 Frank Biela/Emanuele Pirro/Marco Werner, Audi R10 TDI; 2008 Dindo Capello/Tom Kristensen/Allan McNish, Audi R10 TDI; 2010 Timo Bernhard/Romain Dumas/Mike Rockenfeller, Audi R15 TDI; 2011 Marcel Fässler/André Lotterer/Benoît Tréluyer, Audi R18 TDI; 2012 Marcel Fässler/André Lotterer/Benoît Tréluyer, Audi R18 e-tron quattro; 2013 Loïc Duval/Tom Kristensen/Allan McNish, Audi R18 e-tron quattro; 2014 Marcel Fässler/André Lotterer/Benoît Tréluyer, Audi R18 e-tron quattro

Track facts by Filipe Albuquerque:

“When I made my debut at Le Mans last year, the track's tradition and the event itself, which has run since 1923, was overwhelming. So many spectators, such tough opponents, and journalists and TV teams from all over the world – this is a dream for every racing driver. The differences between day and night, the permanent track sections and the closed public roads, slow corners like the chicanes and fast corners in the final part of the track are extreme and cannot be found anywhere else. When ability, concentration, good work and the necessary portion of luck don't combine you have to wait another year for the next chance.”

Round 4: August 30, 6 Hours of Nürburgring (D)

Track length:

5.137 kilometers



Audi LMP racecar victories:

2004 Allan McNish/Pierre Kaffer, Audi R8

Track facts by André Lotterer:

“It’s great to race in Germany with the WEC. Even though I left my homeland when I was a child, I’m pleased for the local fans who will finally get to see our sportscars and the FIA WEC. The Nürburgring is quite tricky. The first section consists of very slow corners, but allows many different lines. This helps overtaking. There are some faster corners on the way down to the hairpin. The hairpin itself is slow; afterwards the track is more flowing as it goes uphill. The back straight has a fast kink, followed by a tight chicane and then finally back to the start-finish. I’m intrigued about this race.”

Round 5: September 19, 6 Hours of Circuit of the Americas (USA)

Track length:

5.513 kilometers

Audi LMP racecar victories:

2013 Loïc Duval/Tom Kristensen/Allan McNish, Audi R18 e-tron quattro; 2014 Marcel Fässler/André Lotterer/Benoît Tréluyer, Audi R18 e-tron quattro

Track facts by Marcel Fässler:

“The circuit is still young, but Austin is already a big classic on the calendar. We are happy to race in front of the public in Texas. The elevation changes are very unusual for a modern track. I like the fast sections at the start the most. Further around the lap there some very tight corners and a long straight. Last year, my two team mates and I took victory for Audi in spite of the unusual, freak weather and the race being interrupted.”

Round 6: October 11, 6 Hours of Fuji (J)

Track length:

4.563 kilometers

Audi LMP racecar victories:

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Track facts by Benoît Tréluyer:



“I spent many years of my racing career in Japan. I celebrated the most victories at Fuji. The location of the track in the mountains often means very unpredictable weather can prevail. And when it rains, small streams run across the tarmac. Then it’s almost impossible to drive here. Unusual when compared to other circuits is the near one and a half kilometer long straight and the Omega shaped corner called 100R. Every time we race here with the FIA WEC, a very knowledgeable and enthusiastic public visits us. We are always made to feel very welcome there.”

Round 7: November 1, 6 Hours of Shanghai (CN)

Track length:

5.451 kilometers

Audi LMP racecar victories:

2013 Marcel Fässler/André Lotterer/Benoît Tréluyer, Audi R18 e-tron quattro

Track facts by Lucas di Grassi:

“Some sections of the Shanghai track are unique and appear nowhere else in the racing world. The first corner tightens up like a spiral; in the middle section of the track, another corner unravels like snail’s shell. Two long straights, four tight corners, for which we have to select first gear, as well as hard braking areas are typical for the facility. We’ve had some intense races here with Audi in the company’s biggest market.”

Round 8: November 21, 6 Hours of Bahrain (BRN)

Track length:

5.412 kilometers

Audi LMP racecar victories:

2012 Marcel Fässler/André Lotterer/Benoît Tréluyer, Audi R18 e-tron quattro

Track facts by Loïc Duval:

“The final race is very hard physically. The temperatures are relatively high in the desert, the tire grip changes regularly due to the sand on the circuit. Several long straights are followed by hard braking areas for tight corners. There are also several fast sections and a tricky left corner before the back straight. It’s difficult to see the track here and is off camber on the inside, making it easy to lock the front left wheel under braking. There is a special atmosphere because we drive into the night.”



Roll of honor

Audi at Le Mans – 13 wins in 16 years

No other brand has won Le Mans as often in such a short space as Audi: the four rings have only been beaten on the Sarthe three times since its 1999 debut.

Audi's winning record says it all: Audi has won the world's greatest endurance race in 81.25 per cent of the cases. 'Vorsprung durch Technik' was in on the action throughout the years as more than just a claim. To this day, the company uses the competition held since 1923 to test new technologies, to lead them to sporting success and to offer them in large-scale production.

The Audi R8 raced from victory to victory using petrol direct injection TFSI from 2001, the Audi R10 TDI became the first diesel racecar to win the 24-hour classic 2006. In 2010, Audi set a new distance record with the R15 TDI, which among other things carried a lithium ion battery on board. The hybrid drive e-tron quattro, Matrix LED headlights and the Audi Laserlight are hallmarks of the Audi R18 e-tron quattro. An increasing number of inventions from Le Mans find their way into everyday life of road users, where they improve active and passive safety as well as the environmental balance for customers.

The races in summary

1999

Audi R8R (Audi Sport Team Joest)

3 #8 Frank Biela/Emanuele Pirro/Didier Theys, 360 laps

4 #7 Laurent Aiello/Michele Alboreto/Dindo Capello, 346 laps

Audi R8C (Audi Sport Team UK)

– #10 Perry McCarthy/Andy Wallace/James Weaver, 199 laps

– #9 Christian Abt/Stefan Johansson/Stéphane Ortelli, 55 laps

2000

Audi R8 (Audi Sport Team Joest)

1 #8 Frank Biela/Tom Kristensen/Emanuele Pirro, 368 laps

2 #9 Laurent Aiello/Allan McNish/Stéphane Ortelli, 367 laps

3 #7 Christian Abt/Michele Alboreto/Dindo Capello, 365 laps



2001

Audi R8 (Audi Sport Team Joest)

- 1 #1 Frank Biela/Tom Kristensen/Emanuele Pirro, 321 laps
- 2 #2 Laurent Aiello/Dindo Capello/Christian Pescatori, 320 laps

Audi R8 (Champion Racing)

- #3 Johnny Herbert/Ralf Kelleners/Didier Theys, 81 laps

Audi R8 (Johansson Motorsport)

- #4 Tom Coronel/Stefan Johansson/Patrick Lemarié, 35 laps

2002

Audi R8 (Audi Sport Team Joest)

- 1 #1 Frank Biela/Tom Kristensen/Emanuele Pirro, 375 laps
- 2 #2 Dindo Capello/Johnny Herbert/Christian Pescatori, 374 laps
- 3 #3 Michael Krumm/Philipp Peter/Marco Werner, 372 laps

Audi R8 (Audi Sport Japan Team Goh)

- 7 #5 Seiji Ara/Yannick Dalmas/Hiroki Katoh, 358 laps

2003

Audi R8 (Team ADT Champion Racing)

- 3 #6 Stefan Johansson/JJ Lehto/Emanuele Pirro, 372 laps

Audi R8 (Audi Sport Japan Team Goh)

- 4 #5 Seiji Ara/Jan Magnussen/Marco Werner, 370 laps

Audi R8 (Audi Sport UK)

- #10 Frank Biela/Perry McCarthy/Mika Salo, 18 laps

2004

Audi R8 (Audi Sport Japan Team Goh)

- 1 #5 Seiji Ara/Dindo Capello/Tom Kristensen, 379 laps

Audi R8 (Audi Sport UK Team Veloqx)

- 2 #88 Jamie Davies/Johnny Herbert/Guy Smith, 379 laps
- 5 #8 Frank Biela/Pierre Kaffer/Allan McNish, 350 laps

Audi R8 (Team ADT Champion Racing)

- 3 #2 JJ Lehto/Marco Werner/Emanuele Pirro, 368 laps

2005

Audi R8 (Team ADT Champion Racing)

- 1 #3 Tom Kristensen/JJ Lehto/Marco Werner, 370 laps
- 3 #2 Frank Biela/Allan McNish/Emanuele Pirro, 364 laps



Audi R8 (Audi PlayStation Team ORECA)

4. #4 Jean-Marc Gounon/Franck Montagny/Stéphane Ortelli, 362 Rd.

2006

Audi R10 TDI (Audi Sport Team Joest)

1 #8 Frank Biela/Emanuele Pirro/Marco Werner, 380 laps

3 #7 Dindo Capello/Tom Kristensen/Allan McNish, 367 laps

2007

Audi R10 TDI (Audi Sport Team Joest)

1 #1 Frank Biela/Emanuele Pirro/Marco Werner, 369 laps

– #2 Dindo Capello/Tom Kristensen/Allan McNish, 262 laps

– #3 Lucas Luhr/Alexandre Prémat/Mike Rockenfeller, 23 laps

2008

Audi R10 TDI (Audi Sport Team Joest)

1 #2 Dindo Capello/Tom Kristensen/Allan McNish, 381 laps

4 #3 Lucas Luhr/Alexandre Prémat/Mike Rockenfeller, 374 laps

6 #1 Frank Biela/Emanuele Pirro/Marco Werner, 367 laps

2009

Audi R15 TDI (Audi Sport Team Joest)

3 #1 Dindo Capello/Tom Kristensen/Allan McNish, 376 laps

17 #3 Timo Bernhard/Romain Dumas/Alexandre Prémat, 333 laps

– #2 Lucas Luhr/Mike Rockenfeller/Marco Werner, 104 laps

2010

Audi R15 TDI (Audi Sport Team Joest)

1 #9 Timo Bernhard/Romain Dumas/Mike Rockenfeller, 397 laps

2 #8 Marcel Fässler/André Lotterer/Benoît Tréluyer, 396 laps

3 #7 Dindo Capello/Tom Kristensen/Allan McNish, 394 laps

2011

Audi R18 TDI (Audi Sport Team Joest)

1 #2 Marcel Fässler/André Lotterer/Benoît Tréluyer, 355 laps

– #1 Timo Bernhard/Romain Dumas/Mike Rockenfeller, 116 laps

– #3 Dindo Capello/Tom Kristensen/Allan McNish, 14 laps



2012

Audi R18 e-tron quattro (Audi Sport Team Joest)

1 #1 Marcel Fässler/André Lotterer/Benoît Tréluyer, 378 laps

2 #2 Dindo Capello/Tom Kristensen/Allan McNish, 377 laps

Audi R18 ultra (Audi Sport Team Joest)

3 #4 Marco Bonanomi/Oliver Jarvis/Mike Rockenfeller, 375 laps

5 #3 Romain Dumas/Loïc Duval/Marc Gené, 366 laps

2013

Audi R18 e-tron quattro (Audi Sport Team Joest)

1 #2 Loïc Duval/Tom Kristensen/Allan McNish, 348 laps

3 #3 Marc Gené/Lucas di Grassi/Oliver Jarvis, 347 laps

5 #1 Marcel Fässler/André Lotterer/Benoît Tréluyer, 338 laps

2014

Audi R18 e-tron quattro (Audi Sport Team Joest)

1 #2 Marcel Fässler/André Lotterer/Benoît Tréluyer, 379 laps

2 #1 Lucas di Grassi/Marc Gené/Tom Kristensen, 376 laps

– #3 Filipe Albuquerque/Marco Bonanomi/Oliver Jarvis, 25 laps



Partners

The Audi Sport partners in the FIA WEC

For the WEC, Audi Sport cooperates with expert partners from around the world.

Aethra

Aethra Sistemas Automotivos with its headquarters in the Brazilian state of Minas Gerais is one of Latin America's largest tool making companies. From prototype manufacture via engineering services, soft tooling methods, 5D laser-cutting methods to welding systems and high-volume production with JIT logistics – Aethra is an expert partner for the automobile industry.

Akrapovič

Akrapovič enjoys broad recognition as an extremely innovative company in the field of material technology and development of premium exhaust systems. The brand stands for the highest standards in design, for appreciable power increase and for the creation of unmistakable exhaust sounds. The partnership with Audi Sport benefits from the expertise of the Slovenian company, which manufactures the V6 TDI engine's exhaust system.

Bosch

The Bosch Group is a leading international technology and service company for mobility solutions, industrial technology, consumer goods as well as energy and building services engineering. Bosch supplies Audi's sports car program with high-performance components like the engine electronics, diesel injection technology and parts of the hybrid system, which optimizes the racecar's overall efficiency.

Castrol

Audi has another technology leader at its side in the form of Castrol. Be it innovative gearbox oils or high-performance engine oils: the global lubrication specialist with long-standing motorsport history knows how to extract the maximum from a racecar. Thanks to the Castrol lubricants, the V6 TDI engine powering the Audi R18 e-tron quattro and other components are protected perfectly against the extreme loads.



ITK Engineering

ITK Engineering AG has been a premium development partner for companies in the automobile and aerospace industries, and medical engineering since 1994. Audi uses ITK's wealth of experience in the model based software development and virtual validation to develop the drivetrain and the hybrid system for the Le Mans winning Audi R18 e-tron quattro.

Mahle

As leading global development partner to the automobile and engine industry, Mahle provides unique system expertise in the field of engine systems, filtration, electric/mechatronic and thermal management. For Audi's Le Mans project, Mahle is a reliable partner supplying high-quality piston technology that helps overcome the extreme demands made in the TDI powertrain.

Michelin

Michelin is a leading tire manufacturer based in France. The company supplies its products for automobiles as well as airplanes, motorbikes and bicycles, earth moving machines and agricultural devices. When Audi started its Le Mans program in 1999, Michelin was a partner from the word go. The successful cooperation boasts 13 victories together on the Sarthe.

Oris

Oris has manufactured watches, exclusively with mechanical movement, in Switzerland since 1904. The red rotor characterizes their unique design. Since the 2014 season, the Swiss chronometer has ensured perfect timing at Audi Sport. As a dedicated tribute to the motorsport partnership, Oris developed a strictly limited edition chronograph in the form of the Audi Sport Limited Edition.

Other Audi Sport partners

Alpinestars

Manufacturers of lifestyle products, especially professional race wear

Audi Top Service

Personal customer care and bespoke solutions for Audi customers

Gerolsteiner



Mineral water and refreshments of the highest quality

Hofmühl

Hofmühl maintains a more than 500-year-old brewing art

OZ Racing

High quality wheels for motorsport and production



Schedule

2015 season

FIA World Endurance Championship WEC

27–28.03	Prologue Le Castellet (F)
12.04	6 Hours of Silverstone (GB)
02.05	6 Hours of Spa-Francorchamps (B)
31.05	Test day Le Mans (F)
13–14.06	24 Hours of Le Mans (F)
30.08	6 Hours of Nürburgring (D)
19.09	6 Hours of Circuit of the Americas (USA)
11.10	6 Hours of Fuji (J)
01.11	6 Hours of Shanghai (CN)
21.11	6 Hours of Bahrain (BRN)



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***Fuel consumption and emission levels**

Audi A3 Sportback e-tron: fuel consumption combined in l/100 km: 1.7–1.5; current in Wh/km: 124.0–114.0; CO₂ emissions combined: petrol 39–35 g/km, electric consumption in kWh/100 km: combined 12.4–11.4

Audi RS 3 Sportback: fuel consumption combined in l/100 km: 8.3–8.1; CO₂ emissions combined: 194–189 g/km

Audi RS Q3: fuel consumption combined in l/100 km: 8.4; CO₂ emissions combined: 198 g/km

Audi RS 4 Avant: fuel consumption combined in l/100 km: 10.7; CO₂ emissions combined: 249 g/km

Audi RS 5 Coupé: fuel consumption combined in l/100 km: 10.5; CO₂ emissions combined: 246 g/km

Audi RS 5 Cabriolet: fuel consumption combined in l/100 km: 10.7; CO₂ emissions combined: 249 g/km

Audi RS 6 Avant: fuel consumption combined in l/100 km: 9.6; CO₂ emissions combined: 223 g/km

Audi RS 7 Sportback: fuel consumption combined in l/100 km: 9.5; CO₂ emissions combined: 221 g/km

Audi R8: fuel consumption combined in l/100 km: 12.4–11.8; CO₂ emissions combined: 289-275 g/kg

Audi Q7: fuel consumption combined in l/100 km: 8.3–5.7; CO₂ emission combined: 193–149 g/km