Information sources

All texts and photographs contained in this MediaInfo booklet are available for downloading from the internet (accreditation required):
www.audi-motorsport.info

Audi Sport App
(iOS/Android)

Audi Express
(iPad/Android)

Facebook
www.facebook.com/AudiSport

Twitter
@Audi_Sport
Audi Sport customer racing

2014
Audi sets the pace: the customer racing scorecard grew last year from 18 to 23 championship titles won worldwide since 2009. Within just five years, Audi made the jump from newcomer to become a well respected sporting and commercially successful brand in customer motorsport.

The 2014 season is once again characterized by the numerous customer programs worldwide and selected highlights at the greatest endurance races. Following the GT victory at Daytona in 2013, the classic event in the USA is on the agenda once again in 2014 for Audi Sport customer racing and its teams. Audi aims to add to its previous overall victories in the 24-hour races at the Nürburgring and Spa.

This booklet provides you with extensive basic information about Audi’s involvement in GT racing during the 2014 season, which should ease your workload.

Jürgen Pippig
AUDI AG
Head of Communications Motorsport
When Audi entered customer racing at the beginning of 2009, eleven other automobile manufacturers had already homologated GT3 race cars. In spite of this broad range of products, the brand with the four rings managed to gain a significant market share in many countries worldwide and to sell more than 100 examples of the Audi R8 race version.

Last season, our customers started at 272 individual races. The competitions were distributed across 26 countries on four continents: Argentina, Australia, Austria, Azerbaijan, Belgium, Brazil, Canada, China, Czech Republic, France, Germany, Great Britain, Italy, Japan, Macau, Malaysia, the Netherlands, New Zealand, Portugal, Slovak Republic, South Korea, Spain, Sweden, Taiwan, United Arab Emirates and the USA.

**Strong results**
Not just the commercial performance is impressive. Last season, Audi Sport customer racing with its customers improved its track record by adding another five championship titles. As a result, the combination is credited with 23 championship victories. Team PK Carsport won the BRCC endurance race series in Belgium, and Belgian Audi Club Team WRT claimed the FIA GT Series, the highest-ranking GT race series worldwide. Team Novadriver added the Portuguese title; JB Motorsport was victorious in Sweden and MTM in the GT Sprint International. On top of the five overall championship victories come the ADAC GT Masters team title for Prosperia C. Abt Racing and the GT Asia title for Team R8 LMS Ultra. Two remarkable single
race wins round off the success story: Audi celebrated victory in the GT class at the 24 hours of Daytona for the first time, while Edoardo Mortara won the Macau GT Cup for the third time in succession at the wheel of an R8 LMS ultra.

“We achieved these results together with our committed customers. We are very grateful to all the teams for this,” emphasizes Heinz Hollerweger, Managing Director of quattro GmbH. “It’s wonderful to see just how the project thrives and continues to bear new fruit. At the same time we will continue to do our best in the future in a tough competitive environment.”

**Growth potential in North America**
While the R8 LMS is well established in Australia, Asia and Europe, Audi sees further growth potential on the North American market. Parallel to AUDI AG’s growth on the automobile market in the USA (the company increased its deliveries by 13.3 per cent between January and November 2013), the 2014 season in motorsport also holds great opportunities. Fans and teams savor an exciting new era.
César Campaniço won the third title in four years with Audi in Portugal (above). In 2013, Audi took its first GT class victory in the 24 hours of Daytona (photo right).

The Tudor United SportsCar Championship emerged from the GRAND-AM and ALMS race series. As a result, it can claim to be the leading North American championship for sports cars. Over the 2013 winter four Audi teams, GMG Racing, Fall-Line Motorsports, Flying Lizard Motorsports and Paul Miller Racing, registered for the new racing series. The season highlights on the championship calendar are the 24 hours of Daytona, the 12-hour race at Sebring and ‘Petit Le Mans’.

**Worldwide GT racing profile**
As well as in the USA, Audi Sport customer racing also aims to win a pair of European 24-hour classics with a factory supported GT racing program. In the 24 hours at the Nürburgring in June and at Spa in July, Audi wants to add to its earlier overall victories. In addition, the four rings will be represented once again by their customers’ programs in all the important series’ worldwide in GT racing.
Not only the visual similarities between the Audi R8 LMS ultra and Audi R8 suggest a family relationship. The road and race version are also amazingly close from the technical side.
When the Audi R8 GRAND-AM clinched GT victory at Daytona following a spate of breathtaking slipstreaming battles in January 2013, the next milestone was passed: Audi collected a trophy at the legendary race track for the first time. The customer racing race car completed the 24-hour marathon in Florida run on banked corners of up to 18 degrees with many production components. The race version shares more than 50 per cent with the road going Audi R8 V10.

**Example engine:** the production V10 engine with FSI petrol direct injection has such good genes that it can be adopted almost unchanged for motorsport. The power unit originates from the same manufacturing plant at the Győr facility in Hungary as the production engines. It is equipped with dry sump lubrication ex-works, which allows the engine to be installed lower. At the same time, it guarantees the supply of lubricant even under extreme lateral loads. The oil pressure pump with its different scavenge and pressure stages is load-dependent, which in turn increases the efficiency. The standard dry sump lubrication system is perfectly adequate to withstand the extreme loads seen on the oval track at Daytona and every other race track. Also the power (404 kW/550 hp) and torque (540 Nm) generated by the Audi R8 V10 plus engine are at such a high level that they propel the car to victories in racing. Regulations and classifications often mean that

The Audi R8 V10 plus is the top model in the range. Its V10 FSI power unit originates from the Győr factory and is used almost unchanged for racing.
an R8 LMS ultra even races on some circuits with less power than a production model. Another big advantage of the V10 engine: it is extremely robust. Race teams benefit from this both logistically and financially. An inspection is only due after 10,000 race kilometers, the first rebuild follows after 20,000 kilometers. In the meantime, Audi Sport customer racing regularly rebuilds engines with higher mileage.

**Example Chassis:** The Audi Space Frame (ASF) is the backbone of both the production and race car models. The aluminum frame weighs only 210 kilograms and is therefore about 40 per cent less than a comparable steel construction. The Audi Space Frame is taken directly from the production line in Neckarsulm before different points are modified for racing purposes – such as the integration of an air jack system or the steel roll-cage. In addition to the beam and torsional stiffness, the ASF frame offers another big advantage for motorsport: it has successfully completed rigorous crash tests for road approval and thus provides the best possible baseline with regard to safety.

The sophisticated standard production suspension incorporating double wishbone axles front and rear also forms an excellent base for racing. Suspension components such as the wishbone originate from the production line, and are only modified slightly for racing purposes.

The close relationship between production and motorsport is a decade-old subject at Audi. Audi has realized a tangible technology transfer between motorsport and production since the legendary Audi quattro, which won the brand four rally world championship titles in the 1980s.
Casting (aluminum)
Extruded profile (aluminum)
Sheet (aluminum)
Magnesium
Whoever buys an R8 LMS ultra from Audi must not simply rely on a fast, durable and easy-to-operate race car. In addition, the teams receive comprehensive consultation services, customer racing consultants are in action worldwide and the spare parts service is linked to an efficient logistics network.

During the 2013 season, quattro GmbH delivered the 100th race car. Between the start of January and mid-December, customers competed in a combined total of around 270 races. Audi Sport customer racing supported more than 80 events held in Australia, Asia, Europe and in the USA.

Audi Sport customer racing provides direct customer service in Europe. In 2013, no less than 23 teams between Sweden and the Mediterranean Sea relied on the R8 LMS: AB Sport Auto, Alfab Racing, Audi race experience, Audi Sport Italia, Belgian Audi Club Team WRT, Blendini, JB Motorsport, Lechner Racing, M-Sport, Momo Megatron DF1, MS Racing, MTM, Novadriver, Phoenix Racing, PK Carsport, Prosperia C. Abt Racing, RS Line, Saintéloc Racing, Simpson Motorsport, Speed Car, The Boss Yaco Racing, Twinbusch and United Autosports.

Additionally, a worldwide network of four service partners exists. Audi Sport customer racing China prepares and fields every race car in the Audi R8 LMS Cup with support from Germany. The team also takes care of customers in the GT Asia series and selected single events in Malaysia and Taiwan for example. In Japan, Nova Engineering supports customers competing in the Super GT and Super Taikyu championships and those who make sporadic appearances in the GT Asia. The Melbourne Performance Centre supports teams in Australia competing for points and trophies with the R8 LMS at a national level and, in the meantime, also in individual states.

Audi Sport customer racing North America accompanied customers contesting three race series’ during the 2013 season. The four rings were represented in the GRAND-AM series as well as in the Pirelli World Challenge and SCCA...
Romolo Liebchen, Head of Audi Sport customer racing (right). Kurt Gräfenstein and Thorsten Konrad (photo below) are two of several customer racing consultants advising teams around the world.

series. In the South American GT Championship another customer racing race car from Audi also joined the grid.

“The number of racing cars delivered, their distribution across four continents and the constant race events between January and December prove just how established our concept now is,” underlines Romolo Liebchen, Head of Audi Sport customer racing at quattro GmbH. “In the meantime, it is not only professional teams that put their trust in our products, but also racing drivers in the amateur and club racing scenes. Many teams indicate that in addition to the race car, our services were also a reason for choosing Audi.”

The services range from consultancy from Germany to the deployment of personnel at events around the globe. The customer racing consultants assist with the handling and interpretation of vehicle data, share their experiences with set-up and supply concrete solutions for individual technical questions. The comprehensive spare parts service is also popular among teams. In Germany, quattro GmbH
has 4,840 different components in stock. 54,626 parts were dispatched in 1,240 shipments to 64 customers throughout the 2013 season. As a result, spare parts sales last year accounted for more than 50 per cent of the entire customer racing business turnover.

The R8 LMS has been continuously developed since 2009. Every race car is built in Heilbronn-Biberach and each example can be updated technically to comply with the latest evolution version. However, this not the only advantage of the R8 LMS ultra design: the robust and powerful 5.2 liter V10 FSI engine puts Audi in a leading position for ease of maintenance and cost-efficiency in the hard GT3 competition.

Thanks to its international, customer-oriented and pioneering customer racing business, Audi advanced within a few years to become one of the most popular manufacturers of GT3 race cars.
Dirk Spohr and Romolo Liebchen (background right) get an idea of Super GT races in Japan.
quattro GmbH develops and produces Audi’s high-performance models in the form of the RS range and the R8. In the meantime, eight different RS models – from TT RS as Coupé and Roadster via the RS Q3, RS 4 Avant, RS 5 as Coupé and Cabriolet, RS 6 Avant to the RS 7 Sportback – are marketed under the name of Audi Sport. The second sector covers the personalization of automobiles and the accessories portfolio. About 160,000 cars are personalized annually and around 2.5 million accessories sold.

Customer motorsport is the third element in the quattro GmbH program. The 100th Audi R8 LMS ultra was delivered last year. By the end of the 2013 season, the GT3 race car had claimed 23 championship titles worldwide in its entire career. The race car has also immortalized itself with victories in legendary endurance events like the 24-hour races at Spa, at the Nürburgring, at Zolder, in the GT class at Daytona or in the 12 hours of Bathurst.

Since 2014 Heinz Hollerweger has been Managing Director of the AUDI AG subsidiary founded in 1983 and based in Neckarsulm. Romolo Liebchen is Head of Audi Sport customer racing.
Three big endurance competitions are on the Audi R8 agenda again in 2014: the 24-hour races at Daytona, Spa and around the Nürburgring. Audi has already won each of the three races, in 2013 the GT class at Daytona for the first time.

Audi Sport customer racing provides customer teams with extended support at the big races in 2014. For the first time, the classic at Daytona on January 25/26 is part of the Tudor United SportsCar Championship, a new racing series formed after GRAND-AM and the ALMS merged. Four Audi teams – GMG Racing, Flying Lizard Motorsports, Fall-Line Motorsports and Paul Miller Racing – have already confirmed their entries.

On June 21/22, the 24 hours Nürburgring are on the program. After taking three class wins between 2009 and 2011 and Phoenix Racing’s overall victory in 2012, Audi aims to continue its winning sequence this year.

On July 27/28 the 24 hours of Spa traditionally lures the world’s largest field of GT3 competitors. Audi won this important race, which is once again part of the Blancpain Endurance Series, in 2011 with Audi Sport Team WRT and with Audi Sport Team Phoenix in 2012.

The circuit maps on the following pages give a summary of the demands made by the three races.

Audi aims to increase its winning record in international 24-hour races still further in 2014.
Daytona (USA)
It is only just two years old, but the Audi R8 LMS Cup has already left its mark on the Asian motorsport scene. Its international driver line-up, the venues in China, Macau, Malaysia and Korea and many marketing ideas grab the headlines. From supercar parades to the presence in large shopping malls, from 250 VIP guests attending the races to a show truck with exhibition models – Audi’s first one make cup has developed an unmistakable profile.

Audi sets new goals once again for 2014. After fielding 16 race cars in the debut season and 20 last year, it is planned that as many as 24 Audi R8 LMS should compete. The Cup also inspires the importers in Asia. Audi Korea, Audi Hong Kong and Audi Taiwan are also committed alongside Audi China.

While the fundamental elements of the Cup with its central race car preparation and support by Absolute Racing
Rahel Frey demonstrated her class in 2013 with a win at Shanghai GT Asia rounds. Fans can also look forward to two races per weekend in 2014, which are broadcast live online at www.audir8lmscup.com.

Calendar 2014

<table>
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<tr>
<th>Date</th>
<th>Location</th>
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<tbody>
<tr>
<td>03–04/05</td>
<td>Inje (South Korea)</td>
</tr>
<tr>
<td>26–27/07</td>
<td>Fuji (Japan)</td>
</tr>
<tr>
<td>16–17/08</td>
<td>Sepang (Malaysia)</td>
</tr>
<tr>
<td>26–28/09</td>
<td>Guangzhou (China) – with the DTM</td>
</tr>
<tr>
<td>18–19/10</td>
<td>Shanghai (China)*</td>
</tr>
<tr>
<td>31.10–01/11</td>
<td>Shanghai (China) – with the WEC</td>
</tr>
</tbody>
</table>

*planned
Audi sets milestones – not only thanks to Vorsprung durch Technik. To race with Audi or to get to know a race car at on-track incentive events was an innovative idea that no other manufacturer had in its portfolio.

Audi offers its customers a double program once again in 2014. In the field incentive events, customers can familiarize themselves with the GT3 race car during individual training sessions or as ‘Experience Audi R8 LMS’ drive on a race track. Things take on a more serious tone in the second field: in customer motorsport it’s about hard competition. The drivers must have prior knowledge of the Nürburgring-Nordschleife before they can compete with the Audi race experience in VLN endurance races.

The numbers prove just how well received the offer is. Since 2010, Audi has encouraged more than 1,000 customers to get acquainted with the R8 LMS ultra in one of the Audi race experience programs.

The year 2014 is of special importance for the Audi driving experience. The employees move into a new complex in Neuburg an der Donau in the summer. A new handling circuit will be inaugurated on the grounds of the Audi driving experience Center. “We are pleased to extend the program with the addition of an attractive track,” emphasizes Klaus Demel, Head of the Audi driving experience. “Our customers can then also explore the facility at the wheel of an Audi R8 LMS ultra.”

A new complex is being built in Neuburg for the Audi driving experience, Audi Sport and Audi Sport customer racing
The customers with racing ambitions can choose events from an attractive calendar. The Audi race experience plans to offer its customers three races of the VLN endurance championship Nürburgring each lasting four hours, to enable a start in the 6-hour race and, as season highlight, to contest the 24-hour race at the Nürburgring.

Three-time Le Mans winner Marco Werner, former DTM driver Rahel Frey as well as 24-hour Nürburgring winner Markus Winkelhock pass on their knowledge as instructors.

Josef ‘Sepp’ Haider continues to pull the strings and retains an overview of the races. He assumed the role of Sporting Director in 2012. “We have amassed a wealth of experience that helps to form suitable driver teams for our races,” explains the former rally professional from Austria. “Our customers’ feedback confirms that the concept is a success. They feel well prepared, they receive detailed knowledge and the learning effect is reflected immediately in their lap times. The Audi R8 LMS ultra fascinates time after time.”
Armin Plietsch, Head of Technology at Audi Sport customer racing, was faced with a challenging task before the 2014 season started. The FIA regulations do not permit any further evolutions of the Audi R8 LMS ultra, the goal was, however, to implement detail improvements where it was permitted.

The GT3 model is revised in two areas. Supplier ZF delivers a modified three-plate sinter metal clutch. The friction plates have six instead of five sinter mental elements in the future. The component’s durability is increased as a result.

Audi also introduces an innovation in the suspension area. For the first time, teams can choose between five spring combinations for both the front and rear axles. There were three variants before. The range for an optimum set-up thus increases.

Audi developed a start system specifically for the standing starts in the Pirelli World Challenge, in which the full FIA GT3 specification is allowed for the first time. This so-called ‘Launch Control’, based on the traction control, enables constant engine revs to be held and good starts to be reproduced consistently as a result.

New era in US motor racing
A new chapter starts in US motor racing after GRAND-AM and the American Le Mans Series merged to form the Tudor
United SportsCar Championship (TUSCC). Based on the previous race car for the USA, Audi developed a GTD version of the R8 LMS, whereby GTD stands for ‘GT Daytona.’ The biggest difference to the previous R8 GRAND-AM appears at the rear. The new rear diffuser optimizes the handling. It is divided into a central section and two channels running to both the left and right in order to achieve optimum diffusion of the air. The exhaust tail pipes are relocated to exit upwards. The aerodynamic effect of the diffuser stabilizes the road holding at the limit of adhesion on the rear axle. Another aerodynamic optimization results from the new rear wing supports. They no longer taper towards the wing, which in turn optimizes the flow dynamics.

In addition to the aerodynamics, Audi has also revised the chassis. New suspension components are tailored to suit the lower ride-heights in the TUSCC. The rear camber, roll-centre height and the spring compression can now be better optimized to suit American race tracks.

**Ready for the future**
Be it for FIA series’ or the TUSCC – both race cars bear the road car’s sporting genes with which they share more than 50 per cent of the technology. The aluminum ASF chassis, the robust V10 power plant with 20,000 kilometer rebuild intervals or the sophisticated suspension incorporating double wishbones are just three examples of this.
The Audi R8 LMS competes in the Tudor United SportsCar Championship with a larger rear diffuser.
## Technical data Audi R8 LMS ultra (2014)

### Car

<table>
<thead>
<tr>
<th>Car model</th>
<th>sports car according to FIA GT3 rules</th>
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### Design

<table>
<thead>
<tr>
<th>Design</th>
<th>Audi Space Frame (ASF) made of aluminum with bolted steel roll-cage, carbon-fiber composite/aluminum bodywork</th>
</tr>
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</table>

### Engine

<table>
<thead>
<tr>
<th>Type</th>
<th>V10 engine, 90 degree cylinder angle, 4 valves per cylinder, DOHC, petrol direct injection, emission control by two race catalytic converters</th>
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<tbody>
<tr>
<td>Engine management</td>
<td>Bosch Motronic MED 9.1.2</td>
</tr>
<tr>
<td>Engine lubrication</td>
<td>Dry sump, lubricant Castrol</td>
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<td>Cubic capacity</td>
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<tr>
<td>Power</td>
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<tr>
<td>Torque</td>
<td>over 500 Nm</td>
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### Drivetrain/transmission

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<thead>
<tr>
<th>Type of transmission</th>
<th>rear wheel drive, traction control (ASR)</th>
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<tbody>
<tr>
<td>Clutch</td>
<td>3-plate race clutch</td>
</tr>
<tr>
<td>Gearbox</td>
<td>sequential, pneumatic activated 6-speed sport gearbox with shift-paddles</td>
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<tr>
<td>Differential</td>
<td>locking differential</td>
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<td>Driveshafts</td>
<td>constant velocity joint driveshafts</td>
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### Chassis

<table>
<thead>
<tr>
<th>Steering</th>
<th>servo-assisted rack and pinion steering</th>
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</thead>
<tbody>
<tr>
<td>Suspension</td>
<td>independent front and rear suspension. Double wishbones, damper struts with coil springs (Eibach) and adjustable dampers (Bilstein) as well as adjustable front and rear anti-roll bars</td>
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<tr>
<td>Brakes</td>
<td>dual circuit hydraulic brake system, brakepads: Endless steel brake discs front and rear, race ABS</td>
</tr>
<tr>
<td>Wheels</td>
<td>Aluminum forged wheels, 12 x 18 inches front, 13 x 18 inches rear</td>
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<tr>
<td>Tires</td>
<td>Michelin, 30-65/18 front, 31-71/18 rear</td>
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</table>

### Dimensions/weight

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<tbody>
<tr>
<td>Start weight</td>
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<tr>
<td>Tank capacity</td>
<td>120 l</td>
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</table>

### Equipment

<table>
<thead>
<tr>
<th>Fire extinguisher</th>
<th>Audi Sport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seating system</td>
<td>Audi PS1 Protection Seat</td>
</tr>
<tr>
<td>Refuelling system</td>
<td>Stäubli</td>
</tr>
<tr>
<td>Electrics</td>
<td>Mayer Motorsport</td>
</tr>
</tbody>
</table>

*Classification by the FIA and national authorities. As of January 2014.*
## Technical data Audi R8 LMS (USA, 2014)

<table>
<thead>
<tr>
<th>Car</th>
<th>Chassis</th>
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<tr>
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<td>brakepads: Endless,</td>
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<td></td>
<td>steel brake discs front and rear</td>
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<tr>
<td></td>
<td>13 x 18 inches rear</td>
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<tr>
<td><strong>Cubic capacity</strong></td>
<td>Continental, 305/650R18 front, 325/710R18</td>
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<tr>
<td></td>
<td>rear.</td>
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<tr>
<td><strong>Power</strong></td>
<td>Dimensions/weight</td>
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<td>4,470/1,994/1,195 mm</td>
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<tr>
<td><strong>Drivetrain/transmission</strong></td>
<td>Start weight</td>
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<tr>
<td><strong>Clutch</strong></td>
<td>Tank capacity</td>
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<td>100 l (useable: 70 liters)*</td>
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<tr>
<td><strong>Gearbox</strong></td>
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<td><strong>Differential</strong></td>
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<tr>
<td><strong>Driveshafts</strong></td>
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</table>

| **Fire extinguisher**        | Audi Sport                                  |
| **Seating system**           | Audi PS1 Protection Seat                    |
| **Refuelling system**        | Stäubli                                     |
| **Electrics**                | Mayer Motorsport                            |

*Classification by IMSA. As of January 2014.

- Sports car according to IMSA GTD rules
- Audi Space Frame (ASF) made of aluminum with bolted steel roll-cage, carbon-fiber composite/aluminum bodywork
- V10 engine, 90 degree cylinder angle, 4 valves per cylinder, DOHC, petrol direct injection, emission control by two race catalytic converters
- Bosch Motronic MED 9.1.2
- dry sump, lubricant Castrol
- 5,200 ccm
- variable up to 419 kW subject to restrictor size *
- over 500 Nm
- rear-wheel drive
- standard clutch, optional: 3-plate race clutch
- sequential, pneumatic activated 6-speed sport gearbox with shift-paddles
- locking differential
- constant velocity joint driveshafts

* Classification by IMSA. As of January 2014.
The Audi R8 is also distinguished as a race car by its excellent ergonomics and high level of customer friendliness. The basic architecture of the race car cockpit originates from the production car. Special equipment for racing completes the installation.

**01** Production rotational switch for lights

**02** Gear shift lights

**03** DDU 8 Bosch display showing information about engine rpm, pressures and temperatures of fluids, lap times and selected gear etc.

**04** Blinker; hidden: Control stalk for cruise control that activates the pit speed limiter in the race car

**05** Radio (yellow)

**06** Shift paddles, left to down-shift, right to up-shift

**07** Freely programmable switch (headlights etc.)

**08** Production control stalk for windshield wiper and wash function

**09** Console with switches for ignition, starter motor, brake balance and fire extinguisher etc.
The Audi R8 LMS race car’s current sporting record includes 23 international championship titles after only five years. An impressive list of class and overall victories in endurance races of 12 or 24 hours duration in Australia, Asia, Europe and in the USA underlines the reliability of the Audi GT racing race car.

## Championship titles

### 2009

<table>
<thead>
<tr>
<th>Series</th>
<th>Drivers</th>
</tr>
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<tbody>
<tr>
<td>ADAC GT Masters</td>
<td>Christian Abt (D)</td>
</tr>
<tr>
<td>Belgium</td>
<td>Jean-François Hemroulle/Tim Verbergt (B/B)</td>
</tr>
<tr>
<td>FIA GT3 European Championship</td>
<td>Christopher Mies/Christopher Haase (D/D)</td>
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### 2010

<table>
<thead>
<tr>
<th>Series</th>
<th>Drivers</th>
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<tbody>
<tr>
<td>DMSB GT Championship</td>
<td>Luca Ludwig (D)</td>
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<tr>
<td>Belgium</td>
<td>Greg Franchi/Anthony Kumpen (B/B)</td>
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<tr>
<td>Portugal</td>
<td>César Campaniço/João Figueiredo (P/P)</td>
</tr>
<tr>
<td>Spain</td>
<td>César Campaniço/João Figueiredo (P/P)</td>
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</table>

### 2011

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<thead>
<tr>
<th>Series</th>
<th>Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Australia</td>
<td>Mark Eddy (AUS)</td>
</tr>
<tr>
<td>Blancpain</td>
<td>Greg Franchi (B)</td>
</tr>
<tr>
<td>Italy</td>
<td>Marco Bonanomi (I)</td>
</tr>
<tr>
<td>Super Taikyu Japan</td>
<td>Tomonobu Fujii/Akihiro Tsuzuki/Michael Kim (J/J/USA)</td>
</tr>
<tr>
<td>Taça Portugal</td>
<td>César Campaniço/João Figueiredo (P/P)</td>
</tr>
<tr>
<td>Spain</td>
<td>César Campaniço/João Figueiredo (P/P)</td>
</tr>
</tbody>
</table>

### 2012

<table>
<thead>
<tr>
<th>Series</th>
<th>Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blancpain</td>
<td>Christopher Haase/Christopher Mies/Stéphane Ortelli (D/D/MC)</td>
</tr>
<tr>
<td>Portugal</td>
<td>César Campaniço/Carlos Vieira (P/P)</td>
</tr>
<tr>
<td>Taça Portugal</td>
<td>César Campaniço/Carlos Vieira (P/P)</td>
</tr>
<tr>
<td>Iberian Supercars Trophy</td>
<td>César Campaniço/Carlos Vieira (P/P)</td>
</tr>
<tr>
<td>Spain</td>
<td>Mikko Eskelinen (FIN)</td>
</tr>
</tbody>
</table>

### 2013

<table>
<thead>
<tr>
<th>Series</th>
<th>Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belgium</td>
<td>Anthony Kumpen/Bert Longin/Maarten Makelberge (B/B/B)</td>
</tr>
<tr>
<td>FIA GT Series</td>
<td>Stéphane Ortelli/Laurens Vanthoor (MC/B)</td>
</tr>
<tr>
<td>GT Sprint International</td>
<td>Thomas Schöffler (D)</td>
</tr>
<tr>
<td>Portugal</td>
<td>César Campaniço (P)</td>
</tr>
<tr>
<td>Sweden</td>
<td>Jan Brunstedt (S)</td>
</tr>
</tbody>
</table>
Victories at endurance races

2009

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

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

2010

24h Nürburgring*
Marc Bronzel/Luca Ludwig/Dennis Rostek/
Markus Winkelhock (D/D/D/D)

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

2011

12h Bathurst
Marc Basseng/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)

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)

2013

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

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

Audi R8 LMS Cup

2012
Marchy Lee (HK)

2013
Adderly Fong (HK)

*Class victory
Endurance races

12h Abu Dhabi
The Gulf 12 Hours has established itself as new endurance race in the calendar. United Autosports finished on the podium in 2012.
www.gulf12hours.com

24h Nürburgring
The Audi R8 LMS has taken three class victories and one overall victory in the Eifel. The Nordschleife is the world’s best track for many drivers.
www.24h-rennen.de

12h Bathurst
The race on Mount Panorama in Australia, won twice already by Audi, develops into yet another endurance classic.
www.bathurst12hour.com.au

America

24h Dubai
Several Audi teams contested the opening of the endurance season in January with the Audi R8 LMS.
www.24hdubai.com

12h Sepang
In Malaysia in 2013, an Audi team celebrated class victory in the Malaysia Merdeka Endurance Race for the first time.
www.sepangcircuit.com.my

Pirelli World Challenge
James Sofronas proved in 2013 that a privateer could challenge the factories. He was championship runner-up in his Audi R8 LMS.
www.world-challenge.com
GT Asia
Audi teams from China, Hong Kong and Japan regularly compete in the GT Asia. Team R8 LMS Ultra won the team classification in 2013.
www.afos.com

Audi R8 LMS Cup
Audi's popular first one make cup in Asia starts its third season in 2014 with new ideas.
www.audir8lmscup.com

Malaysian Super Series
The Malaysian Super Series is one of the few national FT series in Asia. Audi teams compete year after year here.
www.sepangcircuit.com.my

Asia

Campeonato Sudamericano GT
Wagner and Fábio Ebrahim claimed race wins and podiums in an Audi R8 LMS ultra with support from Audi Brazil.
www.portalgt.com.br

SCCA
The American club racing series provides privateers with a suitable platform. Dr. Jason Lee was GT2 class runner-up in 2013.
www.scca.com/majors

TUSCC
The Tudor United SportsCar Championship was formed in America after the GRAND-AM and ALMS merged. The 24h Daytona is also on the agenda.
www.imsa.com

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www.sepangcircuit.com.my
Super GT
The Audi R8 LMS ultra has started in Japan’s leading series for closed race cars since 2012.
www.supergt.net/en

Taiwan
In 2013, an Audi R8 LMS ultra raced in Taiwan for the first time, where only single races are held up to now and no complete series.
www.tsf.tw

Super Taikyu
The Japanese Super Taikyu Series admits both GT models and touring cars. An Audi customer team won the title here in 2011.
www.supertaikyu.com

Australia

Australian GT Championship
In 2011, Mark Eddy won the title. Since 2012, more customers rely on Audi. The 12 hours of Bathurst are also on the calendar.
www.australiangt.com.au

ADAC GT Masters
Audi customer teams have won one driver and two team titles in the German GT3 championship since 2009.
www.adac-gt-masters.de

Audi race experience
Since 2010, customers with a racier streak and with prior experience of the Nürburgring can contest races with the Audi race experience.
www.audi.de
<table>
<thead>
<tr>
<th>Series</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Belgian Racing Car Championship</strong></td>
<td>PK Racing won the BRCC Endurance Series in 2013 with Anthony Kumpen/Bert Longin/Maarten Makelberge.</td>
</tr>
<tr>
<td><strong>Blancpain GT Series</strong></td>
<td>Stéphane Ortelli/Laurens Vanthoor won the 2013 FIA GT Series, which is held in 2014 under the name Blancpain GT Series.</td>
</tr>
<tr>
<td><strong>DMV Touring Car Challenge</strong></td>
<td>Dietmar Haggenmüller and Suzanne Weidt competed regularly with an Audi R8 LMS ultra in the DMT TCC in 2013.</td>
</tr>
<tr>
<td><strong>Blancpain Endurance Series</strong></td>
<td>Audi has twice won Europe’s leading endurance series, to which the 24 hours of Spa also belongs.</td>
</tr>
<tr>
<td><strong>Britcar Championship</strong></td>
<td>The Britcar MSA British Endurance Championship provides club racers – here Simpson Motorsport with an Audi R8 LMS – with a suitable environment.</td>
</tr>
<tr>
<td><strong>European Le Mans Series</strong></td>
<td>Fans saw an Audi R8 LMS in the European Le Mans Series for the first time in 2013. The sports car fits in the championship’s GTC class.</td>
</tr>
</tbody>
</table>

**www.brcc.be**

**www.blancpain-endurance-series.com**

**www.blancpain-gt-series.com**

**www.dmv-tcc.com**

**www.britcar24hr.co.uk**

**www.europeanlemansseries.com**
GT Tour
The Audi R8 LMS ultra is very popular in France. The Speed Car and Saintéloc Racing squads raced the model in 2013.
www.gt-tour.fr

British GT Championship
British fans followed United Autosports’ path to the runner-up title in 2013. The team relies on the Audi R8 LMS ultra again in 2014.
www.britishgt.com

GT Open
The Portuguese Team Novadriver and Belgian WRT squads competed sporadically in the pan-European race series in 2013.
www.gtopen.net

Italian Gran Turismo Championship
The Audi GT3 race car has been on the grid in Italy since 2009. Audi Sport Italia won the championship title in 2012.
www.acisportitalia.it/GT

GT Sprint International
In 2013, Thomas Schöffler won the race series with Italian roots staged at venues throughout Europe.
www.superstarsworld.com/GT Sprint/ Homepage.aspx

Race Trophy Austria
The Race Trophy Austria is the Austrian series for GT sports cars. Lechner Racing won a race in 2013 with the R8 LMS.
www.tourenwagen-cup.at
Supercars Portugal Series
César Campaniço scooped the third title in his Portuguese homeland with the R8 LMS ultra.
www.racingweekend.com.pt

Iber GT
In Spain, Team Novadriver narrowly missed defending its title successfully last season with the Audi R8 LMS ultra.
www.gtsport.es

Swedish GT
Jan Brunstedt won the Swedish championship with his JB Motorsport team in 2013. Alfab Racing joined the grid for one race.
www.swedish-gt.se

Spezial Tourenwagen Trophy
The Spezial Tourenwagen Trophy (STT) provides club racers with an interesting platform in Germany.
www.spezial-tourenwagen-trophy.de

V de V Challenge GT
AB Sport Auto fielded an R8 LMS for several French drivers in the European club racing series in 2013.
www.vdev.fr

VLN
Audi was the most successful brand in the 2013 endurance championship at the Nürburgring after notching up four overall victories.
www.vln.de
Two attractive elements form the AUDI AG factory motorsport program again in 2014: the company competes as defending champions in both the DTM and FIA World Endurance Championship WEC.

On ten race weekends during the 2013 season, 705,500 spectators followed Mike Rockenfeller and Audi Sport Team Phoenix on their way to winning the drivers’ and teams’ titles with the Audi RS 5 DTM. As a result, Audi won the DTM for the ninth time after victories in 1990, 1991, 2002, 2004, 2007, 2008, 2009 and 2011. Two different tire compounds and a rear wing with DRS, which briefly changes the race car’s aerodynamics and therefore eases overtaking, ensured even more excitement in 2013.

The calendar with ten races is particularly attractive in the 2014 season. Six races are held in Germany, on top of these come the Red Bull Ring in Austria and the track in Moscow. Two new dates reflect the international ambitions: after a 26-year break, the race series returns to the Hungaroring in Hungary. For the first time since 2010, the DTM races again in China. A dedicated street track will be built in the booming metropolis Guangzhou for the race on the last September weekend.

Audi fights for a third consecutive World Championship title in the FIA World Endurance Championship WEC. Since the new race series started in 2012, Audi has won the manufacturers and drivers’ classification twice in succession with its driver squads. Loïc Duval/Tom Kristensen/Allan McNish clinched the twelfth Le Mans victory for the

Mike Rockenfeller won the 2013 title in the Audi RS 5 DTM
Audi brand last year before going on to win the World Championship title. With its innovative diesel hybrid drive and many pioneering detail solutions, the Audi R18 e-tron quattro epitomizes Vorsprung durch Technik like no other race car. The entirely new regulations for 2014 bring about the next boost of innovations. For the first time it is not the race car power that is restricted, but in fact the amount of energy available. Audi developed for the rules a completely new generation of the R18 e-tron quattro, which must make do with around 30 per cent less fuel than its predecessor. As a result, Audi is ideally prepared in its quest to defend its title in the eight WEC races in Asia, Europe and North and South America.

Audi competes with a completely new R18 e-tron quattro in its quest to defend its title in 2014.
From specialists for steam locomotive lubricants to an internationally active company: Castrol develops bespoke lubricant solutions for the automobile industry. The recipe for success is based not only on more than 100 years of lubricant experience, which is reflected in the quality of premium products, but also on the partnerships with leading automobile manufacturers.

Eibach enjoys a reputation as leading manufacturer of high-quality springs and suspension systems as well as special high-tech springs. Eibach is also a leading and respected partner in motorsport. The demand for special characteristics and performance parameters, minimum tolerances, weight and installation limitations as well as reliability makes motorsport the ideal proving ground for Eibach.

Endless is an innovative company developing and manufacturing high-tech braking components. Thanks to its many inventions – ranging from brake pads to complete braking systems for road cars as well as racing cars – Endless is a world market leader for high-quality braking technology. The company objective is to drive technological development and to excel through its outstanding products.

Mayer Motorsport has manufactured high-quality vehicle wiring looms for racing since 2004. This medium-sized company is one of the few specialists in this field throughout Germany. Working in close cooperation with Audi Sport customer racing, Mayer Motorsport produces high-quality cable assemblies for extreme demands.

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. Michelin’s philosophy has always been the same: motorsport represents the ideal test laboratory for innovations because of the extreme conditions. As a result, the technological progress always benefits the production line.

Stäubli is one of the world’s leading manufacturers of quick connect coupling systems. Precision and safety as well as weight and compactness are the focus of attention during the design of the innovative motorsport products. The quick fill fuel tank system, the Air-Jac system and quick connect couplings for fuel and brake circuits are used in the technical partnership with Audi.

Customer teams all around the world field the Audi Sport customer racing race cars. Different teams generate their own public relations and provide a press service. The Audi Communications Motorsport team in Ingolstadt publicizes basic information for GT racing such as this booklet. During the season, the most important information about the customer teams’ racing activities is also published. Factory backed events with GT racing race cars are additionally accompanied by Audi Communications Motorsport.

**Motorsport Newsletter**
Summaries of the most successful races contested by the R8 are found in our weekly Audi Motorsport Newsletter, which is sent by e-mail to the worldwide press distribution list throughout the season every Sunday evening in German and English languages.

**MediaInfo**
The most important developments in the GT program are communicated in the form of press releases (MediaInfos).

**Media database**
All photos and information can be found in our media database www.audi-motorsport.info. Accreditation is required. You can register for our press distribution list via the database.

The Audi Communications Motorsport team accompanies factory supported events in GT racing on location.
Audi Sport App
All information about the Audi Motorsport program including all MediaInfos, original sound bites and preview thumbnails of press pictures are also available for smartphones. The free ‘Audi Sport’ App is available to download for the iPhone from the Apple App Store and as Android version from Google Play.

24-hour races
The Audi Communications Motorsport team is active on location at the 24-hour races at Daytona (USA) on January 25/26, at the Nürburgring (Germany) on June 21/22 and at Spa (Belgium) on July 26/27. We are happy to arrange interviews and contact with the teams and their drivers and to assist you in realizing special wishes and reports.

Romolo Liebchen, Head of Audi Sport customer racing, is available for questions as are the team bosses and race drivers
Audi Communications Motorsport

Your contacts

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Virginia Brusch
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Eva-Maria Veith
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All texts and photographs contained in this MediaInfo booklet are available for downloading from the internet (accreditation required):
www.audi-motorsport.info

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