



Audi Sport
customer racing

MEDIA INFORMATION 2018

WTCR – FIA World
Touring Car Cup



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WELCOME!

2018 marks the beginning of a new era in international touring car racing. The WTCR – FIA World Touring Car Cup ties in with a tradition that Audi started with production-based models. In 1995, Frank Biela with Audi was the last driver to have won a World Touring Car Cup and now two strong teams with six campaigners are representing the colors of Audi Sport customer racing in the new series. They rely on the Audi RS 3 LMS, the entry-level model of the motorsport world of the four rings. The calendar featuring ten rounds around the globe, including four city street circuits, guarantees its presence in Africa,

Asia, Europe and South America. Audi Sport customer racing is taking on its greatest challenge in touring car racing to date. We would be delighted to welcome you at the race tracks in the 2018 season.

A handwritten signature in black ink, appearing to read 'C. Reinke' with a stylized flourish at the end.

Chris Reinke

Head of Audi Sport customer racing

A DECADE OF SUCCESS

Audi's customer racing program was launched in 2009, so the anniversary year of 2018 marks Audi Sport customer racing's tenth full season. Following its beginnings in the GT3 category and an Audi TT RS for the VLN Endurance Championship Nürburgring, the program was extended to one-make cups in 2015 with the Audi TT cup. At the end of 2016, the Audi RS 3 LMS followed for the TCR class and in 2017, the brand presented the Audi R8 LMS GT4. The customer racing program is firmly anchored on the four continents of America, Asia, Australia and Europe and encompasses hundreds of races each season.

The winning streak Audi Sport and its customers have been enjoying is comprehensive. In 2017, its first season, the entry-level model Audi RS 3 LMS won 58 single races and five championship titles. Two generations of the Audi R8 LMS for the GT3 category combine eleven overall victories in 24-hour races, seven wins in 12-hour races, 49 titles in overall driver classifications and many other class wins. Plus, the new Audi R8 LMS GT4, on clinching a one-two result in the Dubai 24 Hours in January 2018, made a brilliant start to its first customer racing season.

Ten years of Audi Sport customer racing





GLOBAL PLATFORM

Since 2015, the TCR (Touring Car Racing) class has established itself around the globe. A set of identical technical regulations guarantees a wide range of fielding opportunities for the production-based, cost-efficient race cars. In accordance with the regulations, the compact models use front-wheel drive and four-cylinder turbo engines. Nearly all cars have two liters of displacement. For the TCR class, Audi Sport offers the RS 3 LMS and, together with the Group's Volkswagen and Cupra brands, has created synergies in development, production and service. More than 130 worldwide customers rely on the entry-level race car with the four rings.

Around the globe, the teams are able to compete in some 20 racing series. At national level, two TCR classes exist in North America, plus there are series in China, Germany, Italy, Japan, Korea, Portugal, Russia, Thailand and the United Kingdom. In addition, there are regional competitions in Asia, the Benelux region and one series each for Europe, the Middle East and Scandinavia. Hill-climb races or single events like the Nürburgring 24 Hours admit TCR cars as well. Internationally, the 24H TCE Series, the 24H Endurance Series and the WTCR – FIA World Touring Car Cup mark the top end.

PERFECT FOR STARTERS

The Audi RS 3 LMS is cost-efficient, offers high levels of safety and has a power output of up to 257 kW (350 hp). For use in racing, the body, which is produced at the plant in Győr, has only been made lighter, reinforced in some areas and equipped with a steel-tube safety cell. The two-liter four-cylinder TFSI engine has been adopted from production nearly unchanged as well. In the WTCR – FIA World Touring Car Cup, Audi Sport uses the sequential six-speed racing transmission. For customers, the double-clutch transmission is available as well.

MacPherson struts guide the front wheels and a multilink suspension the rear wheels.

Ride height, toe and camber are continually variable and the front and rear stabilizers are three-way adjustable. In terms of safety, the Audi RS 3 LMS sets standards. Safety features include an FIA-compliant safety fuel cell, a safety cell for racing, the PS3 safety seat, FIA safety nets on both sides of the seat and a rescue hatch in the roof like on the Audi R8 LMS.

An attractive accessory package complements Audi Sport's offering for customers around the globe. It includes a Makrolon windshield, an air conditioning system for helmet cooling and an adjustable pedal box.



AUDI RS 3 LMS

Vehicle

Vehicle type	Touring car according to TCR regulations
Structure	Reinforced steel body with weld-in steel safety cell
Body	Carbon fiber, glass fiber and sheet steel

Engine

Type	Four-in-line gasoline engine with direct injection, exhaust gas turbocharger with intercooler, four-valve technology, double overhead camshaft, DOHC, transversely mounted front engine
Exhaust emission control system	Oxygen sensor upstream of turbine (cylinder-selective sensor signal), Steel racing catalytic converter
Engine management	Continental Simos 18
Engine lubrication	Wet sump
Cubic capacity	1,984 cc (bore x stroke 82.5 mm x 92.8 mm)
Power output	Up to 257 kW (350 hp) at 6,200 rpm*
Torque	Up to 460 Nm at 2,500 rpm

Drive train/transmission

Type of drive	Front-wheel drive
Clutch	Sintered multi-plate clutch
Gearbox	Sequential 6-speed racing gearbox, optional 6-speed double-clutch gearbox S tronic with paddle shifters
Differential	Multi-plate limited slip differential, active limited slip differential for S tronic
Drive shafts	Constant velocity joint shafts

Suspension/steering/brake

Steering	Electric rack and pinion steering with modified soft- and hardware, steering wheel adjustable in height and longitudinal direction
Front suspension	McPherson struts with lower steel wishbones, aluminum swivel bearing, steel subframe, struts with coil springs and adjustable dampers, infinitely variable ride height, toe and camber, three-way adjustment of stabilizer
Rear suspension	Four-link rear suspension, dampers with coil springs (coil-over configuration), steel subframe, aluminum uprights, infinitely variable ride height, toe and camber, three-way adjustment of stabilizer
Brakes	Hydraulic dual-circuit braking system with adjustable brake pressure distribution (front axle/rear axle), steel brake discs front (378 mm x 34 mm) and rear (272 x 12 mm)
Rims	Aluminum rims, front and rear 10 x 18 inches
Tires	27/65 x 18

Weight/dimensions

Length x Width x Height	4,589 mm x 1,950 mm x 1,340 mm
Wheelbase	2,665 mm
Dry weight	1,180 kg with sequential gearbox/1,215 kg with S tronic*
Fuel tank capacity	100 l

Equipment

Fire extinguishing system	OMP
Seat system	Audi Sport customer racing Protection Seat PS3
Refueling system	Production version with safety valve
Electrical system	Production version, modified for use in racing

* Established by BoP of the series organizers



STRONG SEXTET

In the WTCR – FIA World Touring Car Cup, Audi Sport customer racing with its teams relies on six drivers from three nations. The Briton Gordon Shedden, the Frenchman Jean-Karl Vernay and the Belgian Frédéric Vervisch are official Audi Sport drivers. The Belgian Denis Dupont and the Frenchmen

Nathanaël Berthon and Aurélien Panis compete as privateers.

At an average age of 29.3 years at the beginning of the season, the driver lineup brings valuable experience, victories and many championship titles to the grid. Two drivers, respectively, form a squad that jointly battles for points in the teams' classification. Shedden and Vernay compete for Audi Sport Leopard Lukoil Team, Vervisch and Dupont form Audi Sport Team Comtoyau. Berthon and Panis score points for Comtoyau Racing. In addition, there is an individual drivers' classification in the WTCR – FIA World Touring Car Cup.



From left: Gordon Shedden, Jean-Karl Vernay, Frédéric Vervisch, Denis Dupont, Aurélien Panis, Nathanaël Berthon

GORDON SHEDDEN (GB)

AUDI SPORT LEOPARD LUKOIL TEAM

Date of birth February 15, 1979

Place of birth Edinburgh (GB)

Residence Auchterarder (GB)

Height/Weight 1.85 m/73 kg

Career highlights

- 2000** 1st in Ford Fiesta Championship UK
- 2003** 2nd in Seat Cupra Championship UK
- 2004** 4th in Seat Cupra Championship UK
- 2006** 4th in BTCC
- 2007** 3rd in BTCC
- 2008** 7th in BTCC
- 2010** 3rd in BTCC
- 2011** 2nd in BTCC
- 2012** 1st in BTCC
- 2013** 2nd in BTCC
- 2014** 3rd in BTCC
- 2015** 1st in BTCC
- 2016** 1st in BTCC
- 2017** 4th in BTCC; TCR International
- 2018** WTCR – FIA World Touring Car Cup (Audi RS 3 LMS)

In the past decade and a half, Gordon Shedden shaped the British Touring Car Championship like nobody else. In 2012, 2015 and 2016, he was champion. In addition, he finished runner-up twice and placed third three times. The Scot celebrated 48 single race wins in the process. His experiences with front-wheel drive touring cars though date back even further because in 2000 he won a one-make cup at home. Shedden, who lived in Hanover for three years in his youth, subsequently earned a degree in business from the University of Edinburgh and today works for the Knockhill Racing Circuit. He calls his legendary Scottish compatriot Jim Clark his role model in racing. Gordon Shedden is particularly excited about the race at Suzuka. He likes sushi, has never been to Japan and looks forward to the mix of cultural tradition and modern life.

🌐 gordonshedden.com
🐦 [@gordonshedden](https://twitter.com/gordonshedden)
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JEAN-KARL VERNAY (F)

AUDI SPORT LEOPARD LUKOIL TEAM

Date of birth October 31, 1987

Place of birth Villeurbanne (F)

Residence Luxembourg (L)

Height/Weight 1.76 m/72 kg

Career highlights

- 2005** 1st in Formula Campus France
- 2006** 2nd in Formula Renault 2.0 France
- 2007** 3rd in Zandvoort Formula 3 Masters
- 2007-09** Formula 3 Euro Series
- 2009** 2nd in Macau Formula 3 Grand Prix
- 2010** 1st in IndyLights
- 2011** 1st in ILMC LMP2
- 2012** 1st in Porsche Carrera Cup France
- 2013** 3rd in FIA WEC GTE AM,
1st in Le Mans 24 Hours GTE AM; Porsche Supercup
- 2014** Super GT, GT Asia
- 2015** 6th in Blancpain Endurance Series (Audi R8 LMS);
Audi R8 LMS Cup, GT Asia
- 2016** 3rd in TCR International Series
- 2017** 1st in TCR International Series;
TCR Benelux, TCR China, TCR Asia
- 2018** WTCR – FIA World Touring Car Cup (Audi RS 3 LMS)

Jean-Karl Vernay has acquired an excellent reputation with five championship titles. In the 2005 French Formula Campus, he was unbeatable. In 2010, he won the Indy Lights series in the United States and a year later, the LMP2 classification in the Intercontinental Le Mans Cup. In 2012, he decided the Porsche Carrera Cup in his favor in his native France and last year, the TCR International Series. Like last year, his race team this year is Vincent Vosse's squad. Vernay hails from Villeurbanne near Lyon, lives in Luxembourg, likes to play golf or pits himself against Audi factory driver Loïc Duval in squash duels. The eloquent race driver has a degree in communication sciences and works for a French television channel as a co-commentator in Formula 1. His favorite track is the Macau city street circuit.



jkvernay.com
[JKVOfficiel](https://www.facebook.com/JKVOfficiel)
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[jkvernay](https://www.instagram.com/jkvernay)

FRÉDÉRIC VERVISCH (B)

AUDI SPORT TEAM COMTOYOU

Date of birth August 10, 1986

Place of birth Roeselare (B)

Residence Harelbeke (B)

Height/Weight 1.76 m/68 kg

Career highlights

2007 2nd in ATS Formula 3 Cup

2008 1st in ATS Formula 3 Cup

2009 4th in IMSA Atlantic Championship

2010–11 Superleague Formula

2013–14 Blancpain GT Series

2015 Blancpain GT Series (Audi R8 LMS)

2016 5th in Blancpain GT Series (Audi R8 LMS);

ADAC GT Masters (Audi R8 LMS),

European Le Mans Series

2017 1st in Belcar; 24h Nürburgring,

24h Spa (Audi R8 LMS), TCR International

Series (Audi RS 3 LMS)

2018 12h Bathurst, 24h Nürburgring,

ADAC GT Masters (Audi R8 LMS),

WTCR – FIA World Touring Car Cup (Audi RS 3 LMS)

Frédéric Vervisch was initially successful in single-seaters before switching to GT racing. After having finished the German ATS Formula 3 Cup as runner-up and as champion, he won the rookie classification in the IMSA Atlantic series. Subsequently, he raced for two years in the Superleague Formula before switching to the Blancpain GT Series in 2013. Since 2015, he has been competing in various series and endurance races in the Audi R8 LMS, in 2018, as an Audi Sport driver for the first time. Last year, he won the Belcar series in a sports prototype. In 2017, the Belgian additionally contested the TCR International Series in an Audi RS 3 LMS. Vervisch has a Bachelor's degree in automotive mechanical science. In addition to his native language, Dutch, he speaks English, German, French and Italian, and enjoys skiing and water skiing.

🌐 frederic-vervisch.com
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NATHANAËL BERTHON (F)




COMTOYOU RACING

Date of birth July 1, 1989
Place of birth Beaumont (F)
Residence Clermont-Ferrand (F)
Height/Weight 1.88 m/76 kg

Career highlights

2009 1st in Formula Renault 2.0 France,
3rd in Formula Renault West European Cup
2010-11 Formula Renault 3.5
2011 Formula 1 Rookie Test
2012-15 GP2
2014/15 1st in Trophée Andros Électrique
2014-17 24h Le Mans
2015/16 FIA Formula E
2015-17 European Le Mans Series
2016 FIA WEC; 2nd in 6h Rome
2016/17 1st in Trophée Andros (Audi A1 quattro)
2017 Blancpain GT Series Endurance Cup (Audi R8 LMS),
2nd in 6h Rome
2017/18 3rd in Trophée Andros (Audi A1 quattro)
2018 WTCR – FIA World Touring Car Cup (Audi RS 3 LMS)

Nathanaël Berthon is not even 30 years old yet but has already gone through careers in various racing categories. He was champion in the junior series Formula Renault, drove in GP2, completed a rookie test in Formula 1, competed in the FIA WEC including Le Mans, in Formula E, GT3 racing and in the Trophée Andros ice racing series. The versatile race driver is intimately familiar with various types of powertrains as well, having won the Trophée Andros in both an electric race car and in an Audi A1 quattro with a conventional IC engine. The Frenchman from the Auvergne region has a degree in management, worked as a co-commentator on television for five years, plays piano and dedicated himself to ice hockey for eleven years before finally opting for motorsport.

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 **@Natberthon**
 **Natberthon**

DENIS DUPONT (B)

AUDI SPORT TEAM COMTOYOU

Date of birth January 4, 1993

Place of birth Braine-l'Alleud (B)

Residence Braine-le-Château (B)

Height/Weight 1.73/64 kg

Career highlights

2014 3rd in Nascar Whelen Euro Series

2016 1st in 24h Magny-Cours, 3rd in TCR Benelux

2017 5th in TCR Benelux, 5th in 24h Zolder;

GT4 North European Championship,

TCR International

2018 WTCR – FIA World Touring Car Cup (Audi RS 3 LMS)

At age 25, Denis Dupont is the youngest Audi driver in the FIA WTCR. Following a career in karting, the Belgian in 2014 switched to the Nascar Whelen Euro Series. With two victories and five podium positions in the West European TCR Benelux, he attracted attention. In the one-make Lamera Cup the same year, he won a 24-hour race at Magny-Cours as well. After having won a prize of the RACB National Team in 2015, he has been a member of the Royal Automobile Club of Belgium's talent promotion program since 2016. Podium positions and victories in the TCR Benelux, the GT4 European Cup and three club sport series last year have marked his best season to date. In parallel to racing, Dupont earned a Master's degree in management. Spa is the favorite track of the race driver from Braine-le-Château south of Brussels.

 denisdupont.be
 denisdupontdriver
 [@DupontDenis](https://twitter.com/DupontDenis)
 denis_dupont

AURÉLIEN PANIS (F)

COMTOYOU RACING

Date of birth October 29, 1994

Place of birth Saint-Martin-d'Hères (F)

Residence Claix (F)

Height/Weight 1.83 m/70 kg

Career highlights

2011 Formula 4 France

2012 Formula Renault 2.0 Alps and Eurocup

2013-2014 Formula Renault 2.0 Eurocup

2014 Formula Renault NEC

2015 Formula Renault 3.5

2015/16 2nd in Trophée Andros Électrique

2016 5th in Formula V8 3.5

2016/17 2nd in Trophée Andros Électrique

2017 FIA WTCC, TCR International Series, TCR Benelux

2017/18 1st in Trophée Andros Électrique

2018 WTCR – FIA World Touring Car Cup (Audi RS 3 LMS)

From single seaters via the Trophée Andros to touring car racing: Aurélien Panis has driven diverse race cars in the eight years of his career to date. The Frenchman went through Formula 4 and Formula Renault at home and was promoted all the way to Formula Renault 3.5. He lives in Claix near Grenoble, a ski resort in the southeast of France – so his love of ice racing seems natural. In 2015/16 and 2016/17, the son of former Formula 1 driver Olivier Panis finished the Trophée Andros Électrique in second place and last winter, he won the electric racing series. In 2017, he gathered initial touring car experience as well and won a race of the TCR International Series in Thailand. For a change of pace from motorsport, he enjoys tennis, soccer, squash and cycling.

 aurelienpanis.com
 [aurelien.panis](https://www.facebook.com/aurelien.panis)
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 [aurelienpanis](https://www.instagram.com/aurelienpanis)

TWO STRONG TEAMS

Audi Sport customer racing relies on two teams in the WTCR – FIA World Touring Car Cup. Both are young, hail from Belgium, are very successful and have previously won titles in motorsport with Audi. Audi Sport Leopard Lukoil Team relies on W Racing Team as the fielding team. The company based in Baudour has won all major international series in GT3 racing as well as major 12- and 24-hour endurance races. In TCR racing, the team competes as the title defender. The motorsport squad headed by Vincent Vosse has even been successful in ice racing, a discipline in which Comtoyou Racing clinched a first title with Audi last winter as well. In addition, Jean-Michel Baert's outfit based in Waterloo achieved third place in the TCR International Series.



AUDI SPORT TEAM COMTOYOU/ COMTOYOU RACING

Roll of honor

- 2015** Foundation of the team
- 2016** Blancpain GT Sports Club (Audi R8 LMS)
- 2017** 3rd in TCR International Drivers Championship, 4th in TCR International Teams Championship (Audi RS 3 LMS); TCR Benelux; European VW Funcup
- 2017/18** 1st in Trophée Andros Teams Classification, 3rd in Trophée Andros Drivers Classification (Audi A1 quattro)
- 2018** WTCR – FIA World Touring Car Cup (Audi RS 3 LMS), TCR Europe, Rallycross (Audi S1 quattro)

AUDI SPORT LEOPARD LUKOIL TEAM

Comtoy Racing (left page) and Audi Sport Leopard Lukoil Team (right) rely on the Audi RS 3 LMS

W Racing Team**Roll of honor**

2009 Foundation of the team

2010 1st in Belgian GT Drivers and Teams (Audi R8 LMS)

2011 1st in Blancpain Endurance Series Drivers and Teams, 1st in 24h Spa, 1st in 24h Zolder (Audi R8 LMS)

2012 1st in Blancpain Endurance Series Drivers and Teams, 1st in 24h Zolder (Audi R8 LMS)

2013 1st in FIA GT Series Drivers and Teams (Audi R8 LMS)

2014 1st in Blancpain Endurance Series Drivers and Teams, 1st in Blancpain GT Series Drivers and Teams, 1st in Blancpain Sprint Series and Sprint Series Silver Cup Teams, 1st in 24h Spa (Audi R8 LMS)

2015 1st in Blancpain GT Series Drivers and Teams, 1st in Blancpain Endurance and Sprint Series Teams, 1st in 24h Nürburgring, 1st in 12h Sepang (Audi R8 LMS)

2015-16 1st in Trophée Andros Teams (Audi A1 quattro)

2016 1st in Blancpain GT Series Sprint Cup Drivers and Teams, 1st in FIA GT World Cup Drivers, 1st in 24h Dubai, 1st in 12h Sepang (Audi R8 LMS), 1st in TCR International Drivers, 1st in TCR Benelux Teams

2016/17 1st in Trophée Andros Drivers and Teams (Audi A1 quattro), 1st in Saudi GT Drivers (Audi R8 LMS)

2017 1st in Blancpain GT Series Sprint Cup Drivers and Teams (Audi R8 LMS), 1st in TCR International Drivers, 1st in TCR Benelux Teams

2018 1st in 12h Bathurst (Audi R8 LMS); 24h Nürburgring, WTCR – FIA World Touring Car Cup (Audi RS 3 LMS), Blancpain GT Series (Audi R8 LMS), Blancpain GT Series Asia (Audi R8 LMS)

VARIETY GUARANTEED

With three races per weekend, two qualifying sessions, a reversed grid and ballast in the case of success the WTCR – FIA World Touring Car Cup stands for exciting racing.

Concept

The FIA in 2018 has sanctioned the WTCR – FIA World Touring Car Cup title for the first time and establishes the regulations. Eurosport Events Limited is the series' promoter. The WSC organization that invented the TCR concept and owns the brand rights has signed a two-year licensing agreement, so in 2018 and 2019, TCR cars homologated by the WSC exclusively compete in the FIA WTCR. Three races per weekend are scheduled at ten events on four continents.

Technology

A maximum of one engine and five turbochargers are available to every driver per season. In the first event, a driver may use a maximum of 24 slicks and, from the second event on, a maximum of 28 with a maximum of 20 new ones. The number of wets is limited to 16 per event. The tires may not be pre-heated. Yokohama is the

exclusive supplier to all teams. For each event, a balance of performance applies in order to level the field. In addition, there is a rule for success ballast.

Field

A maximum of 28 parties may submit entries for a season. The FIA accepts two additional participants ("wild cards") who may contest a single event.

Practice and qualifying

On day one of the event, two 30-minute free practice sessions are followed by a first 30-minute qualifying session (40 minutes on city street circuits). On day two, the second qualifying session is divided into three parts. All entrants are allowed to drive for 20 minutes (30 minutes on city street circuits). Only the top twelve will subsequently contest the second ten-minute session (15 minutes on city street circuits). The five fastest drivers move into the third session – the single timed laps.

Race

The grid for race 1 results from the first qualifying session. The second qualifying session determines the starting

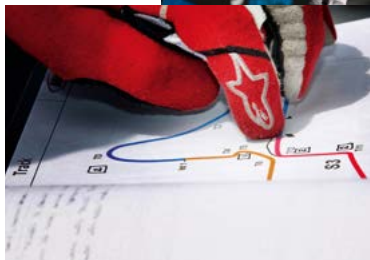
order for race two with a reversed grid of the top ten finishers in qualifying. Finally, the grid in race three is determined by the original starting order resulting from the second qualifying session. Standing starts are used in all races.

Points system and classification

For each race, there is a separate points system, plus points will be assigned for the second qualifying.

Points system for qualifying 2	5-4-3-2-1
Points system for race 1	27-20-17-14-12-10-8-6-4-2
Points system for race 2	25-18-15-12-10-8-6-4-2-1
Points system for race 3	30-23-19-16-13-10-7-4-2-1

World Cup titles have been sanctioned for the drivers' and teams' classifications. There is no manufacturers' classification. A team may nominate a maximum of two cars to score points in the teams' classification.



ONCE AROUND THE WORLD

In 2018, the WTCR – FIA World Touring Car Cup is visiting Africa, Asia, Europe and South America. The variety is unique. World-famous permanent tracks take turns with four city street circuits. Details about the FIA WTCR Race of China-Wuhan were not available yet at the time of going to press.





WTCR RACE OF MOROCCO

APRIL 07-08, 2018

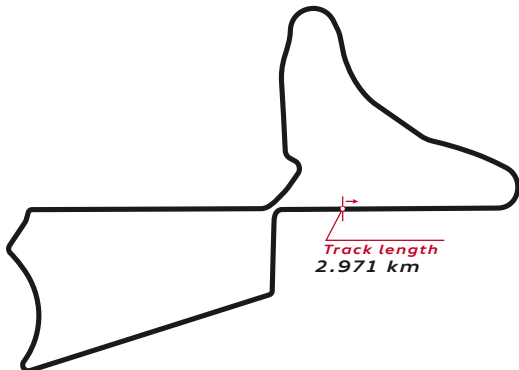
Track name Circuit Moulay El Hassan

Length 2.971 km

TCR records

Qualifying Gabriele Tarquini (Hyundai), 1m 24.316s,
April 8, 2018 (WTCR – FIA World Touring Car Cup)

Race Gabriele Tarquini (Hyundai), 1m 26.150s,
April 8, 2018 (WTCR – FIA World Touring Car Cup)





WTCR RACE OF HUNGARY

APRIL 28-29, 2018

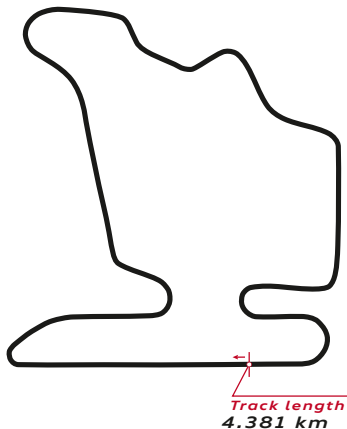
Track name Hungaroring

Length 4.381 km

TCR records

Qualifying Norbert Michelisz (Honda), 1m 52.740s,
June 17, 2017 (TCR International)

Race Norbert Michelisz (Honda), 1m 54.252s,
June 18, 2017 (TCR International)





WTCC RACE OF GERMANY

MAY 10-12, 2018

Track name Nürburgring

Length 25.378 km

TCR records

Qualifying Andreas Glden (Hyundai),

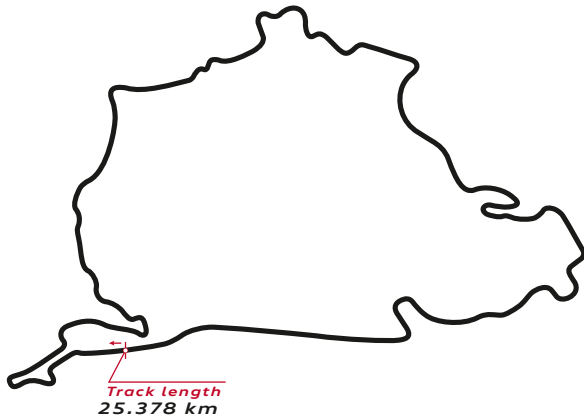
9m 03.206s, April 15, 2018

(Qualification race Nrburgring 24 Hours)

Race Andreas Glden (Hyundai),

9m 05.905s, April 15, 2018

(Qualification race Nrburgring 24 Hours)





WTCR RACE OF NETHERLANDS

MAY 19-21, 2018

Track name Zandvoort Circuit

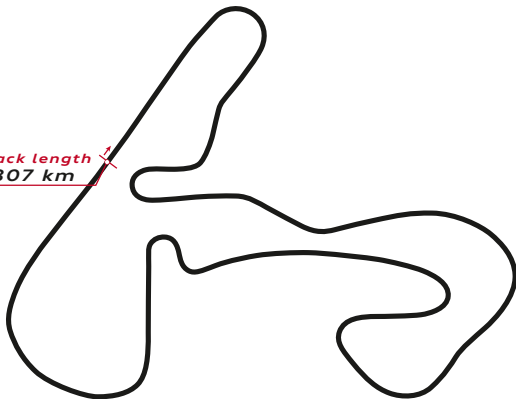
Length 4.307 km

TCR records

Qualifying Pim van Riet/Dennis de Borst (Seat),
1m 45.472s, March 3, 2018
(Winter Endurance Kampioenschap)

Race Giacomo Altoè (Volkswagen), 1m 45.925s,
May 21, 2017 (TCR Benelux)

Track length
4.307 km





WTCR RACE OF PORTUGAL

JUNE 23-24, 2018

Track name Circuito Internacional de Vila Real

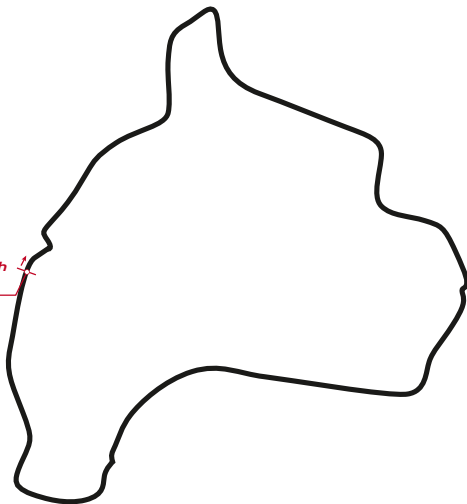
Length 4.785 km

TCR records

Qualifying Norbert Nagy (Seat),
2m 04.119s, June 24, 2017 (FIA ETCC)

Race Francisco Abreu (Volkswagen),
2m 03.982s, July 9, 2017
(TCR Portugal Campeonato
Nacional Viaturas Turismo)

Track length
4.785 km



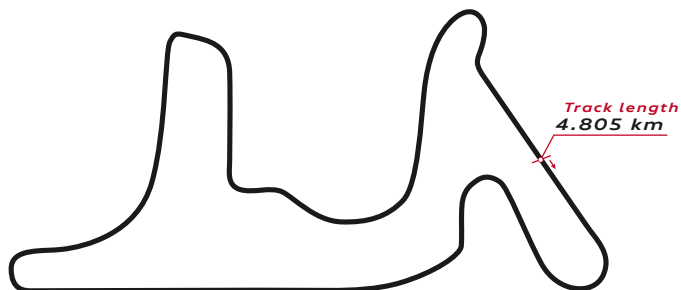


WTCR RACE OF ARGENTINA

AUGUST 4-5, 2018

Track name Circuito Termas de Rio Hondo
Length 4.805 km

TCR records
Qualifying -
Race -





WTCC RACE OF CHINA – NINGBO

SEPTEMBER 29–30, 2018

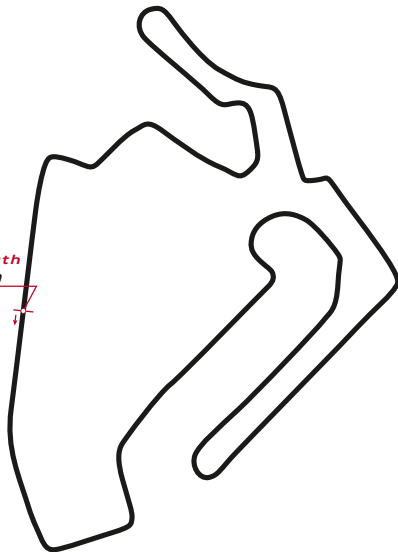
Track name Ningbo International Speedpark
Length 4.015 km

TCR records

Qualifying Andy Yan (Audi), 1m 53.178s,
October 27, 2017 (TCR China)

Race Sunny Wong (Volkswagen), 1m 53.355s,
October 29, 2017 (TCR China)

Track length
4.015 km





WTCR RACE OF JAPAN

OCTOBER 27-28, 2018

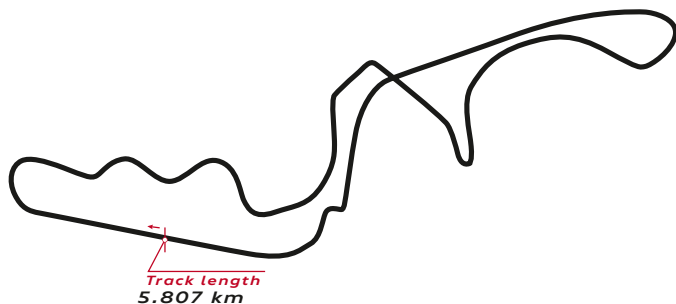
Track name Suzuka Circuit

Length 5.807 km

TCR records

Qualifying Takuya Shirasaka (Audi), 2m 14.894s,
June 10, 2017 (Super Taikyu Series)

Race Takuya Shirasaka (Audi), 2m 17.277s,
June 11, 2017 (Super Taikyu Series)





WTCC RACE OF MACAU

NOVEMBER 15-18, 2018

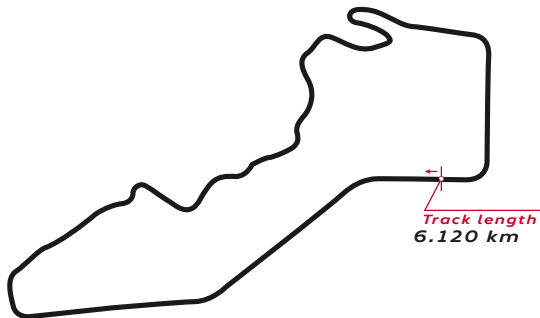
Track name Guia Circuit

Length 6.12 km

TCR records

Qualifying Rob Huff (Honda), 2m 31.522s,
November 21, 2015 (TCR International Series)

Race Rob Huff (Honda), 2m 34.136s,
November 22, 2015 (TCR International Series)



FOUR DECADES AT THE TOP

For nearly 40 years, Audi has been making motorsport history in diverse disciplines. In rallying in the eighties, the brand began testing new technologies which customers benefit from on the road.

The quattro all-wheel drive marked an initial milestone, followed by powertrain technologies like TFSI, TDI and Hybrid. The Audi e-tron FE04 in FIA Formula E is the first fully electric race car. Other capabilities in the areas of lightweight design and lighting technology complete the know-how transfer.

Over the past decade, customers have been able to race with the four rings as well.

Since 2009, Audi Sport customer racing has won all major endurance classics from the Nürburgring to Spa and all the way to Bathurst with its customers. In addition, class wins were scored at Daytona and championships won in all major GT3 racing series. The first championship wins of the Audi RS 3 LMS and an endurance race win of the new Audi R8 LMS GT4 round off this list of achievements. Following the largest model offensive to date, the current model lineup encompasses cars for GT3 racing as well as the GT4 and TCR categories.

Frank Biela
in an Audi at
Le Castellet in
1995 was
the last driver
to win an FIA
Touring Car
World Cup





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