

## Two class victories for Audi Sport customer teams at the Bathurst 12 Hour

- **Double victory for Audi R8 LMS in Pro-Am class thanks to Melbourne Performance Centre and The Bend Motorsport Park**
- **Myland Team IMS wins Silver Cup, third place for M-Motorsport/Vantage Racing**
- **Lap record with an all-electric road vehicle by Christopher Mies in the supporting program**

**Bathurst/Neuburg a. d. Donau, February 5, 2023 – As many as four Audi Sport customer teams were on the podium at the Bathurst 12 Hour 2023: After a strong recovery, the three Australians Chaz Mostert, Fraser Ross and Liam Talbot won the Pro-Am class in the Audi R8 LMS. Close behind, Audi Sport drivers Christopher Mies and Ricardo Feller with privateer driver Yasser Shahin for The Bend Motorsport Park finished second. In the Silver Cup standings, Daniel Gaunt, Dylan O’Keeffe and Andrew Fawcet prevailed, with third place going to David Crampton/Trent Harrison/Glen Wood. The three Audi Sport drivers Mattia Drudi/Christopher Haase/Patric Niederhauser lost any chance of a good overall result as early as on lap 13 when an opponent hit their Audi R8 LMS hard, causing it to crash into the barrier.**

The impact of the number 74 Audi into the tire barrier after only 33 minutes of racing, which was caused by a competitor, meant retirement for starting driver Christopher Haase and his teammates. The damage proved to be too severe to continue the race. “It’s more than disappointing when our Pro car retires through no fault of its own shortly after the start,” said Chris Reinke, Head of Audi Sport customer racing. “After this setback, it was even nicer to see how our customer teams prevailed in their classes in this international competition. Our congratulations go to the four driver line-ups who deservedly return from Bathurst with trophies.”

The best result was achieved by the number 65 Audi R8 LMS of the Melbourne Performance Centre despite multiple time losses. Chaz Mostert, Fraser Ross and Liam Talbot won the Pro-Am class and clinched seventh place overall. Mostert drove the fastest race lap in 2m 02.168s. The team lost valuable time due to a penalty and a repair, but the Australian driver trio never gave up and was in second place in its class for a long time until their brand colleagues Ricardo Feller/Christopher Mies/Yasser Shahin with the number 777 had to change the brake pads towards the end. As a result, they finished ninth overall and second in the Pro-Am class. Another Audi squad saw the finish in fifth place in this class: long-time Audi customers Marc Cini/Lee Holdsworth/Dean Fiore clinched this result for Team Hallmarc.

In the Silver classification, Audi Sport customer racing was able to celebrate another class victory. Myland Team IMS from New Zealand, which won three titles in its home country with the R8 LMS last year, relied on Australian Dylan O’Keeffe and the two New Zealanders Daniel Gaunt and Andrew Fawcet. In the Audi R8 LMS, they lapped their nearest rival, a Mercedes-AMG, a total of six times on their way to class victory. Team M-Motorsport/Vantage Racing also relied on Audi at short notice: After their KTM X-Bow was not operational, David Crampton/Trent Harrison/Glen Wood switched to an Audi R8 LMS from the Melbourne Performance Centre on the race weekend. A swap that paid off: They finished third in the Silver classification and thus made it onto the podium at the first attempt.

Team Supabarn, last year’s Am class winner at Bathurst, was left without a chance this year after a collision with an opponent. James Koundouris, Theo Koundouris, David Russell and Jonathan Webb finished fourth in the Silver Cup class after repairs. James Golding, Brad Schumacher and Audi Sport driver Frédéric Vervisch did not finish the race.

In addition to Chaz Mostert’s fastest race lap, Audi achieved another best performance at Bathurst. Two-time Bathurst winner Christopher Mies set the first lap record for an electrically powered model on the legendary track. The 33-year-old professional lapped Mount Panorama on Saturday in a time of 2m 28.15s in an Audi RS e-tron GT (power consumption combined in kWh/100 km\*: 22.1-19.8 (WLTP), CO<sub>2</sub> emissions combined in g/km\*: 0).

## Communications

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In 2022, the Audi group delivered 1.61 million Audi vehicles, 15,174 Bentley luxury automobiles, 9,233 Lamborghini sportscars, and 61,562 Ducati motorcycles to customers. In the 2021 fiscal year, AUDI Group achieved a total revenue of €53.1 billion and an operating profit before special items of €5.5 billion. More than 89,000 people all over the world work for the Audi Group, around 58,000 of them in Germany. With its attractive brands, new models, innovative mobility offerings and groundbreaking services, the group is systematically pursuing its path toward becoming a provider of sustainable, individual, premium mobility.

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*\*The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text*

**Fuel/electric power consumption and emissions values\*\* of the models named above:****Audi RS e-tron GT**

Combined electric power consumption in kWh/100 km (62.1 mi): 22.1–19.8 (WLTP); 20.2–19.3 (NEDC); combined CO<sub>2</sub> emissions in g/km (g/mi): 0 (0). Consumption and emission values are only available according to WLTP and not according to NEDC for this vehicle. Information on fuel consumption and CO<sub>2</sub>-emissions in ranges are dependent on the chosen vehicle specification.

*\*\*The indicated consumption and emissions values were determined according to the legally specified measuring methods. Since September 1, 2017, type approval for certain new vehicles has been performed in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO<sub>2</sub> emissions. Since September 1, 2018, the WLTP has gradually replaced the New European Driving Cycle (NEDC). Due to the more realistic test conditions, the consumption and CO<sub>2</sub> emission values measured are in many cases higher than the values measured according to the NEDC. Additional information about the differences between WLTP and NEDC is available at [www.audi.de/wltp](http://www.audi.de/wltp).*

*At the moment, it is still mandatory to communicate the NEDC values. In the case of new vehicles for which type approval was performed using WLTP, the NEDC values are derived from the WLTP values. WLTP values can be provided voluntarily until their use becomes mandatory. If NEDC values are indicated as a range, they do not refer to one, specific vehicle and are not an integral element of the offer. They are provided only for the purpose of comparison between the various vehicle types. Additional equipment and accessories (attachment parts, tire size, etc.) can change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics and, like weather and traffic conditions as well as individual driving style, influence a vehicle's electric power consumption, CO<sub>2</sub> emissions and performance figures.*

*Further information on official fuel consumption figures and the official specific CO<sub>2</sub> emissions of new passenger cars can be found in the "Guide on the fuel economy, CO<sub>2</sub> emissions and power consumption of all new passenger car models," which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany ([www.dat.de](http://www.dat.de)).*

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