



AUDI AG
Communications Motorsport
D-85045 Ingolstadt
Tel +49 (0)841 89-34200
Fax +49 (0)841 89-38617

July 2016

Audi in the 2016 WEC

Audi in the 2016 WEC	2
Technology transfer	4
Audi R18	5
Technical data, Audi R18	12
Driver lineup	13
Audi Sport Team Joest	35
2016 FIA WEC	37
FIA WEC rounds	39
Track record	44
Partners	48
Calendar	50
Audi Communications Motorsport contacts	51

The collective fuel consumption of all models named above and available on the German market can be found in the list provided at the end of this press kit.



Audi in the 2016 WEC

Audi with most powerful and efficient sports car

In the FIA World Endurance Championship (WEC), Audi is expecting the so far toughest season since the series was launched in 2012. Following two world championship titles in 2012 and 2013, the brand with the four rings will be meeting with the world champions from the last two years – Toyota and Porsche. The most recent generation of the Audi R18 features a new technology concept. It is as powerful and as efficient as none of its predecessors. The LMP1 race car will be competing in nine WEC rounds, including the Le Mans 24 Hours.

The FIA WEC is one of the five FIA world championships and held on four continents. The racing series for Le Mans prototypes and production-based GT sports cars continues to grow in its fifth season. For the first time, the WEC calendar features nine rounds – the race in Mexico on September 3 having been added this year. As a result, another one of Audi's growth markets complements the series' program. The brand with the four rings increased its sales in the Latin American country last year by 9.3 percent. In 2016, production of the Audi Q5* will be launched there.

The other rounds will be held in front of spectators who identify with the four rings as well. For instance, Audi in the United States recorded growth of 11.1 percent, of 5.7 percent in Germany, of 5.2 percent in France, and of 5.0 percent in the United Kingdom in terms of vehicles delivered. "We're delighted about this parallel trend in racing and market development," says Head of Audi Motorsport Dr. Wolfgang Ullrich. "The FIA World Endurance Championship (WEC) is a central element of our motorsport program. If we can support strong markets with our commitment, that's a perfect fit. At the same time, we're happy about the positive response to our appearances by the local audiences."

To ensure that in 2016 Audi will again be able to battle for victories and WEC titles, the squad of Jörg Zander, Head of Engineering at Audi Sport, has designed a new Audi R18. From the central monocoque, the suspension and aerodynamics, through to the hybrid system, the LMP1 sports car with the four rings has been fundamentally revised. A system change has been made by the engineers with respect to the powertrain. For the first time, the hybrid system is equipped with a lithium-ion battery to store energy. The battery has replaced the flywheel energy storage system Audi



relied on from 2012 to 2015. As a result, the electric drive system on the front axle delivers an output of 350 kilowatts – more than twice as much as before. At the same time, the V6 TDI engine that powers the rear axle has become more fuel-efficient once more. The efficiency regulations require it to use 9.79 percent less energy than last year. Still, the engineers have partially compensated the loss. The efficient and powerful unit delivers 378 kW (514 hp). A system output of 1,000 hp means that Audi is competing with the most powerful sports prototype in the company's history which, at the same time, uses the brand's most fuel-efficient LMP1 powertrain.

Audi entrusts the high-caliber technology to an experienced team. In 2016, Audi Sport Team Joest that has been with Audi since 1999 is again fielding the race cars. Two Audi R18 cars compete in the FIA WEC. To limit costs, this will be the case at Le Mans as well where previously three race cars featuring the four rings were on the grid in most events. To date, Audi has won the iconic endurance race 13 times. In the driver lineup, Dr. Wolfgang Ullrich and his team are relying on continuity. Marcel Fässler (CH), André Lotterer (D) and Benoît Tréluyer (F) were world champions in 2012. In the first four FIA WEC years, they won ten races – more than any other driver. In the 2016 season, the WEC record holders will be on the grid together with car number "7." Car number "8" is shared by Lucas di Grassi (BR), Oliver Jarvis (GB) and Loïc Duval (F), the 2013 world champion. In the course of their first joint season in 2015, their performance curve consistently increased – now they are set on attacking. A seventh driver completes the lineup: René Rast (D) has shown good performances last season and in tests. In 2016, he is Audi's reserve driver for the Le Mans 24 Hours.



Technology transfer

For even more efficiency and safety

Ever since Audi won the World Rally Championship with quattro, the brand's motorsport program has primarily been serving the purpose of testing production-relevant technology in order to develop increasingly fuel-efficient and safe automobiles.

Example 1: Audi's gasoline engines are eminently fuel-efficient, not least due to FSI direct injection. This idea debuted in racing. In 2001, the Audi R8 LMP race car won the Le Mans 24 Hours for the first time using an FSI engine. Three more victories followed in 2002, 2004 and 2005. The race drivers benefited from the engine's more sensitive response and lower consumption. In normal road traffic, the technology helps reduce CO₂ emissions in millions of vehicles.

Example 2: Since 2012, Audi has been competing at Le Mans with hybrid drive, clinching three consecutive wins. The energy recuperation system significantly increases the efficiency of the Audi R18. In spite of decreasing amounts of fuel per lap, the race cars have been running faster and faster. Between 2011 and 2015, the consumption of the V6 TDI engine in the Audi R18 dropped by 32 percent, while lap times improved by 3.8 percent. In 2014, the first e-tron production model, the Audi A3 Sportback e-tron* debuted.

Example 3: Light-weight design. Thanks to advanced materials and innovative engineering design, a modern LMP1 race car now only weighs 875 kilograms although, since 2012, a complex hybrid drive system has been mandatory. At the same time, the current generation of the sports prototypes is safer than ever before. This applies to both check loads and crash tests, and thanks to its safeguards against cockpit intrusion and wheels flying off. In production models, Audi has been using an uncompromising approach to lightweight design as well. For instance, the new Audi A4* weighs up to 120 kilograms less than its predecessor.

Example 4: Active safety benefits from the latest lighting technologies. The Audi Matrix-LED headlights have been improving vision of the Audi drivers since 2012 and since 2014, Audi Laser Light has been illuminating the track even more effectively. The brand's customers have since been profiting from this as well, as both technologies are also available for production models today.



Audi R18

Innovation boost for new hybrid sports car

For the FIA World Endurance Championship (WEC) and the Le Mans 24 Hours, Audi is emphasizing focal areas in the 2016 season: The Audi R18 that has been redesigned from scratch has almost nothing in common anymore with its predecessor. It features a more radical aerodynamics concept, including a new safety cell, its hybrid drive system is battery-operated for the first time, the V6 TDI engine has been revised, and new system solutions have been added. As a result, Audi's LMP1 sports car is a vehicle that is more powerful and – once more – clearly more efficient than its predecessor. While the new R18 is Audi's strongest race car to date, it consumes less fuel than any of the generations before it.

Power output of more than 1,000 hp delivered by the TDI and hybrid powertrain, ten percent less fuel consumption than before – Audi is achieving new best marks under the efficiency regulations. The FIA WEC regulations have been providing automobile manufacturers with incentives to build increasingly efficient race cars since 2014. Starting in the 2016 season, this competition will intensify, as the upper limit for fuel consumption will considerably decrease by 10 megajoules per lap at Le Mans. “The result is a race car that manages energy even more effectively than before. This is an objective we're pursuing for our road-going automobiles as well,” says Head of Audi Motorsport Dr. Wolfgang Ullrich. “This type of motorsport continues to set an example for automotive engineering. For Audi, production relevance has been a core topic of all racing programs for 35 years.”

All development engineers at Audi Sport were challenged to enhance the efficiency of the Audi R18. As a result of switching to the 6-megajoule class, the hybrid system, due to the regulations, now recovers 50 percent more energy. The car's aerodynamics concept is fundamentally new. Nearly all vehicle systems have been refined or redesigned. Consequently, energy consumption decreases, the race car has become lighter, and allows for more favorable packaging of the component assemblies. This has resulted in an R18 which even visually clearly differs from its predecessor.



New structure for optimized aerodynamics

No other race car embodies the philosophy of optimized aerodynamics as consistently as the LMP1 sports cars that render a futuristic impression. When looking at the new Audi R18, a significantly altered exterior strikes the eye. The proportions of the front end and the cabin within the overall vehicle length have changed and the conspicuous nose of the race car is clearly slimmer than before.

“The new proportions influence weight distribution and aerodynamics,” explains Jörg Zander, Head of Engineering at Audi Sport. “Our most important objective was to improve airflow.” At the front end, airflow has to be directed across the top of the race car and between the wheel wells, enter the cooling ducts through the body shell, and optimally approach the underfloor. “In this process, vortices must be avoided, as this costs energy,” says Zander. Undesirable vortices and turbulent flow would reduce the energy in the airflow and increase resistance. The smaller the space which the monocoque – the central stressed structure and safety cell of the race car – occupies in this area the larger are the clearances for low-loss airflow. Thanks to the new proportions, the new Audi R18 directs airflow even more effectively to optimally approach the underfloor. At the rear, the air exits again through the diffuser. As a result, it produces a major portion of the downforce under the race car, which is beneficial in cornering. Audi developed a new monocoque, modified the proportions within the prescribed maximum length of 4,650 millimeters, and designed all the component assemblies accordingly.

New as well are the dimensions and positions of the prescribed openings in the front wheel arches. They are intended to reduce undesirable aerodynamic lift effects in the case of lateral airflow. Their areas have been enlarged by 45 percent compared with the 2015 season.

Creative detailed solutions in the chassis

This new concept requires innovations in many other areas. The suspension is a case in point. Due to the new monocoque, the mounting points for the front suspension have significantly changed. To make them more compatible with the position of the drive shaft for the hybrid system, the new mounting points have been rearranged. Suspension kinematics has been significantly revised. Wishbones featuring a new design are now used for wheel guidance. The lift and roll spring-damper elements are actuated via pushrods at the front. The rear suspension kinematics has been



optimized as well. As in the case of the previous-generation vehicle, the spring-damper elements are controlled using pullrods. Optimum balance of the race car in all speed ranges is guaranteed by balancers of the Linked Suspension System (LSS) in the chassis.

The transmission is a new design as well. Audi's simulations revealed that the optimized engine allows a very good gear ratio spread with minimal rpm jumps even in combination with a six-speed instead of the previous seven-speed unit. As a result, the engineers managed to further reduce the weight of the transmission. In the other areas of the vehicle's structure, Audi rigorously pursued its lightweight design approach as well, while retaining the high torsional stiffness of the chassis.

In addition, new solutions for the actuators of individual systems of the Audi R18 help reduce weight. While in the previous-generation vehicle electrical actuators were still operating in the steering, braking, transmission and engine systems, the new Audi R18 uses an all-new development of a high-pressure central hydraulic system. The regulations prescribe a minimum weight of 875 kilograms for the LMP1 hybrid sports cars. In spite of a more powerful and therefore necessarily heavier hybrid system, Audi does not exceed this limit.

New approaches to hybrid drive

Hybrid pioneer Audi, the first manufacturer to have won the Le Mans 24 Hours with an energy recuperation system, was using a flywheel energy storage system from 2012 to 2015. Now the time is ripe for the next step. In the future, a battery will be accumulating the energy. Electrokinetic technology is being replaced by an electrochemical storage system. "The flywheel accumulator definitely proved viable for the lower energy classes," explains Thomas Laudenbach, Head of Electrics, Electronics and Energy Systems at Audi Sport. "But due to the fact that we now have to process even more energy than before, a technology change suggested itself." The previous flywheel accumulator guaranteed high power density. Now, favorable energy density has to be achieved as well, as Audi is switching to a higher hybrid energy class. Starting in the 2016 season, the amount of energy will increase by 50 percent to 6 megajoules. When comparing this level with the one from the 2014 season, the engineers have even tripled the amount of recuperated energy within this period of time.



For the first time, Audi will be relying on a lithium-ion accumulator as the hybrid energy storage system. Since 2009, the batteries for the electrical system of the LMP sports cars with the four rings have been based on this technology. The production-based cells of the new hybrid storage system use advanced and powerful cell chemistry and are serially connected. The system is located within the high-strength safety structure in the monocoque and separately encapsulated once more. Electrical and electronic safety systems monitor various parameters – from individual cells through to the overall high-voltage system – and will intervene if necessary. The shutoff logic naturally includes crash detection.

The energy stored by the system is generated by an MGU (Motor Generator Unit) at the front axle. The Audi R18 converts the rotary motion of the front wheels into electrical energy when the driver brakes before entering a turn and feeds it into the storage system. This way, the hybrid sports car utilizes energy that would otherwise be lost. If the race driver accelerates again on exiting the turn, the current flows in the opposite direction to power the MGU. As a result, the front axle of the R18 helps accelerate the race car again. A low-temperature cooling circuit, which is separate from the engine cooling system, cools the battery cells, MGU, and power electronics.

From the 2016 season on, there will be a track-specific limitation imposed on power output in addition to the previous energy classes. Although the MGU may recuperate any desired amount of energy, it may now only supply 300 kW (408 hp) in the race at Le Mans. Audi has designed its MGU for an output of more than 350 kW (476 hp) in order to recover as much energy as possible. The reason is that even when braking at high speed, the braking phases of an LMP1 race car last only three to five seconds. The high system output helps efficiently recover the required energy. At Le Mans, the system may only supply 300 kW during subsequent acceleration. Accordingly, the energy from the hybrid system will be available for a longer period of time. This limit does not apply to the other FIA WEC rounds.

By opting for the 6-megajoule class, Audi has presented its most powerful MGU so far. In 2012, Audi started with about 150 kW (204 hp) of electrical power output. To date, this level has far more than doubled. Conceptually, the previous and the new MGU are akin to each other. However, the power electronics, stator, and rotor are new developments. This generation of the hybrid drive system delivers high output and develops strong torque, as a result of which the loads acting on the components that transmit power to the front axle increase accordingly. Audi uses a limited slip differential at the front axle to transfer torque with minimal loss.



Less energy for the powerful and more efficient V6 engine

The developers of the hybrid drive system were allowed to increase output. The engine development team headed by Ulrich Baretzky was confronted with the opposite challenge for the 2016 season. The 4-liter V6 power-plant receives clearly less fuel, which initially reduces its output. Two factors have to be considered in this respect. Audi switched to a higher hybrid energy class – and the regulations allocate less fuel to race cars which recuperate large amounts of energy. This aspect results in a minus of about three percent. At the same time, another change is taking effect. The speed of the LMP1 race cars continually increases. To control it, the officials of the FIA, the WEC and the Le Mans organizer ACO allocate clearly less fuel energy to the hybrid race cars. “This is a development which, as a manufacturer, we principally support in order to control the lap times,” says Dr. Wolfgang Ullrich.

The basic concept of the V6 TDI engine dates to 2011. With its double-flow VTG mono turbocharger, 120-degree cylinder bank angle, the exhaust gas side within the V angle, and innovative detailed solutions the unit tends to be regarded as unusual. The initial displacement volume of 3.7 liters increased to four liters in 2014. “We’re now using the basic engine concept for the sixth consecutive year. This shows how sound the basic idea still is,” says Ulrich Baretzky. “Due to efficiency increases, we partially compensate for the lower amount of fuel.”

Among other things, the turbocharger is now lighter and more efficient. Externally, the V6 TDI has changed as well. Individual components are now arranged differently in order to make room for the new aerodynamics concept. The prescribed limitation of the charge pressure to a factor of 4 does not change the engine’s torque of more than 850 Newton meters. The higher efficiency pays off, as the fuel cell capacity of the race car has been reduced further as well – by eight percent to 49.9 liters.

Overall concept clearly more efficient

The efficiency increases of the race car are remarkable in a historic comparison. The current V6 TDI consumes 32.4 percent less fuel than the first generation did in 2011. This progress is even more substantial in a comparison with the original year of 2006. Back then, Audi used TDI technology for the first time at Le Mans. Thanks to this technology, the brand with the four rings has since clinched eight victories, a distance record, plus two world championship titles. Today, Audi’s LMP1 race car with the



current engine uses 46.4 percent less fuel at Le Mans. Still, it achieves lap times that are ten to 15 seconds better than a decade ago. All of this is possible thanks to the sum of all the advances that have been made in the areas of aerodynamics, lightweight design and the powertrain.

Distinctive safety

In terms of safety, the LMP1 race cars will continue to set standards in the future as well. Audi complements the exacting requirements of the regulations by in-house research that far exceeds these rules. In the field of active safety – in other words the detection of hazards and accident prevention – the Audi drivers can draw on a wealth of tools. While the driver information monitor in the cockpit to display race control flag signals is prescribed, Audi assists its drivers with a number of additional solutions. For instance, Matrix LED headlights combined with Audi laser light optimize the light beam of the race cars that can reach speeds of up to 340 km/h. Since 2015, Audi customers have been able to order laser light in the second generation of the Audi R8 as well. Matrix LED technology has been making its way into a growing number of model ranges.

Particularly good rearward vision is provided by a lightweight and energy-efficient camera system in combination with an ultramodern AMOLED screen that serves as a digital rear view mirror. Since the 2001 season, the drivers and pit crews have been keeping their eye on tire inflation pressure using a tire pressure monitoring system. And, last but not least, the Audi R18 automatically controls brake force distribution with respect to the hybrid system in the respective operating condition.

In the event that an accident cannot be avoided, the passive safety systems take effect. The monocoque consists of a high-strength CFRP structure with an aluminum honeycomb core and has a front crash nose for energy absorption. In 2011, Audi was the first manufacturer to use a single-piece monocoque. The cell has been provided with additional side impact protection, as Zylon layers integrated into the cockpit walls prevent the intrusion of objects. In rear-end collisions a CFRP structure at the transmission absorbs the impact energy. Double wheel tethers have been successfully used since the 2014 season and reduce the risk of wheels separating from the race cars in accidents. Due to their rotary motion, wheels have high levels of kinetic energy. The high-voltage protection systems ensure that the electrical currents in the hybrid system can be safely controlled. There is no other motorsport discipline



that uses an equal amount of high technology to protect the driver before or during an accident.

Be it in terms of the performance capabilities and safety of the race cars or the furthering of efficiency and innovations: in the sum of all technological features, the LMP1 class remains unique around the globe and therefore of utmost relevance for the future of the automobile.



Technical data Audi R18 (2016)

As of: March 2016

Model	Audi R18 (2016)
Vehicle	
Vehicle type	Le Mans prototype (LMP1)
Monocoque	Composite fiber construction of carbon fibers with aluminum honeycomb core and Zylon side panels, tested acc. to the strict FIA crash and safety standards, front and rear CFRP crashers
Battery for electrical system	Lithium-ion battery
Engine	
Engine	Audi TDI, V6 engine with turbocharger, 120-degree cylinder angle, 4 valves per cylinder, 1 Garrett VTG turbocharger, TDI diesel direct injection, aluminum cylinder crankcase, fully stressed
Cubic capacity	4,000 cc
Power output	Over 378 kW (514 hp)
Torque	Over 850 Nm
Hybrid system	
Type of storage system	Electrochemical due to lithium-ion battery, over 2 MJ of usable storage capacity
Motor Generator Unit (MGU)	One MGU at the front axle, integrated limited slip differential. Low-temperature cooling circuit for MGU, integrated power electronics and energy storage. MGU output: over 350 kW for recuperation/boost (300 kW for boost at Le Mans)
Output class	ERS 6 MJ (valid for Le Mans race track)
Drivetrain / transmission	
Type of drive	Rear-wheel drive, traction control (ASR), e-tron quattro four-wheel drive in hybrid mode
Clutch	CFRP clutch
Transmission	Sequential 6-speed racing transmission
Differential	Limited slip differential rear
Transmission housing	CFRP with titanium inserts
Drive shafts	Constant-velocity tripod-type plunge joints
Suspension / steering / brakes	
Steering	Servo-assisted rack and pinion steering
Suspension	Front and rear independent suspension on upper and lower wishbones, pushrod system at the front axle and pullrod system at the rear axle with adjustable dampers, two wheel tethers per wheel
Brakes	Hydraulic dual-circuit braking system, monoblock light-alloy brake calipers, ventilated carbon fiber brake discs front and rear
Wheels	OZ magnesium forged 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	875 kg
Fuel cell capacity	49.9 liters



Driver lineup

Compact and powerful

Audi has changed its driver lineup for the 2016 season. Six race drivers – including four Le Mans winners – plus a reserve driver are forming the squad for the FIA World Endurance Championship (WEC) and the Le Mans 24 Hours.

In the FIA World Endurance Championship (WEC), Audi is going on the title hunt with two R18 cars. Audi and its sister brand in the Volkswagen Group, Porsche, have agreed on maximum cost efficiency. That is why, in the Le Mans 24 Hours as well, they are going to field two instead of three race cars as in the most recent events. “We have two strong driver squads on the grid. They have been proving their prowess with Audi for many years,” says Head of Audi Motorsport Dr. Wolfgang Ullrich. “Our drivers respect and drive each other to top performances.”

The individual as well as the combined tallies of the careers leave no doubt that the Audi drivers rank among the world’s best. No less than four Le Mans victories and two world championship titles are united in the team. Marcel Fässler, André Lotterer and Benoît Tréluyer have won the Le Mans 24 Hours an amazing three times. They were FIA WEC Champions in 2012 and, with ten WEC race victories scored, are the most successful drivers in the world championship. A year later, Loïc Duval became world champion and in 2013 won the Le Mans 24 Hours as well. His teammate Oliver Jarvis has clinched an overall victory for Audi in the Sebring 12 Hours, plus a class victory in the Daytona 24 Hours. Lucas di Grassi forms a strong team with Duval and Jarvis. It has only existed in this formation since 2015. Since the second half of last year’s season, it has regularly been challenging its own teammates. Di Grassi has been proving his skills with alternative powertrains in FIA Formula E as well. In the inaugural season, he kept the title race open up to the finale.

René Rast completes the squad as the seventh driver. Last year, he instantly showed good performances in his sports car races at Spa and Le Mans. He is available as a reserve driver for Le Mans and concurrently continues his successful GT3 career. In this discipline, he has won the 24-hour races at Spa and at the Nürburgring.



Lucas di Grassi

In attack mode

Anyone studying Lucas di Grassi on the race track can get a good feel for his attitude about racing. The Brazilian takes on any challenge. He keeps a cool head in hectic racing situations, is always ready to attack, and makes intelligent use of his skills.

Lucas di Grassi in duels – in the 2015 season, these battles were worth watching race by race, for instance in Audi's home round at the Nürburgring for a podium finish. With a riveting combination of aggressiveness and impeccable routine, the South American tackles his opponents. He never gives up and is practically always in contention for podium places. Ten times the former Formula One driver has clinched a trophy for Audi to date. One victory, four second and six third places are on his tally after Le Mans 2016.

Since 2015, di Grassi has been proving his particular prowess in the cockpit of race cars powered by alternative drive systems in two race cars. In addition to Audi's hybrid race cars in the FIA WEC, he is piloting an electric single-seater fielded by Team Abt Schaeffler Audi Sport in the FIA Formula E Championship. In the new series' first two seasons, he was in contention for the title up to the finale.

Beyond his ample racing experience, the Brazilian is a versatile representative for Audi off the race track as well. In addition to his mother tongue, Portuguese, he speaks English, Italian and Spanish, and has a basic knowledge of French. In his home country, the race driver who hails from São Paulo studied at IBMEC Business University and is a member of the high IQ society MENSA.

Lucas di Grassi lives in Monaco with his wife, Anna. To balance his activities in racing, he recharges his batteries in triathlon. Last winter, he unleashed his energies in ice karting on a frozen track in Colorado. His big aim remains to become the first Brazilian to win the Le Mans 24 Hours.



Profile

Lucas di Grassi (BR)

Date of birth: August 11, 1984

Place of birth: São Paulo (BR)

Residence: Monaco (MC)

Marital status: married

Height/weight: 1.79 m/75 kg

Motorsport since: 1997 (Audi driver since 2012)

Le Mans races: 4

Sporting career

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

2002 2nd Brazilian Formula Renault Championship

2003 2nd South American Formula 3 Championship

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

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

2006 GP2 Series, Formula One test

2007 2nd GP2 Series, Formula One test driver

2008 3rd GP2 Series, Formula One reserve driver

2009 3rd GP2 Series, Formula One reserve driver

2010 Formula One

2011 Formula One tire test driver, ILMC tests

2012 Formula One tire test driver, Nürburgring 24 Hours, 3rd WEC São Paulo (Audi R18 ultra)

2013 2nd Sebring 12 Hours, 3rd WEC Spa

3rd Le Mans 24 Hours (in Audi R18 e-tron quattro at each event)

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

2015 4th FIA World Endurance Championship (WEC), 3rd WEC Austin (in Audi R18 e-tron quattro at each event), 3rd FIA Formula E

2016 FIA World Endurance Championship (WEC), 1st WEC Spa, 3rd Le Mans 24 Hours (in Audi R18 at each event), 2nd FIA Formula E

www.lucasdigrassi.com.br

www.facebook.com/lucasdigrassiofficial



Twitter @LucasdiGrassi



Loïc Duval

Breakthrough with Audi

Loïc Duval proved that he ranks among the fastest drivers early in his career. After joining Audi in 2012, he received the requisite hardware that made it possible for him to convert his abilities into victories as well.

Friendly, direct, succinct: Loïc Duval's style in interviews is as straightforward as his efficient driving style. For four years, he was holding the lap record in the Le Mans 24 Hours. And it was his Audi teammate André Lotterer of all drivers to break it in summer of 2015. Duval has experienced his most successful season to date alongside Allan McNish and Tom Kristensen. In 2013, the trio won the Le Mans 24 Hours and at the end of the year celebrated the world championship title together. "That was a tremendous season," the Frenchman recalls. "After that, media interest back home suddenly increased."

The professional driver, who turned 34 years old during the Le Mans week, hails from Chartres – the city of light and perfume, 130 kilometers north-east of Le Mans. Together with his wife, Gaëlle, and their sons, Hugo and Martin, he now lives in nearby Switzerland, in Nyon near Geneva.

Tokyo, of all places, is one of the European's favorite cities. Nine years of his career he spent in Japan. In 2009, he won Formula Nippon, the highest-caliber local single-seater racing series. Real driver circuits such as Macau or Suzuka have been among his favorite tracks to this day. Besides racing, soccer is one of the Frenchman's passions. Be it at official PR commitments, celebrity team matches, or simply in his personal surroundings – Duval is an avid kicker. As a historic personage that fascinates him he mentions the navigator Christopher Columbus and as a novel Jules Verne's "Around the World in 80 Days."

His very own journey around the world not only takes him to nine nations with the FIA World Endurance Championship (WEC). In addition, Loïc Duval, like his teammate Lucas di Grassi, contested the FIA Formula E electric racing series in the 2015/16 season as well.



Profile

Loïc Duval (F)

Date of birth: June 12, 1982

Place of birth: Chartres (F)

Residence: Geneva (CH)

Marital status: married, two sons

Height/weight: 1.78 m/70 kg

Le Mans races: 7 (1 victory)

Sporting career

1992–2001 Kart

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

2002 1st Formula Campus France

2003 1st Formula Renault France

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

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

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

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

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

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

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

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

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

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

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

2015 4th FIA World Endurance Championship (WEC), 3rd WEC Austin (in Audi R18 e-tron quattro at each event), FIA Formula E

2016 FIA World Endurance Championship (WEC), 1st WEC Spa, 3rd Le Mans 24 Hours (in Audi R18 at each event), FIA Formula E



www.loicduval.com

www.facebook.com/Loic.Duval.Official

Twitter @loicduval



Marcel Fässler

Swiss clockwork

Marcel Fässler belongs to a driver trio that has been setting standards with Audi since 2010. No other combination has been equally successful in such a short period of time. In the FIA World Endurance Championship (WEC), no other rival has clinched more victories than Fässler and his teammates André Lotterer and Benoît Tréluyer.

If you had to guess Marcel Fässler's profession, chances that your guess would be correct tend to be small. With his quiet nature, the father of four from the rural town of Einsiedeln in the canton of Schwyz seems more like the epitome of a calm and collected Swiss than a professional race driver with all his energies unleashed. In 2012, he clinched the first automobile world championship title for his country. Hardly another driver in the paddock works as hard on his physical shape as Fässler. He turned 40 this season, but outperforms many younger rivals in terms of fitness.

The picture of William Tell on the back of his helmet symbolizes the race driver's attitude. Like the legendary Swiss freedom fighter, Fässler embodies rock-solid values of his native Switzerland. Utmost precision is one of his standards. The quaint and scenic surroundings at home provide the setting for the Audi driver to act out his versatility in sports. Located right on his doorstep is a lake, Sihlsee, which invites him to go canoeing. The surrounding mountains offer opportunities for challenging mountain bike tours and pass crossings. The mountain trails are well suited for ambitious running stints and in winter, cross-country ski tracks lead directly past the Fässler home.

Consequently, the "Swiss confederate," who celebrated the greatest successes in his career under the symbol of the four rings, can perfectly unwind from the stress of a world championship at home. His wife, Isabel, and the couple's four daughters form the calm family anchor in a worldwide racing program. Marcel Fässler has been setting standards with the success he has achieved. He has won the Le Mans 24 Hours together with his teammates an amazing three times. In 2012, he was world champion, and with ten single victories clinched in the first four WEC years, the Swiss and his teammates are the most successful drivers in the field.



Profile

Marcel Fässler (CH)

Date of birth: May 27, 1976

Place of birth: Einsiedeln (CH)

Residence: Gross (CH)

Marital status: married, four daughters

Height/weight: 1.78 m/78 kg

Le Mans races: 11 (3 victories)

Sporting career

1985–1994 Kart

1993 3rd Winfield Race Driver School France

1995 3rd French Formula Renault Campus

1996 3rd French Formula Renault, “Rookie of the Year”

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

1998 4th French Formula 3 Championship

1999 2nd German Formula 3 Championship

2000 4th DTM

2001 4th DTM

2002 4th DTM

2003 3rd DTM

2004 9th DTM

2005 11th DTM

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

2007 1st place Spa 24 Hours, A1GP Series, European Le Mans Series, Le Mans 24
Hours

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

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

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

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

2012 1st Le Mans 24 Hours, 1st FIA World Endurance Championship (WEC), 1st
WEC Silverstone, 1st WEC Bahrain (in Audi R18 e-tron quattro at each event), Spa
24 Hours (Audi R8 LMS ultra)



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

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

2015 1st WEC Silverstone, 1st WEC Spa, 2nd FIA World Endurance Championship (WEC), 3rd Le Mans 24 Hours (in Audi R18 e-tron quattro at each event)

2016 FIA World Endurance Championship (WEC) (Audi R18), 1st GTLM Class Daytona 24 Hours, 1st GTLM Class Sebring 12 Hours

www.mfspeed.ch

www.facebook.com/pages/Marcel-Fässler/433092060095169



Oliver Jarvis

Ready for more

In 2015, Oliver Jarvis contested his first full season in the FIA WEC with Audi. Following a clear upward trend in the second half of the 2015 season, the Briton is now hoping to clinch more points and trophies in his second year.

The 2015 season could almost have you believe that the weather gods were going after Oliver Jarvis. In both Japan and China, heavy rain came pouring down whenever the Briton was sitting in the cockpit of the Audi R18 e-tron. Both times Jarvis mastered the challenge brilliantly. "That was hard work," the 32-year-old race driver recalls. "In total, my first full WEC season was great fun. It's nice that we increasingly gelled as a team and improved our performances."

For the first time, the pro, who has been driving for Audi since 2008, contested a full WEC season together with Lucas di Grassi and Loïc Duval, because in the years before, Audi did not enter a third car after Le Mans. In 2012 and 2013, Jarvis was on podium with Audi at Le Mans. In 2013, he celebrated his first LMP sports car victory in the Sebring 12 Hours as well. That year, he also won the GT class in the Daytona 24 Hours for Audi. His first WEC season didn't completely go as planned. 16 of 52 possible points from the first two races reflected the ambitions of the driver trio only inadequately, but performances in the second half of the season were all the more consistent. Jarvis and his teammates were frequently candidates for the podium and, in the end, clinched fourth place in the standings. "In 2016, we're aiming to be in contention right from the beginning and prove our endurance qualities," says Jarvis, who is racing with his previous teammates again this year.

Whenever his thoughts are not centered on racing for a change, the Briton finds that spending time with his family is the best way to relax. He lives in Burwell near Cambridge with his wife, Chelsea. The couple got married in 2015 and has a daughter.



Profile

Oliver Jarvis (GB)

Date of birth: January 9, 1984

Place of birth: Burwell (GB)

Residence: Burwell (GB)

Marital status: married, one daughter

Height/weight: 1.80 m/70 kg

Le Mans races: 6

Sporting career

1997 1st Kart Nations Race (UK team), 1st TV Masters, British Formula JICA Kart Junior Championship, McLaren Mercedes “Champions of the Future (JICA)”

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

2002 British Formula Ford Winter Championship, British Formula Ford Championship

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

2004 British Formula Renault Championship, British Formula Renault Winter Championship

2005 1st British Formula Renault Championship; win of “McLaren Autosport BRDC Award”

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

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

2008 13th DTM (Audi A4 DTM)

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

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

2011 10th DTM (Audi A4 DTM)

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

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

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



2015 4th FIA World Endurance Championship (WEC), 3rd WEC Austin (in Audi R18 e-tron quattro at each event)

2016 FIA World Endurance Championship (WEC), 1st WEC Spa, 3rd Le Mans 24 Hours (in Audi R18 at each event)

www.oliverjarvis.com

www.facebook.com/olly.jarvis.73

Twitter @ollyjarvis



André Lotterer

Versatility as a hallmark

André Lotterer doesn't fit a single mold – which is exactly what makes him so interesting for fans and media. He has German roots, but has almost never lived in Germany. He has internalized the four rings even in his personal life, but still finds room to pursue other dreams. He's an extremely loyal race driver but, at the same time, capable of cultivating a rebel's image. Plus, he's an approachable superstar, one of the fastest and most reliable sports car drivers.

A thing that may occasionally appear artificial with other drivers is perfectly natural with him: brand loyalty, in Lotterer's case, goes far beyond a schedule of commitments and a current company car. André Lotterer bought one of the rarest Audi cars of all time for his personal use – an Audi Sport quattro, the former base car for the World Rally Championship. And whenever he's involved in historic motorsport events, it will be touring car racing in an Audi Coupé from the eighties or rallies in a Group B Audi. Still, there's enough room for other dreams. They do not conflict with his commitment to the brand. For a car magazine, he doesn't mind having his picture taken amidst his collection of old American muscle cars. His free time may see him restoring a classic sports car that doesn't have four rings in the grill. For a photo shoot with the Audi R8* he shows up wearing a Steve McQueen T-shirt and a leather jacket. The role of a brand ambassador with room to move is part of André Lotterer's universe.

Underneath this surface, he is a racer through and through. His speed? Ten victories and a world championship title with his teammates since 2012. Ten fastest race laps in the same period of time, including the legendary 3m 17.475s last year at Le Mans – the fastest race lap ever driven at la Sarthe at an average of 248 km/h. The expression on his face when he gets out the cockpit? A boyish smile and restrained joy.

André Lotterer's life takes place in a different speed universe. He commutes between Monaco and his second home, Tokyo, the FIA World Endurance Championship (WEC) with Audi and the Japanese Superformula racing series. It's a life that doesn't include such a thing as ever stopping.



Profile

André Lotterer (D)

Date of birth: November 19, 1981

Place of birth: Duisburg (D)

Residence: Tokyo (J)

Marital status: single

Height/weight: 1.84 m/74 kg

Le Mans races: 8 (3 victories)

Sporting career

1989–1997 Kart, 1st Junior Kart World Championship 1995

1998 1st Formula BMW ADAC Junior Cup

1999 1st Formula BMW ADAC, 5th Formula Renault Euro Cup

2000 4th German Formula 3 Championship

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

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

2003 4th Formula Nippon, “Rookie of the Year” Japanese GT Championship

2004 2nd Formula Nippon, 8th Japanese GT Championship

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

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

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

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

2009 3rd Formula Nippon, 1st Japanese Super GT Championship,

7th Le Mans 24 Hours (Audi R10 TDI), Nürburgring 24 Hours, one race A1GP Series

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

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

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

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

2014 1st Le Mans 24 Hours, 1st WEC Austin, 2nd FIA World Endurance
Championship (WEC) (in Audi R18 e-tron quattro at each event), 3rd Superformula



2015 1st WEC Silverstone, 1st WEC Spa, 2nd FIA World Endurance Championship (WEC), 3rd Le Mans 24 Hours (in Audi R18 e-tron quattro at each event), 3rd Superformula

2016 FIA World Endurance Championship (WEC) (Audi R18), Superformula

www.facebook.com/alotterer

Twitter @andre_lotterer



René Rast

Achieving aims with ease

René Rast impresses with performance on every new step of his career ladder – and has always done so. This is how the German managed building a remarkable career in the Volkswagen Group that has taken him all the way to Le Mans. In 2016, he is representing Audi's colors as the Le Mans reserve driver and as a GT driver.

A 150-hp entry-level model with front-wheel drive in a one-make cup. A genuine GT3 sports car with 560 hp. A Le Mans prototype with four-wheel drive and a hybrid system. In more than a decade with the Volkswagen Group, René Rast has successfully driven a lot of race cars, as his victories in the VW Polo Cup, Porsche Carrera Cup and Porsche Supercup one-make series show. In competition with the drivers from other marques he has taken victories as well, for instance in the ADAC GT Masters, the 24-hour races at the Nürburgring, at Spa and in his class at Daytona.

In the 2015 season, the Westphalian tackled the most challenging task in his career so far. For the first time, he contested two rounds of the FIA World Endurance Championship (WEC) for Audi. In the Spa 6 Hours, he achieved fourth place with his teammates. In the Le Mans 24 hours, he was in contention for a position at the front when a defect caused the team to drop to seventh place. In 2016, Rast has been nominated as a reserve driver. The regular drivers share the remaining two cockpits.

This doesn't mean, however, that René Rast won't be driving any more races. In Audi's GT3 sports car, the 29-year-old pro proves his talent around the globe. In fall 2015, he clinched second place on the city street circuit in Macau. In January 2016, he managed to take a GTD class victory in the Daytona 24 Hours with a three-second advantage.

The seeming ease with which he delivers his performances in the cockpit he transmits to his surroundings as well, casually commenting on his race. In conversation with his team or with journalists, there's always a smile on his face. And he'll even remain charming and open when a hopeless racing situation would not give him a reason to display such demeanor. René Rast is a fast, mature, professional and personable driver.



Profile

René Rast (D)

Date of birth: October 26, 1986

Place of birth: Minden (D)

Residence: Bregenz (A)

Marital status: single

Height/weight: 1.79 m/64 kg

Motorsport since: 1996 (Audi driver since 2009)

Le Mans races: 3

Sporting career

1996–2002 Kart

2002 1st German ICA Junior Kart Cup

2003 Formula BMW ADAC

2004 Formula BMW ADAC

2005 1st ADAC Volkswagen Polo Cup

2006 2nd Seat León Supercopa

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

2008 1st Porsche Carrera Cup, 6th Porsche Supercup

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

2010 1st Porsche Supercup, ADAC GT Masters

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

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

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

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

2015 2nd FIA GT World Cup Macau (Audi R8 LMS), 4th WEC Spa, 7th Le Mans 24 Hours (in Audi R18 e-tron quattro at each event)

2016 1st GTD class Daytona 24 Hours (Audi R8 LMS), reserve driver for the Le Mans 24 Hours (Audi R18), FIA World Endurance Championship (WEC), Nürburgring 24 Hours (Audi R8 LMS), Spa 24 Hours (Audi R8 LMS)



www.rene-rast.de

www.facebook.com/pages/René-Rast/438204456206325

Twitter: @renerastracing



Benoît Tréluyer

Two and four wheels

Automobile race drivers who started out in motorcycle racing are few and far between. Benoît Tréluyer is one of the rare exceptions from the rule. At the age of six, he started motocross racing, which he stayed in for seven years. Today, on four wheels, he's a celebrated world champion and three time Le Mans winner. His love of motorcycles is something he continues to cultivate.

If you run into Benoît Tréluyer in the WEC paddock following a summer break, you can quickly tell whether he ventured on another off-road motorcycle tour – which may well include races. A few burns or cuts are only the smallest visible tribute he may have paid to the unshakeable belief in artistic weightlessness shared by all motocrossers.

Southern France that is now home to him is a place perfectly suited for Tréluyer's hobby. The town of Gordes where he lives is perched on a rock protruding from the Monts de Vaucluse. Benath it is the vast valley of the Coulon river, the banks of which extend all the way to the Luberon mountains. With his wife, Melanie, and son, Jules, the Audi driver, who hails from Brittany, lives in a stone house. He enjoys the landscape of the Provence for all kinds of excursions on motorized and muscle-powered cycles. The region offers a number of culinary delights as well. Olives thrive on Tréluyer's property in the mild southern French climate. Their oil perfectly complements the region's Mediterranean cuisine.

In racing, the Frenchman worked his way up to the world's top ranks via a long career path in Japan. Since as far back as 2010, he has been forming a well-balanced trio with André Lotterer and Marcel Fässler. A squad that with ten single victories – including three successes at Le Mans – to its credit has evolved into the most successful WEC driver team. By the end of the 2016 season, this lineup will have existed longer than any other Audi driver trio before it.

His international success has not impaired Tréluyer's friendly nature in the least. With his uncomplicated ways Ben, as everyone calls him, perfectly blends with the team, always committed to its joint mission. With fans and media, he is a popular and respected conversation and interview partner.



Profile

Benoît Tréluyer (F)

Date of birth: December 7, 1976

Place of birth: Alençon (F)

Residence: Gordes (F)

Marital status: married, one son

Height/weight: 1.78 m/68 kg

Le Mans races: 12 (3 victories)

Sporting career

1983–89 Motocross

1990–94 Kart

1995 Formula Campus

1996 11th French Formula Renault Championship

1997 6th French Formula Renault Championship

1998 9th French Formula 3 Championship

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

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

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

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

2003 7th Japanese GT Championship, 2nd Formula Nippon

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

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

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

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

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

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

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

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

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



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

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

2015 1st WEC Silverstone, 1st WEC Spa, 2nd FIA World Endurance Championship (WEC), 3rd Le Mans 24 Hours (in Audi R18 e-tron quattro at each event)

2016 FIA World Endurance Championship (WEC) (Audi R18)

www.benoittreluyer.com

www.facebook.com/BenoitTreluyer

Twitter @BenoitTreluyer



Audi Sport Team Joest

The long runners

Reinhold Joest brings more than half a century of personal experience to the collaboration with Audi. Since 1999, the team based in Germany's Odenwald region and the brand featuring the four rings have been an integral component of endurance racing.

Only few teams can look back on such a long history. In 1962, Reinhold Joest started his own career in motorsport, clinching three podium places as a race driver at the Le Mans 24 Hours between 1969 and 1981. However, Joest celebrated his major successes as a team boss. In 1984, 1985, 1996 and 1997, the privateer defeated the teams of the big automobile manufacturers in the world's most prestigious endurance race. Since 1999, he has won the iconic race eleven times with Audi.

The team owner has been relying on Ralf Jüttner for more than two decades. As Team Director and Technical Director the engineer holds the reins in the squad's racing operations. One of the hallmarks of the outfit based in Wald-Michelbach is its tremendous tactical prowess. Audi and Audi Sport Team Joest together have won many major classic sports car events and series for many years – be it the Le Mans 24 Hours, the Sebring 12 Hours, the "Petit Le Mans" races or the American Le Mans Series. Strategic feats that turned the tides in favor of the four rings in near-hopeless situations have remained unforgotten.

Many of the faces have been working for Reinhold Joest for years, some of them even for decades. The team owner has built a squad that in sports car racing has been ranking among the world's top outfits for a long time. Only few competitors can say that about themselves.



Track record

Joest Racing's major victories

Winner Le Mans 24 Hours

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 Sebring 12 Hours

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

Winner ITC

1996

Winner Daytona 24 Hours

1980

Winner Bathurst 12 Hour

2011 (Audi)



FIA WEC 2016

Intensive title race

The FIA World Endurance Championship (WEC) is starting its fifth season with numerous innovations. 2016 is subject to more intensive engine output and cost control. At the same time, the competitive pressure on the manufacturers involved is increasing.

72 hours of racing – in 2016, the FIA WEC will be more present than ever before. At nine instead of the previous eight events, the automobile manufacturers have to prove two things: their technology should not only be relevant to production, but demonstrate maximum reliability as well. In the Le Mans 24 Hours alone, the teams cover some 5,000 kilometers. This is a distance that corresponds nearly to a full Formula One season. At the same time, efficiency regulations have been in effect since 2014. They have made efficient fuel consumption a prerequisite for success. As a result, endurance racing is a perfect driver of the technologies that are elementary to regular production as well: from lightweight design, to the internal combustion engine, through to the hybrid system, aerodynamics and detailed solutions in other areas.

The lap times show how remarkable this progress has been. Although the regulations have hardly changed, André Lotterer at Le Mans in 2015 needed 2.5 percent less time than just a year before – as a result of pure efficiency increases.

In 2016, the manufacturers involved in the leading LMP1 class are challenged to an even greater extent. The increase in speed is to be reduced again by a lower amount of energy, according to the intentions of the FIA, the Le Mans organizer ACO and the WEC officials. That is why 10 megajoules less energy are available per lap, amounting to about 7.5 percent less than before – a significant cut. In addition, at Le Mans, the hybrid system is not permitted to deliver output exceeding 300 kW. Aerodynamics development is subject to stricter control as well. In 2016, a maximum of three body versions are allowed per season, and a year later only two evolutions. Furthermore, to save costs, limitations are imposed on tests and wind tunnel testing.

The high safety level of the LMP1 race cars has improved once more as well. Larger cut-outs in the front wheel arches reduce the risk of lift. Such effects result from



lateral airflow. Another aspect relates to the cockpit where the bolsters protecting the driver's head have been enlarged.

In terms of technology, Audi is not the only manufacturer to pursue new avenues in the 2016 season. The competition has upped the ante as well. Audi is expecting a three-way battle with Porsche and Toyota to become fiercer than ever before. Each of the three manufacturers was FIA WEC World Champion in the drivers' and manufacturers' classifications at least once in the last four years.

This year, the automobile manufacturers are pitted against each other at nine events in Asia, Europe, North and Middle America. On April 17, the season will again start at Silverstone (United Kingdom). On May 7, the race weekend at Spa (Belgium) will follow. As the season's pinnacle event, the Le Mans 24 Hours (France) are on the calendar on June 18/19. Following the German round at the Nürburgring on July 24, the WEC will be held in Mexico for the first time on September 3. The round at Austin (USA) on September 17 will be followed by three races in Asia. At Fuji (Japan), the FIA WEC will be racing on October 16, at Shanghai (China) on November 6, and in the finale in Bahrain on November 19.



The FIA WEC rounds

First-class calendar

In 2016, the WEC is racing on some of the world's best tracks again. The classics at Silverstone and Spa are on the calendar as well as the tradition-steeped circuit at Fuji, the unusual facility at Austin, and the unique circuit at Le Mans.

Round 1: April 17, Silverstone (GB) 6 Hours.

Track length:

5.891 kilometers

Victories clinched by Audi's LMP race cars:

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; 2015 Marcel Fässler/André Lotterer/Benoît Tréluyer, Audi R18 e-tron quattro

Track description by Lucas di Grassi:

"The season opener at Silverstone stands for a great mix. Originally, the facility was a high-speed track on a former airfield. In the meantime, several narrow sections in the first track sector have been added. As a result, the race car's set-up requires a good compromise. As drivers, we particularly enjoy the first corners such as Maggotts or Becketts. In an LMP1 race car, these sections are incredible fun."

Round 2: May 7, Spa-Francorchamps (B) 6 Hours

Track length:

7.004 kilometers

Victories clinched by Audi's LMP race cars:

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; 2015 Marcel



Fässler/André Lotterer/Benoît Tréluyer, Audi R18 e-tron quattro; 2016 Lucas di Grassi/Loïc Duval/Oliver Jarvis, Audi R18

Track description by Marcel Fässler:

“The track at Spa is a very special one for any race driver. The track managed to preserve its character even in this day and age and the many vertical differences on each lap are real fun. The famous Eau Rouge corner, as well as the double left-hander near Pouhon and the Blanchimont section on the way back to the start and finish are simply fantastic in the Audi R18. My teammates and I have won in Belgium twice in the past three years.”

Round 3: June 18–19, Le Mans (F) 24 Hours

Track length:

13.629 kilometers

Victories clinched by Audi’s LMP race cars:

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 description by Benoît Tréluyer:

“Competing in this event as a Frenchman is overwhelming every year. There’s hardly another race with such a tradition. The number of fans at the venue alone is incredible and media from all over the world come to the event. The track keeps us in awe. It punishes a mistake a lot more severely than most other circuits. The track length, the changes between day and night, between public roads and the short section on the Circuit Bugatti, Audi’s string of success, the enormous pressure of expectations – this race really leaves no one cold. Three times my teammates and I have won this race with Audi. And, still, we have to deal with the specific conditions again every year. Plus, we hope for the necessary racing fortune.”



Round 4: July 24, Nürburgring (D) 6 Hours

Track length:

5.137 kilometers

Victories clinched by Audi's LMP race cars:

2004 Allan McNish/Pierre Kaffer, Audi R8

Track description by André Lotterer:

“At the Nürburgring, we showed a great German premiere with the FIA WEC a year ago. The fans were thrilled by our sport and the grandstands well-filled. The track combines highly different sections. In the first part, there are slow ones that permit many lines, which make overtaking easier. Later, there are various semi-fast and fast turns, for instance on the back-straight. A lap is completed by slow sections such as the chicane and the last turn.”

Round 5, September 3, Mexico (MEX) 6 Hours

Track length:

4.304 kilometers

Victories clinched by Audi's LMP race cars:

–

Track description by Oliver Jarvis:

“The altitude is a major special aspect in Mexico. We drive 2,285 meters above sea level and the air is notably thinner. Unusual as well is a track section that leads through a baseball stadium. The corners there are very challenging and the atmosphere in this bowl is guaranteed to be unique. I remember the nice atmosphere well when I won a single-seater race there in 2007. When we're racing there with the FIA WEC, the fans can look forward to many overtaking maneuvers. The braking areas at the end of the three straights are practically made for that.”

Round 6, September 17, Circuit of the Americas (USA) 6 Hours

Track length:

5.513 kilometers

Victories clinched by Audi's LMP race cars:



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 description by Loïc Duval:

“Austin is a nice circuit. The vertical differences that tend to be rare for a modern race track and the fast sections in the first sector are a lot of fun. However, there are also several turns, which results in a special rhythm. Unusual at Austin is the large number of 20 turns, plus driving counter-clockwise. We always enjoy racing in Texas and have experienced some great events there. There have been years in which the weather was unpredictable. Cloud bursts two years ago caused the race to be interrupted. My best memories of the track are those of 2013. That’s when my teammates and I won for Audi there.”

Round 7, October 16, Fuji (J) 6 Hours

Track length:

4.563 kilometers

Victories clinched by Audi’s LMP race cars:

–

Track description by Benoît Tréluyer:

“Japan is my second home in racing because I drove there for 13 years. I have fond memories of the track at Fuji because that’s where I clinched most of my victories in Japan. The track has many unusual characteristics, such as the nearly one-and-a-half-kilometer start-and-finish straight, a long omega-shaped corner and the special conditions in rain. In the mountainous region east of Mount Fuji, the weather is often changeable. When it rains, there’ll be streams running across the track. It’s hardly possible then to keep driving. The fans in Japan are first-class. They love sports car races and greatly appreciate the European drivers as well.”

Round 8, November 6, Shanghai (CN) 6 Hours

Track length:

5.451 kilometers

Victories clinched by Audi’s LMP race cars:

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



Track description by Loïc Duval:

“Shanghai is special in every respect. We’re racing in Audi’s largest market. Plus, unusual turns like the ones on this track exist nowhere else in the world. After the start and finish, the first right-hander features a helical shape, followed by some very fast corners. Later, turn 13 opens up like a helix as well. Two of the very long straights make high speeds possible, but they are followed by hard braking areas. On four sections of the track, we even have to downshift all the way into first gear. So the set-up of our race car requires a lot of compromises.”

Round 9: November 19, Bahrain (BRN) 6 Hours

Track length:

5.412 kilometers

Victories clinched by Audi’s LMP race cars:

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

Track description by Marcel Fässler:

“Our only race in the desert has almost traditionally been the finale of the WEC season. While you’re driving, an abrupt stop-and-go rhythm develops – three long straights are followed by very narrow turns. There are two faster turns in succession in the middle part of the track as well. The desert sand which the wind blows onto the track clearly changes grip. Typical for Bahrain are the high temperatures and lighting conditions during the race. We primarily drive in darkness under floodlights.”



Track record

Audi at Le Mans – 13 victories in 18 years

No brand has won at Le Mans in such a short period of time as often as Audi has. Since 1999, the four rings have only had to admit defeat five times at La Sarthe. 13 times they remained unbeaten.

Audi has been shaping an era at Le Mans since 1999. 72 percent of all race victories went to the sports cars from Ingolstadt and Neckarsulm. For Audi, the objective of the racing program is the benefit it delivers to the consumer. The technologies that are successful at Le Mans promise “Vorsprung durch Technik” in road traffic as well.

As far back as in 2001, Audi left a mark when TFSI gasoline direct injection won for the first time at Le Mans. Just a little later, it made its way into large-scale production. The Audi R10 TDI in 2006 was the first race car to win the iconic race at La Sarthe with diesel power. Unbroken to this day has been the distance record set by the 2010 Audi R15 TDI. A lithium-ion battery was one of the innovations on board of the open-top sports car. A new era began in 2012 with hybrid drive. The Audi R18 e-tron quattro won three times in succession. Aside from its powertrain concept, it featured other innovative details: the matrix LED headlights, Audi laser light and the digital rear-view mirror with an AMOLED display. These lighting technologies have since become available for road-going cars as well.

Overview of the races

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 laps

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

2015

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

3. #7 Marcel Fässler/André Lotterer/Benoît Tréluyer, 393 laps
4. #8 Lucas di Grassi/Loïc Duval/Oliver Jarvis, 392 laps
7. #9 Filipe Albuquerque/Marco Bonanomi/René Rast, 387 laps

2016

Audi R18 (Audi Sport Team Joest)

3. #8 Lucas di Grassi/Loïc Duval/Oliver Jarvis, 372 laps
4. #7 Marcel Fässler/André Lotterer/Benoît Tréluyer, 367 laps



Partners

The partners of Audi Sport in the FIA WEC

Audi Sport has entered into high-grade partnerships for its FIA WEC program.

Akrapovič

Akrapovič enjoys wide acclaim as an innovative materials engineering company. The brand stands for highest standards in design, enhanced performance and the creation of a distinctive exhaust sound. An expert team of more than 800 employees designs and manufactures all products to precisely fit motorcycles and automobiles. The partnership with Audi Sport benefits from the know-how of the Slovenian company that manufactures the exhaust system of the V6 TDI engine as well.

Bosch

The Bosch Group is a leading global supplier of technology and services. Bosch contributes high-performance components to Audi's sports car program such as the engine control unit, diesel injection technology, the data management system as well as a variety of sensors that the company either develops from scratch or adapts from large-scale automotive production to motorsport-specific requirements.

Castrol

In Castrol, Audi enjoys the backing of another technology leader. Be it with innovative transmission fluids or high-performance engine oils, the global lubricant specialist with a long motorsport history knows how to extract the maximum from a race car. Thanks to Castrol lubricants, the V6 TDI engine of the Audi R18 and other assemblies are perfectly protected against extreme loads.

ITK Engineering

"Bringing intelligence into machines" – ITK Engineering AG's mission is the approach of cybernetics. As a solutions supplier and development partner ITK supports reputable companies in the automotive, medical systems, transportation as well as robotics and aerospace sectors. In racing, Audi uses ITK's long-standing experience in model-based function development, simulation and virtual verification & validation to develop the powertrain and the hybrid system for the Audi R18.



Mahle

As a leading global development partner of the automotive and engine industry, Mahle offers unique system expertise in the fields of engine systems, filtration, electrical/electronic systems and thermal management. In Audi's LMP project, Mahle is a reliable partner who helps successfully meet the harsh requirements in the TDI engine with high-end piston and cylinder coating technology as well as bearings.

Michelin

Michelin is a leading tire manufacturer based in France. The company supplies its products for use on automobiles as well as aircraft, motorcycles, earth-moving machines and agricultural equipment. When Audi launched its Le Mans program in 1999, Michelin was a partner from day one. The successful cooperation stands for 13 joint victories at La Sarthe and the FIA WEC titles clinched in 2012 and 2013.

Oris

Since 1904, the Swiss watchmaker has been manufacturing exclusively mechanical watches. The red rotor characterizes their unique design. Since the 2014 season, the Swiss timepieces have been ensuring perfect timing at Audi Sport as well. As individual homage to the partnership in racing, Oris, together with Audi Sport, has developed three strictly limited chronographs to date.

Other Audi Sport partners

Alpinestars

Manufacturer of professional racing gear and lifestyle products

Gerolsteiner

Mineral water and soft drinks of top quality

Hofmühl

Private brewery with a more than 500-year history in the traditional art of brewing

OZ Racing

Producer of high-end wheels for racing and for production cars



Calendar

2016 season

FIA World Endurance Championship (WEC)

25–26/03	Prologue Le Castellet (F)
17/04	Silverstone 6 Hours (GB)
07/05	Spa-Francorchamps 6 Hours (B)
05/06	Test Day Le Mans (F)
18–19/06	Le Mans 24 Hours (F)
24/07	Nürburgring 6 Hours (D)
03/09	Mexico 6 Hours (MEX)
17/09	Circuit of the Americas 6 Hours (USA)
16/10	Fuji 6 Hours (J)
06/11	Shanghai 6 Hours (CN)
19/11	Bahrain 6 Hours (BRN)



Contacts

Audi Communications Motorsport

Stefan Moser

Head of Communications Motorsport

Tel +49 (0)841 89-35550

Mobile +49 (0)152 57713467

E-mail stefan1.moser@audi.de

Eva-Maria Becker

Communications LMP

Tel. +49 (0)841 89-33922

Mobile +49 (0)173 9393522

E-mail eva-maria.becker@audi.de



***Consumption and emissions**

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

Audi A4: Combined fuel consumption in l/100 km: 6.3–3.7; combined CO₂ emissions: 144–95 g/km

Audi R8: Combined fuel consumption in l/100 km: 12.3–11.4; combined CO₂ emissions: 287–272 g/km

Audi Q5: Combined fuel consumption in l/100 km: 7.9–4.8; combined CO₂ emissions: 181–126 g/km