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Facts about Audi's tenth Le Mans victory

- **249,500 spectators witnessed one of the closest finishes ever**
- **Lowest fuel consumption of all Audi races at Le Mans**
- **Up to 54 consecutive laps with one set of Michelin tires**

Ingolstadt, June 17, 2011 – Audi recorded its tenth victory in the 24 Hours of Le Mans with ultra lightweight technology, an innovative V6 TDI engine and the first ever use of full LED headlights. The most important facts of a memorable race:

After 24 hours the Audi R18 TDI with start number “2” had a winning margin of exactly **13.854 seconds** over the second placed Peugeot. This equates to 763 meters. The victorious Audi R18 TDI covered 4,838.295 kilometers. The average speed was 201.266 km/h.

The race was neutralized five times, **four hours 46 minutes** (44 laps) were spent behind the two safety cars. The longest full-course yellow lasted 2 hours 20 minutes.

249,500 spectators witnessed Audi's **tenth victory** at the 24 Hours of Le Mans. As a result, the brand with the Four Rings now holds second place alone in the all time winners list of the world's most important endurance race. Only sister company Porsche has more wins (16 from 61 races). Audi's winning ratio is an impressive 76.9 per cent.

Audi scored a podium result in all **13 Le Mans events** – ten of these factory efforts. In 42 starts since 1999 Audi recorded **32 finishes** (76.2 per cent), ten of these wins, five second places and nine third places. Audi achieved **24 of a possible 39 podium positions** (61.5 per cent) in the process.

For **Reinhold Joest's** team it was the twelfth victory in the 24 Hours of Le Mans, the eighth with Audi. If you include the wins scored by Dauer Racing (1994) and Bentley (2003), in which the team was also involved, Joest Racing is credited with 14 Le Mans wins.



Audi recorded a rare **Le Mans hat-trick** with pole position, fastest race lap and victory.

The **fastest lap** set by an Audi R18 TDI in the race (3m 25.289s) was more than a second faster than the best from Peugeot (3m 26.298s). André Lotterer even undercut Benoît Tréluyer's pole position time from qualifying in the process.

The Audi R18 TDI was superior to its rivals at Le Mans and specifically in the **fast corners**. In the final sector of the circuit, to which the famous "Porsche Curves" belong, the Audi was eight tenths of a second faster than the best Peugeot.

The highest speed recorded by an Audi R18 TDI in the race along the Hunaudières straight was **336.4 km/h**.

Following the **Audi R8** (2000) and the **Audi R10 TDI** (2006) the **Audi R18 TDI** is the brand's third LMP1 sportscar to win the 24 Hours of Le Mans at the first attempt.

The **lead** changed hands a total of **46 times** during the race. Four different cars led the race. Audi topped the leader board for 261 of the 355 laps. The winning car was credited with the most laps (246) in the lead.

The victorious Audi R18 TDI visited the **pits 31 times**. Start number "2" spent 33 minutes 56 seconds in pit lane ("pit in" / "pit out"). The car was **stationary** for only **21m 03s**.

The triumphant trio completed the entire race distance with **only nine sets of Michelin tires**. The eighth and final tire change was only required because the left rear tire lost air. Benoît Tréluyer completed the longest stint on the same set of tires – **54 laps** (five stints).

The 3.7 liter V6 TDI in the Audi R18 TDI consumed an average of only **37.08 liters of diesel per 100 kilometers** and therefore less than 40 liters for the first time since Audi competes at Le Mans – helped in part by the long safety car phases.

The **chassis number** of the victorious Audi R18 TDI is **R18-106**. The Audi Sport Team Joest mechanics gave the car the nickname "**Red Sonja**".

Marcel Fässler is the first **Swiss** driver in history to win the race.



The three victorious Audi drivers **Marcel Fässler**, **André Lotterer** and **Benoît Tréluyer** can boast an impressive record: up to now they started twice for the factory Audi team at Le Mans, mounting the podium on both occasions. The first Le Mans victory for all three follows last year's second place.

All nine Audi drivers who started in 2011 have now **at least one Le Mans victory** to their name. A total of 14 drivers have won Le Mans with Audi to date: Seiji Ara (1), Timo Bernhard (1), Frank Biela (5), Dindo Capello (2), Romain Dumas (1), Marcel Fässler (1), Tom Kristensen (6), JJ Lehto (1), André Lotterer (1), Allan McNish (1), Emanuele Pirro (5), Mike Rockenfeller (1), Benoît Tréluyer (1) and Marco Werner (3).

Benoît Tréluyer was only the fifth driver in Le Mans history to have won the race from pole position (awarded since 1963) and the Audi R18 TDI only the seventh car to win from the pole. A car with the start number "2" won for the sixth time since 1923.

It was the eleventh victory at Le Mans for Head of Audi Motorsport **Dr. Wolfgang Ullrich**. The Austrian was also significantly involved in Bentley's win at the 24 hours in 2003.

It was the 28th **Le Mans victory** for a German automobile manufacturer and also the 28th for a closed car. A **diesel powered car** won for the sixth time, Audi TDI technology lays claim to five of these.

It was the **20th Le Mans victory** for Audi tire partner **Michelin**, the 14th in succession and the 10th with Audi.

The **number of retirements** in the 79th running of the 24 Hours of Le Mans was particularly high: only 28 of the 56 cars that started reached the finish.



The Audi Group sold around 1,092,400 cars of the Audi brand in 2010. The Company posted revenue of €35.4 billion and an operating profit of €3.3 billion in 2010. Audi produces vehicles in Ingolstadt and Neckarsulm (Germany), Győr (Hungary), Changchun (China) and Brussels (Belgium). Aurangabad in India saw the start of CKD production of the Audi A6 at the end of 2007, of the Audi A4 in early October 2008 and of the Audi Q5 in July 2010. Production of the new Audi A1 has been running at the Brussels plant since May 2010. The Company is active in more than 100 markets worldwide. AUDI AG's wholly owned subsidiaries include AUDI HUNGARIA MOTOR Kft., Automobili Lamborghini Holding S.p.A. in Sant'Agata Bolognese (Italy) and quattro GmbH in Neckarsulm. Audi currently employs around 60,000 people worldwide, including around 46,600 in Germany. Between 2011 and 2015 the brand with the four rings is planning to invest around €11 billion, mainly in new products, in order to sustain the Company's technological lead embodied in its "Vorsprung durch Technik" slogan. By 2015, Audi plans to increase the number of models in its portfolio to 42.

Audi has long been fulfilling its social responsibility on many levels – with the aim of making the future worth living for generations to come. The basis for Audi's lasting success is therefore formed by environmental protection, the conservation of resources, international competitiveness and a forward-looking human resources policy. One example of AUDI AG's commitment to environmental issues is the newly established Audi Environmental Foundation.