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Audi in GT racing 2015

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Audi in GT racing 2015

New Audi R8 LMS: the next stage of a winning car

Since 2009, Audi has firmly established itself in the growth market of international GT3 racing – on a sporting level, the brand is credited with 26 championship victories, and with 136 race cars delivered the program is a commercial success. At the Geneva Motor Show in March, Audi unveiled a fundamentally new R8 LMS, which sets new benchmarks in the aerodynamics, lightweight design and safety areas.

As one of the first automobile manufacturers, the brand with the four rings has been testing a new car since 2014. A car that already complies with the GT regulations for 2016. Audi Sport customer racing will put the R8 LMS through a rigorous test program: while testing and racing – including the classic 24-hour races around the Nürburgring and at Spa – the engineers develop the GT race car to ensure it is ready to hand over to customers. At the end of the year, quattro GmbH, which develops, builds and markets the model, will deliver the first cars to customer teams throughout the entire world.

“2015 is a pivotal year. The new race car will help us to further expand Audi’s market position in GT racing,” says Heinz Hollerweger, Managing Director of quattro GmbH. “We backed the right horse in good time six year ago. GT3 racing is booming worldwide, as many as eleven reputable manufacturers compete against one another in a single market, and there are a great many high-profile events. The R8 LMS contested more than 260 races last year alone. The programs of our importers and customers also boost our brand’s image in such regions, which Audi only rarely reaches with its big programs in the DTM and WEC.”

The Audi R8 LMS went chasing titles in 23 countries on four continents during the 2014 season. Audi drivers took overall honors in the ADAC GT Masters in Germany, the Blancpain Endurance Series and Blancpain GT Series – three of the most important series’ worldwide. Repeat victories in the 24-hour races around the Nürburgring and at Spa further underlined the reliability of the production-based race car. In addition to the overall victories, Audi drivers won an extra twelve class categories in international racing series’.



In 2015, the Audi R8 LMS is present again in all the big racing series' around the globe. In North America, the teams field different versions of the race car in the Tudor United SportsCar Championship and the Pirelli World Challenge. In Europe, drivers race under the sign of the four rings in Great Britain, France, Germany and Italy and in the international series' International GT Open and Blancpain GT Series.

In Asia, teams in Japan, Thailand and Taiwan rely on the powerful 560 hp race car. On top of this comes the Audi R8 LMS Cup, which races in China, Taiwan, South Korea, Malaysia and Japan. Audi also has a growing base of customer teams in the domestic Australian GT championship. In 2015, the Audi R8 LMS will demonstrate its competitiveness yet again in the 12-hour races at Bathurst (AUS), Sebring (USA) and Sepang (MAL), the 'Petit Le Mans' race (USA) and the 24-hour competitions at Daytona (USA), around the Nürburgring (D) and at Spa (B). In the two last-mentioned events in the Eifel and in the Ardennes, fans can look forward to a special treat: four new Audi R8 LMS face the challenges of the world's two toughest GT3 races. At the end of the year, Audi customers can also look forward to the new model.



Interview

Romolo Liebchen: “Close network within the brand”

In the following interview, the Head of Audi Sport customer racing explains the future of the brand’s GT program.

The arrival of the new Audi R8 LMS highlights 2015. What expectations do have of the new car?

2015 will be a particularly exciting time for Audi Sport customer racing and quattro GmbH. The new R8 LMS is closely linked to the production model, which means we follow the cycles that also apply for the product. We spent six years building up a completely new business segment for Audi with the previous R8 LMS ultra, and firmly established ourselves on four continents. The level of success achieved with the race car for its share of the market, and its racing record set high standards for the successor. Our future work will be measured by this.

Like the production car, Audi also presented the new Audi R8 LMS at the Geneva Motor Show in March. How closely related are both models?

The various sectors at Audi and quattro GmbH work very closely together. This has big advantages. As a result, it was not just possible to start early with the development, but we also found many solutions benefitting both sides. One example: during the body design phase, we suggested making the rear more angular, which makes the aerodynamics more efficient. Around 50 per cent of the race car parts are carried over from the production model. The motorsport and production versions are also closely linked when it comes to manufacturing the Audi Space Frame (ASF) with its multi-material techniques. The race and production cars pass through many manufacturing stations together at the Böllinger Höfe. The two cars finally go their separate ways after the cathodic dip painting. Development of our race car started in 2014; it had already completed 40,000 test kilometers before the premiere in Geneva. We will continue to perfect the car while racing throughout the 2015 season, so that the customers can race with it from 2016.



Your customer base has grown steadily. 136 race cars have been built worldwide since 2009 – a remarkable number in GT3 racing. What factors made this success possible?

We did everything within our powers to establish the Audi R8 LMS as a reliable and race winning car. 26 championship titles worldwide are no coincidence, and likewise seven overall victories in 24-hour races. However, a good car alone is not enough to gain market acceptance. We have established a network of satellites in Japan, China, Australia and North America. Service centers that allow us to better support our customers in the regions and to supply them with spares. We also send our customer racing advisors to races around the globe. They are on hand to offer teams help and advice. Another important plus point: the running costs and maintenance are crucial issues for every customer. The Audi R8 LMS has always performed exceptionally well when this aspect is compared. The successor is very competitive in this area as well.

What distinguishes the new race car from its predecessor?

It's better in every area. Where safety is concerned, we set benchmarks at the level of Le Mans Prototypes with a new rear crash structure. On top of this come solutions like the roof hatch to assist helmet removal after an accident. The regulations do not currently demand these measures. With the Audi Space Frame (ASF) featuring multi-material construction, we demonstrate our expertise impressively in lightweight construction. Although the chassis weighs 30 kilograms less, it is now stiffer: our engineers have improved the torsional stiffness by 39 per cent. Also with the aerodynamics, which are so important in motorsport, we have made a big step. Even though the regulations set tighter constraints for 2016, we have significantly improved the efficiency – meaning the ratio between downforce and drag. With this in mind, we are well prepared, because from 2016, it is not allowed to develop a GT3 race car anymore for three years within its homologation.

So, your customers can look forward to an attractive new model.

Of course. A reliable race car is even more important today because the competitive environment gets harder year after year, and GT3 racing gets more and more exciting. When we won the 24 hours of Spa in 2014, sixty-one race cars representing eleven brands started in a single category. Our competitors are wide-awake and are working incredibly hard on their models for 2016. The amount of customer enquiries shows just how popular the new Audi R8 LMS is. Many teams and drivers would prefer to race our car in 2015. The time will come at the end of the year when teams will receive a GT3 race car developed to the highest level, and with which they can chase titles in 2016.



International customer racing support

On call worldwide

A good race car is one thing, an appropriate level of service another task. With Audi, customers in GT3 racing can rely on high-caliber race car engineering as well as a comprehensive service concept.

From the beginning, Audi concentrated on providing its customers with a comprehensive range of services for the R8 LMS – on a worldwide basis. Audi Sport customer racing developed a multilevel concept to adequately support the more than 130 race cars built.

While quattro GmbH is dedicated to its European customers, four satellites are responsible for this task overseas. Nova Engineering looks after the customers active in Japan since 2011, Audi Sport customer racing supports the 20-plus race cars contesting the Audi R8 LMS Cup established in 2012 as well as other customer commitments in Asia. The Melbourne Performance Centre is responsible for the events in Australia and New Zealand. In the current season, six teams race with Audi 'down under'. Audi Sport customer racing North America is the contact for customers in the United States. Two high-caliber sports car series, the Pirelli World Challenge, in which six Audis compete, and the Tudor United SportsCar Championship, are held in North America including Canada. A substantial number of race cars are also entered in club racing in the USA.

Another stage of the concept is the deployment of customer racing advisors from Germany to races worldwide. They support teams at the track with race car set-up, answer questions about maintenance and repairs and many other issues. At the larger championships and selected events, Audi Sport customer racing is also represented in the paddock with its own service vehicles.

Audi Sport customer racing has been based at Audi's new facility in Neuburg since May 2015. The logistic center is also housed here. The parts inventory and store currently contain around 5,000 different components. The arrival of the new model will see this stock inventory expand to around 6,500 parts. During the 2014 season, around 95,500 parts were dispatched in more than 1,300 deliveries to 58 customers on four continents. If 2012 is taken as reference, the delivery volume of has doubled within two years.



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 race cars, every race car was developed at Audi Sport in Ingolstadt. From the motorsport department of AUDI AG, a dedicated brand has grown, under which the company bundles its entire racing expertise.

When the sport department relocated to the new Kompetenz-Center Motorsport (KCM) in Neuburg last fall, 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 has also been based in Neuburg since 2015. Romolo Liebchen, as head of customer racing, is responsible within quattro GmbH for the successful Audi R8 LMS GT3 sports car and the new Audi Sport TT Cup.

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, which currently consists 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."



The quattro GmbH

Power company

The quattro GmbH has embodied high-performance and high-tech at Audi since 1983. It develops and builds the RS and R8 models, individualizes automobiles, provides accessories and presides over customer motorsport. Heinz Hollerweger has been Managing Director since 2014.

The quattro GmbH portfolio currently contains eight models: RS Q3, RS 3 Sportback, RS 4 Avant, RS 5 and RS 5 Cabriolet, RS 6 Avant, RS 7 Sportback and the R8. The company based in Neckarsulm delivered more than 15,000 cars last year. The strongest sales regions for the high-performance models are Germany, Great Britain, Switzerland and Italy.

quattro GmbH is also active in the field of automobile personalization. Audi exclusive offers the widest range among the competition – there are 100 exterior and 16 interior Audi-exclusive colors, in the compact car segment almost 800 versions of the A1 can be realized through personalization. In 2009, the number of personalized automobiles was still around 100,000, the quantity has since grown to more than 180,000. In addition, quattro GmbH sells around 2.5 million accessories annually.

The Audi R8 rolls from the assembly line in the Böllinger Höfe since autumn 2014. In the new manufacturing halls, body construction and assembly of the super sports car are united under one roof. As a result, Audi has optimized the production processes and further expanded the low-volume expertise at the Neckarsulm site.

The Audi Sport customer racing motorsport program, the fourth pillar of quattro GmbH, has been resident in Neuburg an der Donau since 2015. Customers on four continents trust the Audi R8 LMS for its proven reliability and speed as GT3 race car. quattro GmbH is also well equipped for the future in a tough competitive environment with the new model, which will be tested in 2015 before being made available to customers in 2016.



The new Audi R8 LMS

Lighter and safer than ever before

Audi is out in front once again: the brand with the four rings was one of the first automobile manufacturers to present a race car before the start of the 2015 season that complies with the new GT3 regulations to be introduced in 2016. The new Audi R8 LMS is lighter and safer than ever before. It features even more race car technology, significantly improved aerodynamics and, as a result, provides customers with an efficient.

Back in spring 2014, Audi started testing the new R8 LMS, which follows in great footsteps: the first generation Audi R8 LMS won 26 GT3 championships between 2009 and 2014 as well as 23 titles in other categories and seven overall victories in 24-hour races. In 2015, customers from around the world rely yet again on the winning machine from Neckarsulm, of which the company has built more than 130 cars since 2009.

The first races for the new R8 LMS are already scheduled, such as the 24-hour races at the Nürburgring (16–17 May) and Spa (25–26 July) for example. Other events have also been confirmed. quattro GmbH, which develops and assembles the race cars, will accept customer orders in the second half of the year and still intends to deliver the first models of the second generation before the end of 2015.

At the same time as presenting the new model, Audi is preparing for the promising future of GT3 racing and plays a pioneering role. Because the new Audi R8 LMS clearly exceeds the safety requirements stipulated by the regulations set for release in 2016. Thanks to the structural modifications made to the front end, and the use of a CFRP crash element integrated for the first time into the rear end, the GT3 sports car complies with the crash test requirements valid for the significantly lighter Le Mans Prototypes (LMP) like the Audi R18 e-tron quattro. The Audi Protection Seat PS 1, which will be used in the future in the R8 LMS has set the standards in seat technology for years now. It is attached rigidly to the chassis to increase stiffness. A rapidly adjustable pedal box system and a collapsible steering column adjustable in both length and height allow any sized driver to sit safely and comfortable. A rescue hatch in the roof, as used in the DTM race touring cars, is integrated in a GT3 race car for the first time. In the event of an accident, it allows the driver's helmet to be



removed while protecting the spinal column and the Kendrick Extrication Device – a supportive corset – to be fitted.

Audi systematically exploits its lightweight design expertise in the new R8 LMS. Despite the additional weight resulting from the previously mentioned innovations, the race car's homologation weight has been reduced from 1,250 to 1,225 kilograms. Its empty weight is actually below 1,200 kilograms. The intelligent material mix of aluminum in the Audi Space Frame (ASF), a structural CFRP component and the steel roll-cage make the chassis about 30 kilograms lighter – it now weighs 252 kilograms. At the same time, the torsional stiffness of the stressed frame has increased by 39 per cent.

Although the material mix in a race car is more complex, Audi has managed to integrate the manufacturing process for production and race cars even more closely than before. In a new manufacturing facility at the Böllinger Höfe industrial park in Heilbronn, quattro GmbH produces both versions together. Although the race car, for example, is fitted with aluminum cast joints and a steel roll-cage, the R8 LMS race car chassis remains integrated in the basic production process up to the stages where the roof is fitted and the cathodic dip painting (CDP), which is a form of priming, occurs. After these production steps, the race cars are completed in Heilbronn-Biberach.

Audi uses production parts in the new R8 LMS wherever this makes sense in racing from a technical and commercial viewpoint. For example, the 5.2-liter, V10 engine producing up to 430 kW (585 hp) is taken from assembly line as the production unit. It remains almost unchanged and sets standards in racing with its 20,000-kilometer rebuild intervals. The engineers only use modified or completely new assemblies when stipulated by the regulations or when the significantly higher loads encountered in competition demand this. While the production ASF chassis is modified, the completely new bodywork is made of CFRP. For the first time, the suspension features wishbones specifically designed for racing. The six-speed gearbox with paddle shift is also a completely new development. It is significantly lighter than its predecessor, while efficiency has increased because the previous drop gear system is omitted. The new MS 6.4 ECU includes the engine electronics, traction control and software for the electro-hydraulic gearshift. The powerful processor permits greater processing speeds resulting in faster response. A power box is another new feature. It replaces the traditional fuse box and makes it possible to define individual loads and functionalities.



The new aerodynamic concept of the Audi R8 LMS features, for the first time, a fully closed underfloor and a conceptually integrated rear diffuser. As a result, the rear wing is smaller and the downforce increases without a corresponding increase in drag. The cross-sectional area of the air exit ducts at the rear of the front wheel arches are now larger and help to improve airflow. The airflow rate and cooling area of the front radiator have increased by ten per cent to better compensate for the highest ambient temperatures. Engineers have improved the fresh air circulation in the cockpit so that the race drivers can maintain concentration levels. At a speed of 200 km/h, the airflow rate is 250 liters per second. Audi achieved these improvements despite the significantly higher constraints imposed on aerodynamic design by the 2016 regulations.



Technical data Audi R8 LMS (2015*)

Version: March 2015

Model	Audi R8 LMS (2015)
Vehicle	
Vehicle type	Sports car complying with FIA GT3 regulations
Chassis	Audi Space Frame (ASF) in aluminum-CFRP hybrid construction with stressed steel roll-cage, bodywork parts from CFRP and aluminum
Safety concept	Energy absorbing aluminum and CFRP crash structures front and rear. Safety concept fulfils FIA LMP1 crash requirements. Audi Sport PS 1 safety seat
Engine	
Type	90 degree V10 engine, 4 valves per cylinder, DOHC, gasoline direct injection, emission control by two exhaust gas race catalytic converters
Engine management	Bosch Motorsport Motronic MS 6.4
Engine lubrication	Dry sump
Cubic capacity	5,200 cc
Power	Variable by restrictor up to 430 kW (585 hp)**
Torque	Over 550 Nm
Drivetrain/transmission	
Transmission type	Rear wheel drive, traction control (ASR)
Clutch	Electro hydraulically activated 3-plate race clutch (ECA)
Gearbox	Sequential, pneumatically activated 6-speed racing gearbox with paddle shift
Differential	Limited-slip rear differential, variable preload
Driveshafts	Constant velocity joints
Suspension/steering/brakes	
Steering	Servo assisted rack and pinion steering
Suspension	Front and rear independent suspension. Double wishbones, damper struts with coil springs and adjustable dampers as well as adjustable front and rear anti-roll bars
Brakes	Hydraulic dual circuit brake system, steel brake discs front and rear, race ABS
Wheels	Forged aluminum wheels, front 12.5 x 18 inch, rear 13 x 18 inch
Tires	Front 30-68/18, rear 31-71/18
Weight/dimensions	
Length	4,583 mm
Width	1,997 mm
Height	1,171 mm
Homologation weight	1,225 kg
Fuel tank capacity	125 l
Equipment	
Fire extinguisher system	Audi Sport
Controls	Height and length adjustable safety steering column, quick adjust rail mounted pedal box
Seat system	Audi Protection Seat PS 1

* Market launch 2016

** Determined by BoP of event organizers



The new race car and the production model

Common goals

At the Geneva Motor Show, Audi simultaneously unveiled the new R8 and the R8 LMS. As a result, the production car and racing version shared a premiere for the first time – and this for good reason: they are closely related on a technical level.

“Motorsport is in Audi’s genes, and it has always been an integral element of our brand character,” says Prof. Dr. Ulrich Hackenberg, Audi Board Member for Technical Development. “With the new R8, our engineers bring the cumulative racing expertise from the race track to the road. No other model offers more dynamic emotion. The new R8 V10 plus is consequently the most powerful and fastest production Audi ever.” The new Audi R8 boasts a significant increase in performance thanks to the close cooperation between race engineers, racers and developers. This benefits both the production car as well as the R8 LMS developed on the production base.

Example lightweight design: The ASF chassis features a completely new multi-material lightweight design. Carbon fiber reinforced plastic (CFRP) components form the B-pillars, transmission tunnel and the rear bulkhead. The front and rear ends and roof arches are assembled as frames from cast-aluminum nodes and aluminum profile, some of which are manufactured from new alloys. As always with the ASF, every component is designed specifically to suit its mounting position and designated purpose. As a consequence of their functions, the developers integrated several components into the chassis. If these components are ignored, the bare chassis is about 15 per cent lighter than its predecessor. At the same time, the torsional stiffness is 39 per cent better. Regarding the stiffness, the chassis of the new Audi R8 is a benchmark. The resulting lightweight index is unique among the competition. The race car is also assembled around exactly the same ASF chassis. Supplemented by a steel roll-cage, the new chassis used for the race car is around 30 kilograms lighter than that of the predecessor.

Example engine: both the road and race version of the ten-cylinder engine are assembled by hand at Audi’s Hungarian engine plant Győr. The new generation Audi R8 is equipped with the latest development stage of the 5.2 FSI V10, which produces even more power and torque than before.



The standard dry sump lubrication system is classic motorsport technology. It allows the engine to be installed lower, which results in a more favorable center of gravity. At the same time, it guarantees the supply of lubricant even under extreme lateral loads. In this way, the engine has reserves, which are sufficient for motorsport use. In its motorsport configuration, the robust V10 requires an inspection every 10,000 kilometers and runs for 20,000 kilometers before the first rebuild. This value is a crucial plus point when teams calculate the race car's cost-effectiveness.

The new Audi R8 is produced in a new quattro GmbH manufacturing facility constructed specifically for the sports car – the 'Böllinger Höfe' in Heilbronn. Audi not only builds the production model at this factory, but also the race car chassis. The competition version is finally completed at the race car assembly plant in Heilbronn-Biberach where the motorsport-specific components are fitted. The great similarity of both former models was already striking – and a guarantee for success.



The Audi R8 LMS Cup

A brave new world of new ideas

The Audi R8 LMS Cup, which attracts a growing number of racing drivers since the 2012 season, enhances the spectrum of one-make cups on offer in Asia. For the 2015 season, the movers and shakers at Audi Sport customer racing Asia have come up with something new again – from an improved clutch to standing starts.

As many as 22 competitors compete on the six Audi R8 LMS Cup race weekends in Asia. Two sprint races per event are held. The one-make cup long since visits venues outside China, the Cup's original home. In addition to two events in China, this season's calendar also includes races in South Korea, Malaysia and Japan. The one-make cup stars in Taiwan for the first time as well. The public can enjoy the Audi brand in double pack on two weekends: the Audi R8 LMS Cup and the FIA World Endurance Championship WEC appear together on October 11 at Fuji (Japan) and November 1 at Shanghai (China).

The Cup competitors stage thrilling door-to-door battles in two sprint races each race weekend. The race format has been tweaked for this season. Flying starts previously saw the race action begin, now a standing and a flying start are on the agenda. For this purpose, the Audi R8 LMS is equipped with a so-called 'launch control' that assists drivers at the standing start. A lighter clutch for more agile response, a rear wing mounted further back for greater aerodynamic downforce and a modified brake balance system round off the innovations. All these changes better cater for the drivers' wishes.

The super pole qualifying is also new. After the 15-minute qualifying session, the best eight drivers compete against the clock over a single lap. A new equivalence concept ensures greater performance parity. After the weight of the driver and their gear is determined, so much ballast must be mounted in the car so that bodyweight and ballast combined weigh a minimum of 80 kilograms. As a result, light drivers no longer have an advantage.

The drivers enjoy greater tactical freedom in 2015: previously, only one set of tires was allowed for qualifying and the races – now two sets are permitted. Another tactical element established itself last year. A push-to-pass system enables the



drivers to briefly release extra power. Its use is limited, which in turn increases the number of exciting maneuvers during the races. Another strategic element is used to prevent one driver from dominating. The three best drivers at every race must start the following race with ballast weight. Since this rule was enforced a year ago, the race fans and spectators have regularly been treated to a feast of unusual and fascinating maneuvers.

This year, the teams are allowed to work at the race tracks with their own technical personnel – previously a centralized, single service provider was used. Teams deciding against this can still use the previous service provider, which provides an arrive and drive race deal.

The Audi Sport customer racing Asia activities are not solely restricted to the Asian region and Audi R8 LMS Cup. The 19-year old Shaun Thong from Hong Kong will contest the Audi Sport TT Cup in Europe this year. In addition, he will share a cockpit in the Blancpain Endurance Series with Marchy Lee and Markus Winkelhock. Audi Sport customer racing Asia cooperates with the renowned racing team Phoenix Racing in the GT3 endurance series. Thong will also be a member of the first ever Asian driver line-up to contest the 24 hours at the Nürburgring with the Audi race experience. Deploying the various talents in selected races is an integral component of Audi's young driver development program in Asia. The race cars that Thong drives in Europe also advertise the Audi R8 LMS Cup.

Another field of activity is the GT Asia racing series. Several Cup drivers fly the flag again this year for the Audi R8 LMS Cup in this pan-Asian championship, when they go chasing points together with customers in the Audi R8 LMS ultra. In this way, the Audi Sport customer racing Asia program does not simply shape the motorsport landscape in and around China, but in fact helps the Cup to establish a prominent profile in other regions of the world.



The Audi race experience

The race driving school

Get acquainted with motorsport with Audi and become a racing driver in the Audi R8 LMS – this is the idea behind the Audi race experience, a component of the Audi driving experience. A multistage concept allows beginners and experienced amateur drivers alike to drive Audi’s GT3 race car on race tracks and even to compete in races.

Number one yet again: Audi became the first company to conceive a motorsport program for its customers. Ambitious sports car drivers have had the chance to test the Audi R8 LMS since 2010. Incentive events on race tracks provide sports drivers with the opportunity to drive the powerful 560 hp race car in one-on-one training sessions or as ‘Erlebnis Audi R8 LMS’ on a race track. Also new to the program this year is the race car that sees action in the new Audi Sport TT Cup.

Customer racing, the second area of the Audi race experience, makes even greater demands. To withstand the rigors of competition, the drivers must prove their knowledge of the Nürburgring Nordschleife. Only then can they compete in endurance races in the Eifel with the Audi race experience. Over the last five years, more than 1,000 customers were mesmerized by the Audi R8 LMS ultra in one of the programs. Extreme athlete and stratospheric skydiver Felix Baumgartner trained to become a racing driver. Another prominent guest in the race car’s cockpit in 2014 was former Ski World Cup winner Didier Cuche.

Sporting Director for the motorsport program is former rally driver Josef ‘Sepp’ Haider. In 2015, he supervised the program on seven race weekends as well as during the VLN test and balance of performance. The Audi driving experience has also been based in Neuburg since 2014. “The facility with the customer building and the various types of race track are ideal for our requirements, which is also confirmed by our customers,” says Klaus Demel, Head of Audi driving experience. “The Audi race experience also contests a comprehensive program on the race tracks in 2015. I’m convinced that we will gain many new customers for the Audi brand again this year.”



Event and races in 2015

Global player

When Audi entered GT3 racing in 2009, the category was one of many GT classes. Since then, it has established itself as the most popular platform worldwide for GT sports cars. As a result, various championships on four continents are open for the Audi R8 LMS. Renowned single races round off the calendar. A summary of the important race events.

Endurance races (non-championship)

Bathurst 12 Hours	www.bathurst12hour.com.au
Gulf 12 Hours, Abu Dhabi	www.gulf12hours.com
Nürburgring 24 Hours	www.24h-rennen.de
Sepang 12 Hours	www.sepang12hour.com

America

Pirelli World Challenge	www.world-challenge.com
Tudor United SportsCar Championship	www.imsa.com

Asia

Audi R8 LMS Cup	www.audir8lmscup.com
GT Asia	www.afos.com
Super GT	www.supergt.net/en
Super Taikyu Series	www.supertaikyu.com
Taiwan Speed Festival	www.pic-taiwan.com
Thailand Super Series	www.thailandsuperseries.net

Australia

Australian GT	www.australiangt.com.au
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Europe

ADAC GT Masters	www.adac-gt-masters.de
British Endurance Championship	www.britcar24hr.co.uk
Campionato Italiano GT	www.acisportitalia.it/GT
DMV Gran Turismo Touring Car Cup	www.dmv-gtc.de
GT Cup	www.gtcup.co.uk
GT Tour	www.gt-tour.fr



Spezial Tourenwagen Trophy
Supercar Challenge
V de V Challenge GT
VLN Langstreckenmeisterschaft

www.spezial-tourenwagen-trophy.de
www.supercarchallenge.nl
www.vdev.fr
www.vln.de

International

Blancpain Endurance Series
Blancpain Sprint Series
International GT Open

www.blancpain-gt-series.com
www.blancpain-gt-series.com
www.gtopen.net



Track record

Title chaser from Germany

Within six years, the Audi R8 LMS has developed from newcomer to a benchmark. Its overall and class track record around the globe is impressive. A summary of all the titles as well as the more notable race wins.

Drivers' title overall classification

2009

ADAC GT Masters	Christian Abt (D)
Belgium	Jean-François Hemroulle/Tim Verbergt (B/B)
FIA GT3 European Championship	Christopher Haase/Christopher Mies (D/D)

2010

DMSB GT Championship	Luca Ludwig (D)
Belgium	Greg Franchi/Anthony Kumpen (B/B)
Portugal	César Campaniço/João Figueiredo (P/P)
Spain	César Campaniço/João Figueiredo (P/P)

2011

Australia	Mark Eddy (AUS)
Blancpain Endurance Series	Greg Franchi (B)
Italy	Marco Bonanomi (I)
Super Taikyu Series	Tomonobu Fujii/Akihiro Tsuzuki/Michael Kim (J/J/USA)
Taça Portugal	César Campaniço/João Figueiredo (P/P)
Spain	César Campaniço/João Figueiredo (P/P)

2012

Blancpain Endurance Series	Christopher Haase/Christopher Mies/Stéphane Ortelli (D/D/MC)
Portugal	César Campaniço/Carlos Vieira (P/P)
Taça Portugal	César Campaniço/Carlos Vieira (P/P)
Iberian Supercars Trophy	César Campaniço/Carlos Vieira (P/P)
Spain	Mikko Eskelinen (FIN)



2013

Belgium	Anthony Kumpen/Bert Longin/Maarten Makelberge (B/B/B)
FIA GT Series	Stéphane Ortelli/Laurens Vanthoor (MC/B)
GT Sprint International	Thomas Schöffler (D)
Portugal	César Campaniço (P)
Sweden	Jan Brunstedt (S)

2014

ADAC GT Masters	Kelvin van der Linde/René Rast (ZA/D)
Blancpain Endurance Series	Laurens Vanthoor (B)
Blancpain GT Series	Laurens Vanthoor (B)

Overall victories in endurance races

2010

12h Hungary	Thomas Gruber/Philip König/Walter Lechner/ Niki Mayr-Melnhof (A/A/A/A)
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2011

12h Bathurst	Marc Basseng/Christopher Mies/Darryl O'Young (D/D/HK)
24h Spa	Mattias Ekström/Greg Franchi/Timo Scheider (S/B/D)
24h Zolder	Enzo Ide/Bert Longin/Xavier Maassen/ François Verbist (B/B/B/B)

2012

12h Bathurst	Christer Jöns/Christopher Mies/Darryl O'Young (D/D/HK)
24h Nürburgring	Marc Basseng/Christopher Haase/Frank Stippler/ Markus Winkelhock (D/D/D/D)
24h Spa	Andrea Piccini/René Rast/Frank Stippler (I/D/D)
24h Zolder	Marco Bonanomi/Anthony Kumpen/Edward Sandström/ Laurens Vanthoor (I/B/S/B)

2014

24h Nürburgring	Christopher Haase/Christian Mamerow/René Rast/ Markus Winkelhock (D/D/D/D)
24h Spa	René Rast/Laurens Vanthoor/Markus Winkelhock (D/B/D)



Class victories and trophies in endurance races

2009

24h Nürburgring (SP9-GT3) Christian Abt/Jean-François Hemroulle/Pierre Kaffer/Lucas Luhr (D/B/D/D)

24h Spa (G2) Marc Basseng/Marcel Fässler/Alexandros Margaritis/Henri Moser (D/CH/GR/CH)

2010

24h Nürburgring (SP9-GT3) Marc Bronzel/Luca Ludwig/Dennis Rostek/Markus Winkelhock (D/D/D/D)

2011

24h Nürburgring (SP9-GT3) Marc Basseng/Marcel Fässler/Frank Stippler (D/CH/D)

2012

24h Trophy,
Nürburgring – Spa (GT3) Phoenix Racing

2013

24h Daytona (GT) Filipe Albuquerque/Oliver Jarvis/Dion von Moltke/Edoardo Mortara (P/GB/USA/I)

12h Sepang (GTC) Ashraff Dewal/Jacky Yeung/Alex Yoong (MAL/HK/MAL)

2014

24h Spa (Coupe du Roi) Audi

Petit Le Mans (GTD) Matt Bell/Christopher Haase/Bryce Miller (GB/D/USA)

Important race wins

2011

Macau GT Cup Edoardo Mortara (I)

2012

Macau GT Cup Edoardo Mortara (I)

2013

Macau GT Cup Edoardo Mortara (I)

Baku World Challenge Stéphane Ortelli/Laurens Vanthoor (MC/B)



2014

Baku World Challenge

César Ramos/Laurens Vanthoor (BR/B)



Partner

The Audi Sport customer racing partners

Audi Sport customer racing cooperates with seven partners for its GT racing program.

Akrapovič

Akrapovič is widely recognized as being an extremely innovative company in the field of material technology. The brand stands for the highest standards in design, for appreciable power increase and for the creation of an unmistakable, deep and rich exhaust sound. An expert team of over 500 employees manufactures products for motorbikes and automobiles.

Castrol

Castrol is the globally leading manufacturer, distributor and dealer of high-quality lubricants, greases and associated services for customers worldwide from the fields of automobile technology, industry, marine and aerospace and oil drilling and production. The company is active directly in more than 40 countries and employees 7,000 people worldwide.

Eibach

Eibach enjoys a worldwide reputation as a leading manufacturer of high-performance suspension springs and suspension systems as well as special high-tech springs for demanding applications. The range of applications encompasses almost every sector in industry and automobile technology. Eibach has been a leading partner in global, high-performance motorsport for decades.

Endless

Endless is an innovative company developing and manufacturing high-end braking components. Thanks to its product lines ranging from brake pads to complete braking systems including brake calipers, discs, brake lines and brake fluid for road cars as well as sports and racing cars, Endless is a leading provider of high-quality braking technology.

Mayer Motorsport

Mayer Motorsport has manufactured high-quality vehicle wiring for motorsport since 2004. This medium-sized company is one of the few specialists in this field



throughout Germany. Mayer Motorsport works constantly and passionately on producing durable and lightweight cable harnesses.

Michelin

Motorsport competition has belonged to Michelin's DNA ever since the company was founded. Wherever the brand competed, its partners took race wins and championship victories in series. Motorsport and its extreme conditions form the perfect test laboratory for innovations. Hardly anything else drives technological progress to such an extent as the knowledge transfer between the race track and production line.

Stäubli

Stäubli provides mechatronic solutions in the three fields of textile machines, coupling systems and industrial robots. The product range includes Jacquard looms, dobby weaving machines and carpet weaving machines, quick coupling systems for fluids, gas and electrical energy, robotic tool changing systems, SCARA and six-axis articulated arm robots with controls and software.



Calendar

Selected Audi GT racing dates 2015

Races planned for the new Audi R8 LMS

14/03	VLN test and balance of performance Nürburgring (D)
28/03	VLN endurance championship Nürburgring (D)
12/04	Blancpain Endurance Series Monza (I)
25/04	VLN endurance championship Nürburgring (D)
16–17/05	Nürburgring 24 Hours (D)
20/06	Blancpain Endurance Series Le Castellet (F)
24/06	Test day Spa 24 Hours (B)
25–26/07	Spa 24 Hours (B)

Endurance races Audi Sport customer racing

24–25/01	Daytona 24 Hours (USA)
08/02	Bathurst 12 Hours (AUS)
21/03	Sebring 12 Hours (USA)
16–17/05	Nürburgring 24 Hours (D)
28/06	Watkins Glen 6 Hours (USA)
25–26/07	Spa 24 Hours (B)
03/10	Petit Le Mans, Road Atlanta (USA)

Audi R8 LMS Cup

21–22/03	Zhuhai (CN)
16–17/05	Yeongam (ROK)
June/July (TBC)	Taiwan (RC)
08–09/08	Sepang (MAL)
10/10	Fuji (J)
31/10–01/11	Shanghai (CN)



Audi race experience

14/03	VLN test and balance of performance Nürburgring (D)
12/04	Qualification race for Nürburgring 24 Hours (D)
25/04	VLN endurance championship Nürburgring (D)
16–17/05	Nürburgring 24 Hours (D)
04/07	VLN endurance championship Nürburgring (D)
22/08	VLN endurance championship Nürburgring (D)
05/09	VLN endurance championship Nürburgring (D)
03/10	VLN endurance championship Nürburgring (D)



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Fuel consumption and emission levels

Audi A1: fuel consumption combined in l/100 km: 5.8–3.4; CO₂ emissions combined: 134–89 g/km

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/km