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Four strong WRT private team drivers in the re-structured FIA GT1 World Championship

- **Private WRT team to contest entire FIA GT1 World Championship**
- **Oliver Jarvis, Stéphane Ortelli, Frank Stippler and Laurens Vanthoor form the driver squad**
- **Two new Audi R8 LMS ultra are used as race cars**

Ingolstadt, March 1, 2012 – For the re-structured FIA GT1 World Championship that starts into the new season on April 8 two new Audi R8 LMS ultra cars have been nominated as well. The private WRT team will be contesting the world championship with an international driver line-up. The former DTM racer Frank Stippler (D) and Audi factory driver Oliver Jarvis (GB) are part of the squad as well as the former Le Mans winner Stéphane Ortelli (MC). The Belgian junior Laurens Vanthoor completes the squad.

A challenging series for customer teams, a new car, an ambitious driver line-up and an up-and-coming private team: the Audi R8 LMS ultra will be battling for a world championship title for the first time this year. In the 2012 season the FIA GT1 World Championship of the World Automobile Association FIA is exclusively held for GT3 vehicles, opening up a new high-caliber stage for private companies such as the WRT team from Belgium. The calendar encompasses ten races, spread to nine countries in Asia, Europe and South America. “Both in terms of the sport and logistics this is the biggest challenge our ‘young’ team has tackled so far,” says WRT Team Director Vincent Vosse.

His company relies on the new Audi R8 LMS ultra, the latest generation of the customer sport race car from quattro GmbH. The successor of the successful Audi R8 LMS that has achieved 119 victories so far features numerous updates in the areas of aerodynamics, suspension and power-train. It will be meeting with fierce competition by well-known sports cars from Germany, Great Britain and Italy.

The ‘young’ albeit successful Belgian private team WRT is putting its trust in the Audi R8 LMS ultra. At a single factory run for Audi in 2011, Team Director Vincent



Vosse clinched the first 24-hour victory of the R8 LMS at Spa-Francorchamps. The private team won the Blancpain Endurance Series last year as well with driver Greg Franchi. Right in time for the new season WRT moved into more modern team facilities in Frameries in southern Belgium.

Six weeks before the start of the season Vincent Vosse has now selected his drivers. Oliver Jarvis is known from four years in the DTM. At the Le Mans 24 Hours the Briton in the Audi R10 TDI was the best rookie two years ago. In addition, he has gathered experience in endurance racing in the Audi R8 LMS at the Nürburgring. This year, Jarvis is part of Audi's sports car factory team for the first time. Stéphane Ortelli is a familiar face to Audi as well as to Team WRT. The 1998 Le Mans winner was part of Audi's first sports car line-up a year later, enjoys an excellent reputation in endurance racing with numerous victories and champion's titles under his belt, has been regularly driving the Audi R8 LMS since 2009 and has been with WRT since 2010. Frank Stippler has been a development driver for quattro GmbH since 2004. From 2009 on, the German has been making a valuable contribution to the success story of the Audi R8 LMS. 20-year-old Laurens Vanthoor from Belgium was a Volkswagen factory driver from 2009 to 2011 and won the Formula 3 Cup in Germany in 2009.

"This squad allows us to put an attractive and promising mix of drivers on the grid," says a pleased Team Director Vincent Vosse. "International successes through to winning Le Mans, strong technical expertise, many years of professional racing experience, four drivers from four nations – these are optimum prerequisites for a harmonious team that works together well," he affirms with confidence. Whereas the drivers have been selected now, WRT will decide the composition of the pairings for each of the two cockpits at a later date. At the initial team meeting in Belgium from Wednesday (February 29) to Friday (March 2) the drivers will be building their team spirit. Following track tests starting at the end of March, a long and challenging season will begin that will only end in India on December 2, 2012.



2012 FIA GT1 World Championship calendar

Apr 08 Nogaro (F)
Apr 22 Zolder (B)
May 27 Navarra (E)
Jul 08 Algarve (P)
Aug 26 Beijing (CN)
Sep 2 Ordos (CN)
Sep 16 Moscow (RUS)
Oct 07 Zandvoort (NL)
Nov 04 San Luis (ARG)
Dec 02 New Delhi (IND)

- End -

The Audi Group delivered 1,302,659 cars of the Audi brand to customers in 2011. In 2011 the Company posted revenue of €44.1 billion and an operating profit of €5.3 billion. Audi produces vehicles in Ingolstadt and Neckarsulm (Germany), Győr (Hungary), Changchun (China) and Brussels (Belgium). The Audi Q7 is built in Bratislava (Slovakia). In July 2010, CKD production of the Audi Q5 was added to the existing Audi A4 and A6 manufacturing operations in Aurangabad (India). At the Brussels plant, production of the Audi A1 has been running since May 2010, while production of the new A1 Sportback began in 2012. The Audi Q3 has been built in Martorell (Spain) since June 2011. The Company is active in more than 100 markets worldwide. AUDI AG's wholly owned subsidiaries include AUDI HUNGARIA MOTOR Kft., Automobili Lamborghini S.p.A. in Sant'Agata Bolognese (Italy), AUDI BRUSSELS S.A./N.V. in Brussels (Belgium) and quattro GmbH in Neckarsulm. Audi currently employs around 64,000 people worldwide, including around 48,000 in Germany. Between 2012 and 2016 the brand with the four rings is planning to invest a total of €13 billion – mainly in new products and the extension of production capacities – in order to sustain the Company's technological lead embodied in its "Vorsprung durch Technik" slogan. Audi is currently expanding its site in Győr (Hungary) and will start production in Foshan (China) in late 2013.

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 Audi Environmental Foundation. Under the heading of "Audi balanced mobility," the Company is directing its activities toward a major goal – comprehensive CO₂-neutral mobility.