

**Audi Sport GmbH**  
Communications  
Audi Sport customer racing  
D-85045 Ingolstadt

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## MOTORSPORT INFORMATION

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Audi Sport in GT4 racing

## **Audi R8 LMS GT4 instantly a front runner**

**Its debut season was brilliant: The Audi R8 LMS GT4 won ten titles worldwide right in its first year of racing. The production-based sports car showed its fortes in sprint as well as in endurance racing.**

Extremely fierce competition, 15 different manufacturers, fields with 30 to 50 entrants – in GT4 racing, this is the rule in many countries. In such tough competitive conditions, the teams managed a strong showing with the Audi R8 LMS GT4 in its 2018 debut season. In North America, three drivers' and one teams' title went to a customer of Audi Sport, in the GT4 European Series, two teams won four titles in total. Two additional championship wins in the GT4 France as Europe's best national series complete the comprehensive track record in sprint racing. In addition, it reflects endurance class victories in one 8-hour race, one 12-hour event, two 24-hour plus one 25-hour race.

This race car category has long become firmly established in the hearts of fans. "As an entry-level class for "grand tourisme" racing, the GT4 concept is a resounding success," says Chris Reinke, Head of Audi Sport customer racing. "The great confidence many teams around the world have had in us from day one shows that we're heading in the right direction." More than 80 race cars were built at Böllinger Höfe of the Neckarsulm site for worldwide customers right in the first year. They are closely oriented to the production model: The 5.2-liter V10 mid-engine, the Audi Space Frame (ASF) featuring a multi-material design, the suspension with double wishbones at the front and rear and the S tronic seven-speed double-clutch transmission are superbly suited for racing. New for the 2019 season is an electronic stability program that further enhances driving dynamics. High safety reserves are hallmarks of the Audi R8 LMS GT4, as well as long maintenance intervals for economical operation. A worldwide service network ensures comprehensive customer support around the globe.

The fielding opportunities for the race car with the four rings are wide and varied: There are dedicated GT4 racing series that are recording further new entries this year. In addition to the existing European series, the ADAC GT4 Germany and the GT4 South European Series are filling previous gaps in Central and Southern Europe. The GT4 America adds regional diversity to the competitions in North America. In Canada, the Audi R8 LMS GT4 is able to compete as well. Plus, there are various national and international racing series for fields featuring diverse classes including GT4 models. In Europe, for instance, it is the British and the Italian GT Championships, the DMV

GTC or the VLN Endurance Championship Nürburgring. The Blancpain GT World Challenge Asia, the Super Taikyu Series in Japan and the Australian GT are attractive for teams in Asia and Australia. Internationally, the 24H Series provides a versatile endurance racing platform with 12-hour and 24-hour races. In two one-make cups, the Audi R8 LMS GT4 is eligible to race as well: in the Audi Sport R8 LMS Cup with events in Asia and Australia and in the Audi Sport Seyffarth R8 LMS Cup in Europe. Finally, stand-alone competitions round out the available fielding opportunities. They include exclusive GT4 events like the GT4 International Cup held for the first time last year and planned for November 2019 at Vallelunga and the Spa GT4 Endurance Cup in July in Belgium. Major races such as the Nürburgring 24 Hours, the Bathurst 12 Hour or the California 8 Hours permit GT4 model entries as well.

With the Audi R8 LMS GT4 Audi Sport customer racing extended its model portfolio by a third pillar at the right time and instantly established itself as one of the leading manufacturers. The unbroken international growth trend of this class means that the GT4 category in 2019 continues making headway both in terms of business and racing.

Interview with Chris Reinke

## **“Expectations surpassed”**

**Chris Reinke has been Head of Audi Sport customer racing since 2016. Right in its 2018 debut season, the Audi R8 LMS GT4 exceeded expectations worldwide.**

**The Audi R8 LMS GT4 had an awesome 2018 debut season. What surprised you most?**

The GT4 class with 15 manufacturers worldwide is one of the series featuring the greatest diversity of marques. In America just like in Europe, our customer teams competed in fields with 30 to 50 entrants in 2018. In spite of this high competitive pressure, our customers instantly won four titles in North America and six in Europe. That was more than we were able to expect of our customers.

**Economically, the GT4 project was off to a promising start as well. What do your plans look like?**

Audi Sport customer racing was by far not the first manufacturer in this field, so the market was already saturated to some extent. Even so, we built more than 80 cars for the whole world in year one. The western markets developed really well. In Asia and Australia, we're still seeing potential.

**The number of manufacturers is large. What reasons speak in favor of the Audi R8 LMS GT4?**

The basic concept, safety, reliability and our support. The regulations bind the race car closely to the concept of the production model. The better the road-going sports car the better the race car. Even the basic concept design of the chassis, powertrain and body of our sports car are optimally suited for racing. Components that can be retrofitted such as the Audi Sport Performance Parts enhance aerodynamics. In our case, the road-approved model and the race car share 60 percent of the components. The body shells of both cars are even produced in the same production facilities at Böllinger Höfe. In terms of safety, we applied high standards. Be it the vehicle's basic structure or the PS 3 seat, ergonomic adjustment options in the cockpits through to the safety nets, the dripless refueling or the rescue hatch in the roof: We've done everything to offer perfect protection. A lot of experience from the GT3 race car was fed into the GT4 project as well. The high reliability in the customer's hand is another forte and a specific economic benefit for the owners. Regular customers keep giving us feedback that says how valuable our worldwide support is. That was already a compelling argument in the GT3 project and the GT4 teams benefit from exactly the same support too."

Audi R8 LMS GT4

## **Dynamic, customer-friendly and safe**

**The Audi R8 LMS GT4 stands for production-based racing. The race car that is directly derived from the road-approved Audi R8 Coupé V10 is powerful, offers a high level of safety yet remains economical in terms of purchasing cost and cost of ownership. It is the ideal race car for amateur drivers and completely in line with the spirit of the GT4 regulations that carry on a great sports car tradition: even more than half a century ago, fascinating road-going sports cars were a popular base for GT racing around the world. New for the 2019 season is an electronic stability program.**

A veritable powerhouse: The V10 engine of the Audi R8 LMS GT4 can deliver up to 364 kW (495 hp) – depending on the applicable Balance of Performance rating that is designed to ensure fair competition between all race cars. The 5.2-liter naturally aspirated engine is produced by Audi Hungaria at the Győr location and only receives a new exhaust system, the restrictor plate prescribed by the regulations and modified mapping of the production-level electronic control unit (ECU). Audi Sport previously demonstrated the durability of this unit in the GT3 model.

As quattro four-wheel drive is prohibited in the GT4 class, Audi Sport utilizes a 7-speed double-clutch transmission combined with rear-wheel drive. Two electro-hydraulically operated wet-type multi-plate clutches ensure shortest shifting events without tractive force interruption. A mechanical limited slip differential is used on the rear axle.

The suspension of the road-going version featuring double wishbones on all four wheels offers perfect prerequisites for racing. Rebound- and compression-adjustable racing-specific dampers and springs, as well as adjustable stabilizers, complete the suspension system. A new steel disc braking system with modified brake calipers in combination with the production-level ABS control system ensures optimum deceleration. Special brake cooling ducts at the front and rear guarantee braking stability also in racing. For the steering system, Audi Sport has adopted the hydraulic rack-and-pinion unit from the GT3 model, albeit with an electrically operated pump. In spite of the cost benefits offered by the 5-hole cast aluminum wheels they have been specifically designed for racing purposes. Audi Sport also offers a tire pressure warning system as an option. An electronic stability program that was newly developed for the 2019 season enhances active safety through braking interventions at the limit.

In terms of passive safety, Audi Sport again sets high standards. In addition to standard equipment such as a fire extinguishing system, safety nets for the driver and crash foam in the doors, Audi Sport exceeds the minimum requirements in many areas. The Audi Sport customer racing PS 3 safety seat represents the most recent evolution of the PS 1 model. It is standard equipment in the GT4 model as well as in the Audi customer racing models for GT3 and TCR racing. Like in the GT3 version of the R8 LMS the PS 3 seat is mounted to the safety cage using the so-called 6-point fastening which results in additional safety. The safety nets are attached to the seats for optimum connection, and the 6-point harness corresponds to the GT3 standard. The axial and height adjustable steering wheel in combination with the seat are optimally suited for diverse body sizes. The team can fit the seat shell in various positions longitudinally, ensuring a safe and comfortable setup for each driving posture. A roof hatch facilitates rescue operations following an accident. To reduce the loads acting on the driver's spinal column, the helmet can be removed upward and a Kendrick Extrication Device applied. Inside the car, the steel safety cage is mounted at six points to the Audi Space Frame (ASF) featuring an aluminum-CFRP mixed-material construction, plus there are two connections to engine bay braces. Audi Sport delivers the R8 LMS GT4 with an FT3 safety fuel cell for which a dripless rapid-refueling system is an available option.

In the ergonomically designed cockpit, the driver can activate and adjust various driving functions via the steering wheel and the center console. Like in the GT3 version of the R8 LMS the pedals by means of a pneumatic release system can be longitudinally adjusted in several steps. A central multi-function display within the driver's view and a data logger create transparency with respect to operating conditions and data analysis.

The body components are largely identical to those of the production car but have been optimized to support the race car's aerodynamics and thermal management of the cooling and braking systems. The production-based Audi Sport Performance Parts enhance the aerodynamics of the race car once more. The GT4 race car is closely oriented to the production model. Its chassis is produced at the same manufacturing facilities as the one of its road-approved sibling. Consequently, there are synergies for the Audi R8 LMS GT4 in terms of production and the Group-wide pool of components as well as service and maintenance – directly benefiting the customers.

## Technical data

# Audi R8 LMS GT4

As of: April 2019

Model	Audi R8 LMS GT4 (2019)
<b>Vehicle</b>	
Vehicle type	Sports car according to GT4 regulations (SRO)
Chassis	Audi Space Frame (ASF) featuring an aluminum CFRP composite design with weld-in and bolted steel safety cell
Bodywork	Fiber composite materials and aluminum
<b>Engine</b>	
Type	90° V10 gasoline engine with combined multi-point and gasoline direct injection, 4 valves per cylinder, four double overhead camshafts, longitudinally mounted in front of the rear axle
Emission control system	Upstream oxygen sensor, metal catalytic converters
Engine management	2 x Bosch MED 17 (master-slave concept)
Engine lubrication	Dry sump
Cubic capacity	5,200 cc
Power output	Variable via restrictor up to 364 kW (495 hp) *
Torque	Over 550 Nm *
<b>Drivetrain/transmission</b>	
Type of drive	Rear-wheel drive, traction control
Clutch	Two electrohydraulically operated wet-type multi-plate clutches
Transmission	7-speed double-clutch S tronic transmission with paddle shifters
Differential	Mechanical limited-slip differential
Drive shafts	Constant-velocity joint shafts
<b>Suspension/steering/brakes</b>	
Steering	Electrohydraulic rack-and-pinion steering, height and length adjustable multi-functional steering wheel
Suspension	Double wishbones front and rear, 2-way gas pressure dampers, ride height, toe, camber and stabilizers adjustable
Brakes	Hydraulic dual-circuit braking system, GT3 steel brake discs front and rear, GT3 brake calipers, ABS, longitudinally adjustable pedals like GT3
Wheels	5-hole cast aluminum wheels, front: 11" x 18" offset 63; rear: 12" x 18" offset 56
Tires	Front: 305/645 R18; rear: 325/680 R18
<b>Weight/dimensions</b>	
Length/width/height	4,486 mm/1,994 mm/1,240 mm
Wheelbase	2,650 mm
Homologation weight	1,460 kg
Fuel cell capacity	110 l minimum (FT3 safety fuel cell)
<b>Performance</b>	
0-100 km/h	Under 4 seconds *
Top speed	Over 250 km/h *
<b>Equipment</b>	
Fire extinguishing system	Acc. to FIA Standard 8865-2015
Seat system	Audi Sport customer racing Protection Seat PS 3 acc. to FIA Standard 8862-2009 with 6-point fastener like GT3
Refueling system	Refueling system for endurance racing, optional rapid refueling
Electrical system	Production level, modified for racing purposes
<b>Price</b>	EUR 198,000 (net)

\* depending on BOP (SRO Balance of Performance)

The GT4 category

## **Production-based fascination**

**Even though the GT4 category has existed since 2007: This class of production-based sports cars only began to flourish in 2017 due to intensive marketing by the SRO Motorsports Group. Now, customers in America, Europe, Asia and Australia are able to race with GT4 cars.**

The idea is clear: GT4 race cars are not intended for factory-backed racing, but rather address privateers. Be they young beginners or seasoned gentlemen drivers: GT4 race cars impart a huge dose of fascination in return for a limited financial investment. The costs of purchase and ownership are affordable and the differentiation between GT4 and the more expensive, faster and complex GT3 models is clear.

In terms of technology, the GT4 models are closely oriented toward the production models from which they are derived. The materials used, such as those of the bodywork, have to correspond to those of the production components as well. The SRO, on request, grants waivers only for few areas in exceptional cases. This strict limitation has two advantages: only individual assemblies can be optimized by means of racing-specific designs – this increases equality of opportunities. At the same time, the close kinship to the production car prevents escalating costs because the manufacturers are not allowed to develop and homologate generally more complex technology.

The most recent past has shown how successful these ideas are. Many countries and regions around the globe have adopted the GT4 category – either as a new competition or as part of existing platforms. In North America, the two most important racing series are on board – the IMSA Michelin Pilot Challenge and the Blancpain GT World Challenge America. The Canadian Touring Car Championship offers fielding opportunities as well. In Europe, the GT4 European Series and the FFSA GT4 France are extremely successful with fields of 40 to 50 entrants. In Eastern Europe, the Eset V4 Cup and the FIA CEZ are suitable platforms. The new ADAC GT4 Germany launched in 2019 fills a previously existing gap in Germany, as does the GT4 South European Series on the Iberian Peninsula and the GT Open Cup in Europe. In Asia and Australia, many additional fields of activities are opening up. And, finally, attractive racing opportunities for the Audi R8 LMS GT4 exist in the Audi Sport R8 LMS Cup and in the Audi Sport Seyffarth R8 LMS Cup as well.



GT4 fielding opportunities

## GT4 globally established

The growth of the GT4 racing series continues in the 2019 season. In addition to national and cross-border competitions, one-make cups and stand-alone events such as the GT4 International Cup and the new Spa GT4 Endurance Cup provide suitable fielding opportunities.

### Asia

Audi Sport R8 LMS Cup	<a href="http://www.audi-motorsport-asia.com">www.audi-motorsport-asia.com</a>
Blancpain GT World Challenge Asia	<a href="http://www.blancpain-gt-series-asia.com">www.blancpain-gt-series-asia.com</a>
China GT Championship	<a href="http://www.chinagt.net.cn/en">www.chinagt.net.cn/en</a>
Super Taikyu Series	<a href="http://www.supertaikyu.com">www.supertaikyu.com</a>

### Australia

Bathurst 12 Hour	<a href="http://www.bathurst12hour.com">www.bathurst12hour.com</a>
Australian GT	<a href="http://www.australiangt.com.au">www.australiangt.com.au</a>

### Belgium

Spa GT4 Endurance Cup	<a href="http://www.european.gt4series.com">www.european.gt4series.com</a>
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### Germany

Nürburgring 24 Hours	<a href="http://www.24h-rennen.de">www.24h-rennen.de</a>
ADAC GT4 Germany	<a href="http://www.adac-motorsport.de/adac-gt4-germany">www.adac-motorsport.de/adac-gt4-germany</a>
Audi Sport Seyffarth R8 LMS Cup	<a href="http://www.audi-r8-cup.de">www.audi-r8-cup.de</a>
DMV GTC	<a href="http://www.dmv-gtc.de">www.dmv-gtc.de</a>
Spezial Tourenwagen Trophy	<a href="http://www.spezial-tourenwagen-trophy.de">www.spezial-tourenwagen-trophy.de</a>
VLN	<a href="http://www.vln.de">www.vln.de</a>

### Europe

Eset V4 Cup	<a href="http://www.eset-v4.com">www.eset-v4.com</a>
FIA CEZ	<a href="http://www.cez-motorsport.com">www.cez-motorsport.com</a>
GT4 European Series	<a href="http://www.european.gt4series.com">www.european.gt4series.com</a>

### France

FFSA GT4 Series	<a href="http://www.ffsagt.gt4series.com">www.ffsagt.gt4series.com</a>
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### Iberian Peninsula

Campeonato de España Resistencia	<a href="http://www.vlineorg.com/es/gt-cer">www.vlineorg.com/es/gt-cer</a>
GT4 South European Series	<a href="http://www.gt4south.com">www.gt4south.com</a>

**International**

GT4 International Cup [www.european.gt4series.com](http://www.european.gt4series.com)  
GT Open Cup [www.gtopencup.net](http://www.gtopencup.net)  
24H Series [www.24hseries.com](http://www.24hseries.com)

**Italy**

Campionato Italiano Gran Turismo [www.acisport.it/en/CIGT/home](http://www.acisport.it/en/CIGT/home)

**North America**

Canadian Touring Car Championship [www.touringcar.ca](http://www.touringcar.ca)  
IMSA Michelin Pilot Challenge [michelinpilotchallenge.imsa.com](http://michelinpilotchallenge.imsa.com)  
Blancpain GT World Challenge America [www.world-challenge.com](http://www.world-challenge.com)  
Pirelli GT4 America [www.world-challenge.com](http://www.world-challenge.com)

**United Kingdom**

British GT Championship [www.britishgt.com](http://www.britishgt.com)

**Scandinavia**

Swedish GT [www.facebook.com/swedishgt](http://www.facebook.com/swedishgt)

## **Program on four pillars**

**Audi's customer racing program began in 2009. Initially, Audi Sport customer racing with the R8 LMS focused on the globally growing GT3 category. At the end of 2016, the teams were able to purchase the Audi RS 3 LMS for the TCR touring car class for the first time. Since the end of 2017, the Audi R8 LMS GT4 has been an additional pillar of the customer racing program. In 2019, Audi Sport presents the R8 LMS GT2. Hence the current program rests on four pillars.**

The portfolio of Audi Sport customer racing is diverse, and the product range modern and closely oriented to the needs of the teams. The Audi RS 3 LMS delivering up to 257 kW (350 hp) nationally and internationally offers professional opportunities to enter touring car racing at moderate costs. 2019 marks its third season. The Audi R8 LMS GT4 targets amateur drivers who would like to contest sprint or endurance races with an attractive, production-based sports car. In 2018, its debut year, teams won ten worldwide titles with the sports car that delivers up to 364 kW (495 hp). The GT3 model of the Audi R8 LMS presents itself as a new version in 2019. The race car delivering up to 430 kW (585 hp) is available as an evolution. The teams benefit from even better drivability. The Audi R8 LMS GT2, presented in 2019 as well, with power output of 470 kW (640 hp) complements the lineup upward. It specifically addresses gentleman drivers and sports car enthusiasts who thus also experience a new form of fascination on Track Days.

Audi is one of the most attractive manufacturers in international customer racing. Between 2009 and 2018, Audi Sport customer racing built a total of 563 race cars across all model ranges. Since 2015, Audi Sport customer racing has presented at least one new or updated model each year. The program that is both a racing and business success has become firmly established around the globe. In addition to the products, support is another key selling point for many teams: five contractual partners – two in Asia, one in Australia, one in the United States and one in Canada – cover the regional supply and support to the teams around the world while Audi Sport customer racing based in Neuburg an der Donau takes care of the European markets.

Contact details

## **Communications**

### **Audi Sport customer racing**

**Eva-Maria Becker**

**Communications**

**Audi Sport customer racing**

Tel

+49 (0)841 89-33922

Mobile

+49 (0)173 9393522

E-mail

eva-maria.becker@audi.de

**Texts, photographs**

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