

No 1

2016

AUDI SPORT EXPRESS

WEC
Silverstone



NEW AUDI R18
Technical
Masterpiece

STRONG FORCE
Audi in the
2016 DTM

GOOD START
Audi R8 LMS wins
two 24 Hour races



Audi Sport

ENGINE The limit for fuel consumption will decrease by 10 megajoules per lap at Le Mans. The current V6 TDI consumes 32.4 percent less fuel than the first generation did in 2011. The turbocharger is now lighter and more efficient

HYBRID SYSTEM As a result of switching to the 6-megajoule class, the hybrid system now recovers 50 percent more energy. A lithium-ion battery will be accumulating the energy

SUSPENSION Due to the new monocoque, the mounting points for the front suspension have changed to make them compatible with the position of the drive shaft for the hybrid system

SAFETY CELL The proportions of the front end and the cabin within the overall vehicle length have changed and the conspicuous nose of the race car is clearly slimmer than before

AERODYNAMICS The Audi R18 features a more radical aerodynamics concept. At the front end, airflow has to be directed across the top of the race car and between the wheel wells to optimally approach the underfloor

10 YEARS OF TDI

Since 2006, Audi has been relying on TDI technology in LMP sports car racing. The efficiency increases of the race car are remarkable in a historic comparison. The current V6 TDI consumes 32.4 percent less fuel than the first generation did in 2011. This progress is even more substantial in a comparison with the original year of 2006. Back then, Audi used TDI technology for the first time. Thanks to this technology, the brand with the four rings has since clinched eight victories and a distance record at Le Mans, 42 race wins in total, plus two world championship titles. Today, Audi's LMP1 race car with the current engine uses 46.4 percent less fuel at Le Mans. Still, it achieves lap times that are ten to 15 seconds better than a decade ago. All of this is possible thanks to the sum of all the advances that have been made in the areas of aerodynamics, lightweight design and the powertrain.



Dr. Stefan Knirsch, Member of the Board of Management of AUDI AG, Technical Development

What is the profile of Audi in motorsport?

Dr. Stefan Knirsch: Audi shows off the proficiency of the brand in racing. Our LMP1 R18 sports car showcases efficiency technologies and future developments. The Audi RS 5 DTM is touring car racing at its best that attracts an audience relating to our road cars. And the Audi TT cup, as well as the R8 LMS, show how fascinating road-based race cars can also be.

Why is the development path in LMP racing useful?

The efficiency rules in motor racing mirror our targets for road car development – be it combustion engines,

electrified drivetrains, intelligent lightweight design or optimized aerodynamics. The diversity of concepts in FIA WEC allows Audi to implement its bespoke solutions. Just how big progress is can be seen from the latest gains in efficiency. With 1,000 hp, our car is more powerful than ever and consumes ten percent less fuel than the previous car.

Motorsport is more than just a platform to showcase technologies. What else is on offer?

For Audi, motorsport is a fascinating way to demonstrate its competence and competitiveness in almost every region of the world. Motor racing is highly emotional. That fits perfectly to our products. We offer our customers in motor racing a program that covers the Audi driving experience and the Audi Sport TT Cup as well as the global opportunities in customer racing up to our factory programs in DTM and WEC. This offer is unique.



Lucas di Grassi loves the Toucan yellow matte effect color (left), new Audi R8 Spyder (main image)

THE NEW AUDI R8 SPYDER V10



The new Audi R8 Spyder combines spectacular design and breathtaking dynamism with the allure of open-top driving. The open high-performance sports car delivers thrillingly captivating performance and gives the driver an even more direct experience of the V10 naturally aspirated engine's unmistakable sound. Audi's WEC drivers are fascinated by the R and RS model range as well. They all drive Audi RS 6 Avant road cars. Marcel Fässler, André Lotterer and Benoît Tréluyer each have chosen the Sepang blue matt effect paint finish. Lucas di Grassi went for Toucan yellow matt effect, Loïc Duval's car is Daytona grey pearl effect and Oliver Jarvis has opted for Nardo grey. In addition to his car in Europe, Tokyo resident André Lotterer's Audi R8 Spyder in Sepang blue pearl effect lives in Japan.

Audi R8 Spyder V10: Combined fuel consumption in l/100 km: 11.7; combined CO₂ emissions in g/km: 277
Audi RS 6 Avant: Combined fuel consumption in l/100 km: 9.6; combined CO₂ emissions in g/km: 223

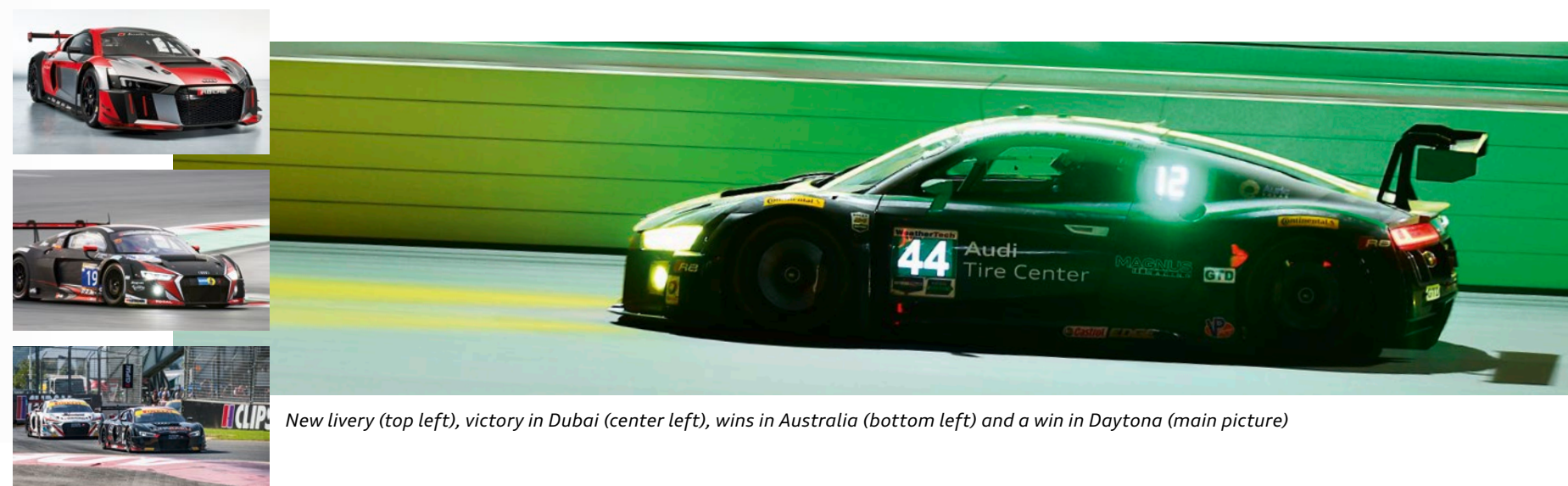
NEW AUDI R18 DETAILS

THE AUDI R18 IN ONE WORD

- "UNCOMPROMISING"** Marcel Fässler
- "AGGRESSIVE"** Oliver Jarvis
- "POWERFUL"** Benoît Tréluyer
- "EXTREME"** André Lotterer
- "PANTHER"** Lucas di Grassi
- "ARROW"** Loïc Duval

STRONG START OF THE SEASON

Audi Sport customer racing had a tremendous start of the season. In January, Belgian Audi Club Team WRT won the Dubai 24 Hours with Alain Ferté/Michael Meadows/Stuart Leonard/Laurens Vanthoor in an Audi R8 LMS. Two weeks later, Andy Lally/John Potter/Marco Seefried/René Rast clinched the GTD win for Magnus Racing in the Daytona 24 Hours. A brilliant start also in Australia and Europe: James Koundouris/Marcus Marshall are the leaders in Australia, having clinched one win in Adelaide and one in Melbourne. Laurens Vanthoor/Frédéric Vervisch won the Misano Blancpain GT Series Sprint Cup opener for Belgian Audi Club Team WRT. Meanwhile, Audi will field two factory-backed cars in both the Nürburgring and the Spa 24 Hours in a new livery. The fresh colors epitomize the new Audi Sport brand.



New livery (top left), victory in Dubai (center left), wins in Australia (bottom left) and a win in Daytona (main picture)

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
GT3 15.-16.01. 24h Dubai (UAE)* GT3 30.-31.01. 24h Daytona (USA)*	GT3 07.02. 12h Bathurst (AUS)*	GT3 19.03. 12h Sebring (USA)*	FIA WEC 17.04. Silverstone (GB) GT3 16.-17.04. Qualifying race for 24h Nürburgring (D)*	Audi Sport TT Cup 06.-08.05. Hockenheim (D) FIA WEC 07.05. Spa (B) DTM 07./08.05. Hockenheim (D) DTM 21./22.05. Spielberg (A) Audi R8 LMS Cup 21.-22.05. Shanghai (CN) Audi Sport TT Cup 26.-29.05. Nürburgring (D) GT3 28.-29.05. 24h Nürburgring (D)*	DTM 04./05.06. Lausitzring (D) FIA WEC 18.-19.06. Le Mans (F) Audi Sport TT Cup 24.-26.06. Norisring (D) DTM 25./26.06. Norisring (D)	Audi Sport TT Cup 15.-17.07. Zandvoort (NL) DTM 16./17.07. Zandvoort (NL) Audi R8 LMS Cup 23.-24.07. Buriram (THA) FIA WEC 24.07. Nürburgring (D) GT3 30.-31.07. 24h Spa (B)*	Audi R8 LMS Cup 13.-14.08. Malaysia (MAL) DTM 20./21.08. Moscow (RUS)	FIA WEC 03.09. Mexico (MEX) Audi Sport TT Cup 09.-11.09. Nürburgring (D) DTM 10./11.09. Nürburgring (D) FIA WEC 17.09. Austin (USA) Audi Sport TT Cup 23.-25.09. Budapest (H) DTM 24./25.09. Budapest (H) Audi R8 LMS Cup 24.-25.09. Yeongam (ROK)	GT3 01.10. Petit Le Mans, Road Atlanta (USA)* Audi Sport TT Cup 14.-16.10. Hockenheim (D) DTM 15./16.10. Hockenheim (D) FIA WEC 16.10. Fuji (J) Audi R8 LMS Cup 15.-16.10. Taiwan (RC)	Audi R8 LMS Cup 04.-05.11. Shanghai (CN) FIA WEC 06.11. Shanghai (CN) GT3 17.-20.11. Macau Grand Prix (MAC)* FIA WEC 19.11. Bahrain (BRN)	GT3 11.12. 12h Sepang (MAL)*

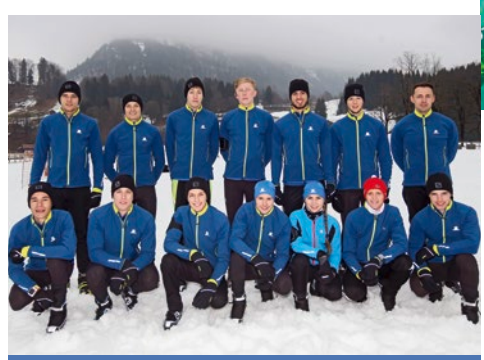
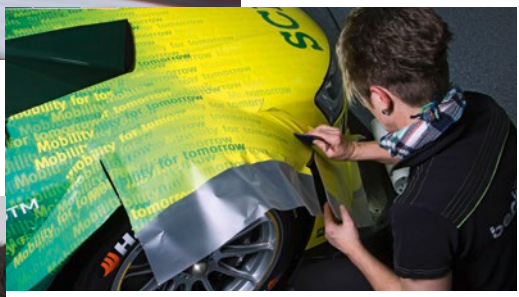
* Selected international races



READY TO RUMBLE



The 2016 DTM season is getting closer and closer. One month before the season opener at Hockenheim on May 7 and May 8, Audi Sport contested the final pre-season tests at the German Grand Prix circuit. All eight Audi drivers tested on at least two days with Audi setting two best achievements: The absolutely fastest lap during the test was achieved by two-time DTM Champion Mattias Ekström during a tire test for 2017. In regular testing for the 2016 season, Mike Rockenfeller, the 2013 DTM Champion, was the front runner, setting the best time in the Schaeffler Audi RS 5 DTM of Audi Sport Team Phoenix.



YOUNGSTERS FIT FOR 2016

During the fitness camp for the 2016 Audi Sport TT Cup, the young guns laid their foundations for the season. It included orientation runs, spinning and Pilates courses, cross-country skiing practice and mountain runs. They were assisted by Mattias Ekström and World Mountain Running Champion Helmut Schießl, among others.

“Rocky’s” RS 5 DTM is sporting a new livery in 2016. Audi Sport has opted for a mix of continuity and innovation for this year’s DTM season. The matte look of the eight Audi RS 5 DTM cars is a new feature with a technical background. Due to a new type of wrap, weight amounting to about one kilogram can be saved per car. “As the DTM is known for being a series in which even the smallest details matter, we’re delighted about this further improvement of our cars’ performance that we’re achieving together with our partners,” says Dieter Gass, Head of DTM at Audi Sport.

The Schaeffler Group made particularly consistent use of the new technology. In terms of colors, Mike Rockenfeller’s RS 5 DTM is clearly greener, as well as more progressive, in 2016. The look of all eight cars has changed slightly with Adrien Tambay sporting the colors of new partner Speedweek.com and Nico Müller switching to the Playboy car.

SUCCESSFUL HISTORY



Tourist Trophy (top picture), Audi A4 quattro (below)

Audi's motorsport programs have harboured many trophies in the UK. Already in rallying, Audi showed its colors with the legendary quattro when Stig Blomqvist/ Björn Cederberg won the 1983 British Open title. In the Super Touring car era, Frank Biela clinched the 1996 BTCC title with the Audi A4 quattro. The biggest streak of success came in the sports car era though. In 2004 and 2005, the Audi R8 won two endurance races at Silverstone before the Audi R10 TDI clinched a victory in 2008. In the FIA WEC era, Audi has won the 6 hour race three times – in 2012, 2013 and 2015. Since 2013, the coveted Tourist Trophy is bestowed upon the winners.



YOUNG GUNS

The new Audi Sport racing academy has the mission to enable young talents to enter professional motorsport. They will be guided through a two-year program by mentors Pierre Kaffer, Rahel Frey and Sepp Haider. The first drivers to be selected for this program are Sheldon van der Linde, Vivien Keszthelyi and Nicklas Nielsen.



TK CORNER

Tom Kristensen was inducted into the Sebring Hall of Fame. The Dane is the record holder in the racing history of the Sebring 12 Hours with six wins. Fellow endurance racing legend Derek Bell presented Kristensen with the award. The officials of the Sebring 12 Hours had another big surprise in store for the Dane and renamed the third corner on the track 'Kristensen Corner'.

DOUBLE PROGRAM FOR EKSTRÖM



Audi driver Mattias Ekström will again participate in the FIA World Rallycross Championship title chase alongside his DTM commitment this year. With his privateer rallycross team EKS, the 37-year-old Swede will be on the grid himself in selected world championship rounds. His teammate will be the Finn Toomas Heikkinen. At the Hockenheim double-header on May 6–8, Ekström will contest both the DTM and the RX races.

IMPRINT

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