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Audi in GT racing 2016

* Please refer to the list at the end of this press kit for a summary of the fuel consumption of all the models named in the kit and available on the German market

Audi in GT racing 2016

Audi ready for fierce competition

Audi has been active in international GT3 racing since 2009 and is one of the global players in this growth market. Audi Sport customer racing is the brand's customer racing program. It is firmly rooted in four continents, has won 28 titles to date, and been economically successful as well. Audi built 137 race cars of the first generation. In 2015, the successor model – the Audi R8 LMS – debuted. It has been available to customer teams since the beginning of the 2016 motorsport season. In terms of aerodynamics, lightweight design, safety and customer friendliness, Audi sets standards in GT3 racing. As a result, the brand with the four rings is perfectly positioned for the fierce competition of many new models in the GT3 marketplace.

The Audi R8 LMS instantly proved in its debut season how thoroughly Audi Sport customer racing has been preparing for the new challenges. Only eleven weeks following its premiere, it won one of the toughest 24-hour events in GT racing at the Nürburgring in May 2015. In December, the race car achieved a one-two-three result in the Sepang 12 Hours. Since September 2015, quattro GmbH, which is responsible for the customer racing program, has been producing the race car. That makes Audi the first manufacturer in the competitive environment to have completely developed and started selling the most recent race car generation for the new regulations that take effect in 2016.

"The high demand proves us right," says Heinz Hollerweger, Managing Director of quattro GmbH. "Competition is intensive – at the 2015 Spa 24 Hours, eleven automobile manufacturers were on the grid with their GT3 race cars. The market is currently expecting manufacturers to launch a lot of new vehicles. We were the first to have completed our development early and delivered cars to customers." By April 2016, the company will be selling 55 Audi R8 LMS cars to customers in Australia, Asia, Europa and America – a significant number in racing.

Audi Sport customer racing is set on continuing its current string of racing success with them. In the 2015 season, customers competed in the title race in 22 countries on four continents, deciding two major continental series in their favor. Dutchman Robin Frijns' first place in the Blancpain GT Series represents the most significant success in Europe while the German Christopher Mies secured the Australian GT

Championship. In addition, teams and drivers in 2015 celebrated eleven other titles in sub-categories of national and international series. The triumph of Audi Sport Team WRT at the Nürburgring marked the third 24-hour race victory for Audi in the Eifel since 2012 and at Sepang (MAL), the brand won the 12-hour race for the first time.

In 2016, the Audi R8 LMS will be on the grid of all major GT racing series. In North America, the teams in the IMSA WeatherTech SportsCar Championship are relying on the new race car. In Europe, the model will be present in Germany, France, Italy, and in the Blancpain GT Series. The International Endurance Series is on the agenda of several Audi teams as well. In Asia, the Audi R8 LMS Cup will be featuring the new race car for the first time, with events to be held in China, Thailand, Malaysia, Korea and Taiwan. In Japan, the new Audi will be on the grid in the high-caliber Super GT series and in Australia, defense of the title is the top priority. Audi Sport customer racing has also submitted entries for the new Intercontinental GT Challenge which, in addition to the 12-hour races at Bathurst (AUS) and Sepang (MAL), includes the 24 Hours at Spa (B). In the FIA GT World Cup that was held in Macau for the first time in 2015, Audi, after achieving second place, is set on battling for victory again. From 2011 to 2013, the four rings were unbeaten in the city street race.

Audi expects the 2016 season to become as challenging as no other one before it. “With our customers we’re contesting programs on four continents,” says Romolo Liebchen, Head of Audi Sport customer racing. “The sporting and business competition in the GT3 market is as fierce as never before. Plus, there are new challenges such as the first intercontinental title awaiting us.”

International customer racing support

Service around the globe

Audi Sport customer racing has been fully committed to service since 2009. In addition to modern and powerful race cars, the company offers its customers comprehensive support.

More than 130 race cars of the first-generation Audi R8 LMS are being operated around the globe, plus 55 models of the second generation for the 2016 season. To ensure high standards of fielding the proven and the new GT3 models, Audi Sport customer racing has developed a multi-stage approach to customer support.

In Europe, Audi Sport customer racing takes care of customer support itself, while four service partners are active overseas. In Japan, Nova Engineering has been the place for customers to go since 2011. Audi Sport customer racing Asia is responsible for customers fielding the cars in the remainder of Asia. In Australia and New Zealand, the Melbourne Performance Centre is the service center. Finally, Audi Sport customer racing North America supports customers in the major North American series, plus the growing number of teams in the country's diverse club sport scene.

Besides these satellites, there is a second level – consisting of local support being provided by customer sport consultants from Germany. The engineers and technicians provide the teams with trackside assistance in questions concerning maintenance, setup or repairs. A third level completes the offering, as Audi Sport customer racing is present in the paddock on dedicated service levels at major racing series and prestigious single events as well.

In the 2015 season, Audi Sport customer racing moved into its new headquarters at Audi's Competence Center Motorsport in Neuburg where the logistics center is located as well. The parts store for the first vehicle generation, which numerous customers are continuing to field, comprises 4,943 items and is being extended to 11,213 for the new new R8 LMS.

The new Audi R8 LMS

Light, safe, efficient – the new Audi R8 LMS

Audi is setting the pace: In 2015, the brand with the four rings launched the new R8 LMS that complies with the GT3 regulations coming into effect in 2016. Audi's new GT sports car instantly won the Nürburgring 24 Hours. Deliveries to customers started in winter 2015/2016.

Even more race car technology, lightweight design par excellence, more efficient aerodynamics, and a level of safety that surpasses the requirements of the regulations: These are the qualities with which the new Audi R8 LMS is prepared to continue the success of its predecessor. Between 2009 and 2015, the drivers of the first generation of the customer sport race cars won 28 drivers' titles, seven 24-hour races, and three 12-hour races around the globe. 137 GT3 race cars were manufactured by Audi in Neckarsulm and customers contest more than 300 worldwide races in them per year.

Since September 2015, quattro GmbH has been building the chassis of the current race car generation at the Böllinger Höfe industrial park in Heilbronn. In winter 2015/2016, the company produced 55 cars – an impressive number in customer motorsport. The final assembly takes place at the Biberach customer racing site. The GT race car is closely akin to the production model. The chassis of both models are produced at the same facility.

In terms of safety, Audi plays a pioneering role, as the new Audi R8 LMS clearly surpasses the requirements of the new regulations taking effect in 2016. Thanks to a modified structure of the front end and a carbon fibre reinforced plastic (CFRP) crash element being used for the first time at the rear, the GT3 sports car fulfills the crash test requirements for Le Mans prototypes (LMP) such as the Audi R18 – currently the top FIA category for sports prototypes. The sophisticated Audi Protection Seat PS 1 with its structural stiffness and adaptability to various driver physiques has been setting standards for years. It is firmly connected to the chassis, which increases stiffness. An easily adjustable foot lever unit and a height- and length-adjustable safety steering column enable various adjustments to the respective driver. For the first time in a GT3 race car, there is also a rescue hatch in the roof of the kind used in DTM race touring cars. Following a crash, it makes it possible to pull off the driver's helmet upward in a way that is gentle on the spine and to apply a KED.

Audi has systematically displayed its lightweight design expertise in the new R8 LMS. In spite of the additional weight resulting from the aforementioned innovations, a significant reduction of the race car's dry weight has been achieved. Now, the homologation weight that has been reduced by 25 kilograms can easily be complied with even in endurance racing trim with additional headlights and air conditioning. The intelligent material mix of aluminum in the Audi Space Frame (ASF), a CFRP structural component, and the steel roll cage make the chassis alone about 30 kilograms lighter – now tipping the scales at 252 kilograms. At the same time, the torsional stiffness of the supporting frame has increased by 39 percent.

Although the race car features a more complex material mix, Audi has interlinked the manufacturing process of the production car and the race even more closely than before. At a new manufacturing facility at the Böllinger Höfe industrial park in Heilbronn, quattro GmbH jointly produces both chassis variants. In spite of the race car receiving modified cast-aluminum nodes and a steel roll cage, the racing chassis of the R8 LMS remains integrated in the basis production process up to and including the point of roof assembly and cathodic dip painting (CDP), which is a type of priming. Only after these process steps, the race cars are completed at the Heilbronn-Biberach site.

Engine rebuild after 20,000 kilometers

Audi uses production parts in the new R8 LMS wherever they make technical and economic sense in racing. The V10 engine with 5.2 liters of displacement and up to 430 kW (585 hp) of output in racing is produced on the same assembly line as the production unit. It remains nearly unchanged and, with a scheduled rebuild interval of 20,000 kilometers, sets standards in racing. The designers use modified or completely new assemblies only where they are required by motorsport regulations or by the significantly higher loads encountered in on-track competition. For instance, the production ASF chassis is modified while the new bodywork consists of CFRP. In the suspensions, wishbones strictly designed for racing have now been installed for the first time. The six-speed transmission with paddle shifters is a completely new development as well. It is 25 kilograms lighter than its predecessor. At the same time, its efficiency has increased because the previously used drop gear arrangement has been eliminated. The new MS 6.4 electronics comprise engine electronics, traction control, and the software for the electrohydraulic gearshift. The powerful processor allows for higher computing speeds and thus faster responses. A power box is

another new feature. It replaces the traditional fuse box of the onboard electrical system. As a result, engineers can easily monitor the system loads and protect the system against overload with respect to specific functions.

The new aerodynamics concept of the Audi R8 LMS for the first time includes a fully lined underfloor and a conceptually integrated rear diffusor. As a result, the size of the rear wing profile is reduced by 25 percent compared with the predecessor while the maximum downforce prescribed by the FIA is achieved in spite of the profile's smaller size. Consequently, aerodynamic drag decreases by 20 percent while top speed, at the same engine output and fuel consumption levels, increases by 6.5 percent. The front wheel wells are open toward the rear via a larger cross-section and thus contribute their share to improved airflow. The airflow rate and cooling surface of the radiator at the front end have increased by ten percent to prepare the car for maximum outside temperatures. The circulation of fresh air in the cockpit has been intensified so that the race drivers can concentrate on their tasks even better than before. At a speed of 200 km/h, the airflow rate amounts to 250 liters per second. Audi has achieved these improvements although the aerodynamic design freedoms provided by the regulations from 2016 on are clearly smaller than before.

As a result, the Audi R8 LMS is featured as an all-round race car for customer sport. It meets the challenges posed on all race tracks in all climatic regions, is capable of delivering high performance, and can be economically operated due to its longer service intervals. It offers a maximum level of safety and is equally well suited for sprints and endurance races.

Technical data Audi R8 LMS (2016)

As of: January 2016

Model	Audi R8 LMS (2016)
Vehicle	
Vehicle type	Sports car according to FIA GT3 regulations
Chassis	Audi Space Frame (ASF) featuring an aluminum CFRP hybrid design with stressed steel roll cage, CFRP and aluminum bolt-on parts
Safety concept	Energy-absorbing aluminum and CFRP crash structures front and rear. Safety concept meets FIA LMP1 crash requirements. Audi Sport PS 1 safety seat, in-roof rescue hatch
Engine	
Engine type	V10 engine, 90-degree cylinder angle, four valves per cylinder, DOHC, gasoline direct injection, emission control by two exhaust gas catalytic converters for racing
Engine management	Bosch Motorsport Motronic MS6.4
Engine lubrication	Dry sump (adopted from production model)
Cubic capacity	5,200 cc
Power output	Variable by means of restrictors up to 430 kW (585 hp)*
Torque	More than 550 Nm
Drivetrain/transmission	
Type of drive	Rear-wheel drive, traction control (ASR)
Clutch	Electro-hydraulically operated three-plate racing clutch (ECA)
Transmission	Sequential, pneumatically operated six-speed performance transmission with paddle shifters
Differential	Limited slip differential, variable preload
Drive shafts	Constant-velocity joint shafts
Suspension/steering/brakes	
Steering	Servo-assisted rack and pinion steering
Suspension	Front and rear independent suspension, double wishbones, suspension struts with coil springs and adjustable dampers, and adjustable stabilizers front and rear
Brakes	Hydraulic dual-circuit braking system, steel brake discs front (380 x 34 mm) and rear (355 x 32 mm), racing ABS
Wheels	Aluminum forged wheels, front 12.5 x 18 inches, rear 13 x 18 inches
Tires	Front 30-68/18, rear 31-71/18
Weight/dimensions	
Length	4,583 mm
Width	1,997 mm
Height	1,171 mm
Homologation weight	1.225 kg
Fuel cell capacity	120 l
Equipment	
Fire extinguishing system	Audi Sport
Controls	Height- and length-adjustable safety steering column, quick-adjustable rail-supported foot lever unit
Seating system	Audi Protection Seat PS 1

* established by BoP of the series organizers

The new race car and the production model

The same roots

In the 2015 season, Audi simultaneously presented the new R8* and the R8 LMS at the Geneva Motor Show. It was the first time for a production model and a racing version to see a joint premiere – and for good reason, as the technologies of both cars are closely akin to each other.

Motorsport is in Audi's genes and the new Audi R8 puts the concentrated racing expertise of the four rings from the track onto the road. The new R8 V10 plus is the most powerful and fastest production Audi of all time – no other Audi offers more dynamic emotion. Due to the close collaboration between race engineers, race drivers and developers, the new Audi R8 is capable of delivering higher performance than ever – which benefits both the production car and the Audi R8 LMS that has been developed based on the road-going version.

Lightweight design for example: The ASF body features a completely new multi-material lightweight design. Carbon fiber reinforced plastic (CFRP) components form the B-pillars, the center tunnel and the rear wall. The front end, the roof arch and the rear end are assembled as a framework of cast aluminum nodes and profiles, some of which consist of new alloys. As in any ASF, every component has been precisely designed for its place and purpose. For example, the developers have integrated a number of components in the bodyshell according to their respective functions. As a result, the bodyshell is now 15 percent lighter than that of the predecessor. At the same time, the torsional stiffness of the production model is 40 percent higher. Particularly in terms of stiffness, the body of the new Audi R8 sets standards. The resulting quality of the lightweight design is the benchmark among competitors. The race car is precisely based on this ASF body as well. Complemented by a steel roll cage, the new chassis in the race car is 30 kilograms lighter than the predecessor's.

The engine for example: The ten-cylinder engine is assembled by hand at the engine plant in Győr, Hungary – for both the road-going and the racing version. The new generation of the Audi R8 uses the most recent evolution of the 5.2 FSI ten-cylinder that has now become an even more powerful and high-torque unit.

The standard dry-sump lubrication is a classic motorsport technology. It allows for low installation of the unit which benefits the center of gravity. In addition, it ensures oil

supply even in conditions of extreme lateral acceleration. As a result, the engine offers reserves that are completely sufficient for racing purposes as well. The robust V10 in racing has been designed for a service interval of 10,000 kilometers and 20,000 kilometers for the first rebuild. These intervals are a crucial advantage for many teams in analyzing the cost effectiveness of the race car.

The close connection between the production and the race car starts with the design stage and ends with manufacturing. The new Audi R8 is made at a new production site of quattro GmbH that has specifically been established for the sports car – the Böllinger Höfe industrial park in Heilbronn. In addition to the production model, the chassis of the race car is produced at the factory. The sports car is subsequently completed with racing-specific components at the race car assembly site in Heilbronn-Biberach. The great similarity between both models was already a key characteristic of the predecessor – and a guarantee for success.

The Audi R8 LMS Cup

2016 season with new race cars and new service providers

In its fifth season, the Audi R8 LMS Cup offers a novelty to its participants: For the first time, the race drivers have the opportunity to compete in the second generation of the Audi R8 LMS. At the same time, the owners of the previous version continue to have the chance of battling for points and trophies.

In the 2016 season, the Audi R8 LMS Cup features twelve rounds in five countries: China, Thailand, Malaysia, Korea and Taiwan – and is thus once more focused on the Pan-Asian region. For the first time, the entrants are competing in an overall classification and an amateur cup in the new Audi R8 LMS that sets standards in terms of lightweight design, safety and aerodynamic efficiency. In addition, drivers without professional experience are able to contest the Masters Cup, which is being held for the first time, in the previous model of the race car.

Prospects can choose from a wide range of fielding partners as well. While Absolute Racing has been the central service provider up to now, Phoenix Racing Asia and KC Motorgroup (KCMG) are additionally responsible for the preparation, fielding and maintenance of the race cars starting with the 2016 season.

Audi Sport customer racing Asia has attracted a high level of attention within just four years. While Audi, before 2012, had not been present in Asian motorsport except for individual GT, sports and touring car races, the brand with the four rings today has an Asian motorsport platform with several tiers. From supporting young drivers, to the Cup commitment, to further involvement in events in Asia and Europe, Audi Sport customer racing Asia has evolved into one of the top choices for racers.

Young race drivers benefit from the brand's commitment as well. The "Young Driver Development Program" encompasses a partnership with the Formula Masters China Series (FMCS). 18-year-old Jeffrey Ye, for instance, enjoys support by the internationally experienced race driver Congfu Cheng from the FAW-VW Audi Racing Team. The first young driver in the program, Shaun Thong, was active in the 2015 Audi Sport TT Cup and celebrated a race victory at the Norisring.

2016 overview of races and series

At home around the globe

GT3 racing is the leading category for production-based sports cars. Since 2009, Audi has been involved in customer sport in this class. The Audi R8 LMS has been successful around the world. In 2016, it is competing again in all important championships – an overview of the races and series.

Endurance races	
Bathurst 12 Hour	www.bathurst12hour.com.au
Daytona 24 Hours	www.daytonainternationalspeedway.com
Nürburgring 24 Hours	www.24h-rennen.de
Sebring 12 Hours	www.sebringraceway.com
Sepang 12 Hours	www.sepang12hour.com
Spa 24 Hours	www.24hoursofspa.com
Thunderhill 25 Hours	www.nasa25hour.com
America	
IMSA WeatherTech SportsCar Championship	www.imsa.com
Pirelli World Challenge	www.world-challenge.com
Asia	
Audi R8 LMS Cup	www.audi-motorsport-asia.com
GT Asia	www.gtasiaseries.com
Super GT	www.supergt.net/en
Thailand Super Series	www.thailandsuperseries.net
Australia	
Australian GT	www.australiangt.com.au
Europe	
ADAC GT Masters	www.adac-gt-masters.de
Campionato Italiano GT	www.acisportitalia.it/CIGT
DMV Gran Turismo Touring Car Cup	www.dmv-gtc.de
GT Cup Championship	www.gtcup.co.uk
GT Sports Club	www.gtsportsclub.com
GT Tour	www.gt-tour.fr

International GT Open	www.gtopen.net
Michelin GT3 Le Mans Cup	www.europeanlemansseries.com
Spezial Tourenwagen Trophy	www.spezial-tourenwagen-trophy.de
V de V Challenge GT	www.vdev.fr
VLN Endurance Championship	www.vln.de

International

Blancpain GT Series	www.blancpain-gt-series.com
Intercontinental GT Challenge	
www.sro-motorsports.com/series/details/Intercontinental-GT-Challenge	
International Endurance Series	www.24hseries.com

Track record

Title hunters from Germany

Within the space of seven years, the Audi R8 LMS has evolved from a newcomer into a successful race car that sets standards. Its track record around the globe, both overall and in class, is impressive – an overview of all titles and prestigious single wins.

Drivers' titles, overall classifications

2009	
ADAC GT Masters	Christian Abt (D)
Belgium	Jean-François Hemroulle/Tim Verbergt (B/B)
FIA European GT3 Championship	Christopher Haase/Christopher Mies (D/D)
2010	
Belgium	Greg Franchi/Anthony Kumpen (B/B)
DMSB GT Championship	Luca Ludwig (D)
Portugal	César Campaniço/João Figueiredo (P/P)
Spain	César Campaniço/João Figueiredo (P/P)
2011	
Australia	Mark Eddy (AUS)
Blancpain Endurance Series	Greg Franchi (B)
Italy	Marco Bonanomi (I)
Spain	César Campaniço/João Figueiredo (P/P)
Super Taikyu Series	Tomonobu Fujii/Akihiro Tsuzuki/ Michael Kim (J/J/USA)
Taça Portugal	César Campaniço/João Figueiredo (P/P)
2012	
Blancpain Endurance Series	Christopher Haase/Christopher Mies/ Stéphane Ortelli (D/D/MC)
Iberian Supercars Trophy	César Campaniço/Carlos Vieira (P/P)
Portugal	César Campaniço/Carlos Vieira (P/P)
Spain	Mikko Eskelinen (FIN)
Taça Portugal	César Campaniço/Carlos Vieira (P/P)

2013

Belgium	Anthony Kumpen/Bert Longin/ Maarten Makelberge (B/B/B)
FIA GT Series	Stéphane Ortelli/Laurens Vanthoor (MC/B)
GT Sprint International	Thomas Schöffler (D)
Portugal	César Campaniço (P)
Sweden	Jan Brunstedt (S)

2014

ADAC GT Masters	Kelvin van der Linde/René Rast (ZA/D)
Blancpain Endurance Series	Laurens Vanthoor (B)
Blancpain GT Series	Laurens Vanthoor (B)

2015

Australia	Christopher Mies (D)
Blancpain GT Series	Robin Frijns (NL)

Overall victories in endurance races

2010

Hungary 12 H	Thomas Gruber/Philip König/Walter Lechner/ Niki Mayr-Melnhof (A/A/A/A)

2011

Bathurst 12 H	Marc Basseng/Christopher Mies/Darryl O'Young (D/D/HK)
Spa 24 H	Mattias Ekström/Greg Franchi/Timo Scheider (S/B/D)
Zolder 24 H	Enzo Ide/Bert Longin/Xavier Maassen/ François Verbist (B/B/B/B)

2012

Bathurst 12 H	Christer Jöns/Christopher Mies/Darryl O'Young (D/D/HK)
Nürburgring 24 H	Marc Basseng/Christopher Haase/Frank Stippler/ Markus Winkelhock (D/D/D/D)
Spa 24 H	Andrea Piccini/René Rast/Frank Stippler (I/D/D)
Zolder 24 H	Marco Bonanomi/Anthony Kumpen/Edward Sandström/ Laurens Vanthoor (I/B/S/B)

2014

Nürburgring 24 H	Christopher Haase/Christian Mamerow/René Rast/ Markus Winkelhock (D/D/D/D)
Spa 24 H	René Rast/Laurens Vanthoor/Markus Winkelhock (D/B/D)

2015

Nürburgring 24 H	Christopher Mies/Edward Sandström/Nico Müller/ Laurens Vanthoor (D/S/CH/B)
Thunderhill 25 H	Guy Cosmo/Tomonobu Fujii/Darren Law/ Johannes van Overbeek (USA/J/USA/USA)
Sepang 12 H	Stuart Leonard/Stéphane Ortelli/Laurens Vanthoor (GB/MC/B)

2016

Dubai 24 H	Alain Ferté/Stuart Leonard/Michael Meadows/Laurens Vanthoor (F/GB/GB/B)

Class victories and trophies in endurance races

2009

Nürburgring 24 H (SP9-GT3)	Christian Abt/Jean-François Hemroulle/ Pierre Kaffer/Lucas Luhr (D/B/D/D)
Spa 24 H (G2)	Marc Basseng/Marcel Fässler/Alexandros Margaritis/Henri Moser (D/CH/GR/CH)

2010

Nürburgring 24 H (SP9-GT3)	Marc Bronzel/Luca Ludwig/Dennis Rostek/ Markus Winkelhock (D/D/D/D)

2011

Nürburgring 24 H (SP9-GT3)	Marc Basseng/Marcel Fässler/Frank Stippler (D/CH/D)

2012

24 H Trophy, Nürburgring – Spa (GT3)	Phoenix Racing

2013

Daytona 24 H (GT)	Filipe Albuquerque/Oliver Jarvis/ Dion von Moltke/Edoardo Mortara (P/GB/USA/I)
Sepang 12 H (GTC)	Ashraff Dewal/Jacky Yeung/Alex Yoong (MAL/HK/MAL)

2014

Spa 24 H (Coupe du Roi)	Audi
Petit Le Mans (GTD)	Matt Bell/Christopher Haase/Bryce Miller (GB/D/USA)

2015

Spa 24 H (Coupe du Roi)	Audi
Spa 24 H (Am-Cup)	Ian Loggie/Callum Macleod/Benny Simonsen/ Julian Westwood (GB/GB/DK/GB)

Major single sprint wins

2011

Macau GT Cup	Edoardo Mortara (I)

2012

Macau GT Cup	Edoardo Mortara (I)

2013

Baku World Challenge	Stéphane Ortelli/Laurens Vanthoor (MC/B)
Macau GT Cup	Edoardo Mortara (I)

2014

Baku World Challenge	César Ramos/Laurens Vanthoor (BR/B)

Partners

The partners of Audi Sport customer racing

Audi Sport customer racing cooperates with six partners in its GT racing program.

Akrapovič
Akrapovič enjoys broad recognition as an innovative company in the field of materials engineering. The brand stands for exacting demands in terms of design, continuous performance increase, and for the creation of a uniquely low and throaty exhaust sound. An expert team of more than 800 members designs and manufactures all products with precision fit for motorcycles and automobiles.

Castrol
Castrol is the globally leading producer, distributor and seller of high-grade lubrication oils and greases, as well as related services. Its customers are companies in the fields of automotive engineering, general industry, marine transportation and aviation, and oil production. The company is headquartered in the United Kingdom, with direct representation in more than 40 countries. Castrol has 7,000 employees around the globe.

Eibach
Eibach enjoys a worldwide reputation as the leading manufacturer of high-end suspension and chassis systems, as well as special, engineered springs for challenging applications. The range of uses encompasses nearly all high-end fields of industrials and automotive engineering. In addition, Eibach has been an important partner in global high-performance motorsport for decades.

Hör Technologie
Precision component manufacturer Hör Technologie has been active in motorsport, the aerospace sector, the motorcycle industry and the automotive sector for decades. The company’s know-how encompasses development, engineering design, manufacturing, heat treatment and quality control. From prototyping through to production Hör Technologie offers tailored customer solutions in transmission engineering and camshaft engineering.

Mayer Motorsport
Mayer Motorsport has been producing high-end vehicle wiring for use in racing since 2004. The medium-sized company is one of the few Germany-wide specialists in this field. Mayer Motorsport consistently works on producing weight-reduced and durable cable assemblies.

Stäubli
Stäubli offers mechatronics solutions in the three sectors of textile machines, coupling systems and industrial robots. The product range encompasses jacquard, dobby and carpet weaving machines, quick-coupling systems for liquids, gas and electrical energy, tool-changing systems, as well as SCARA and industrial six-axle buckling arm robots with control units and software.

Events

Selected Audi GT racing events 2016

Endurance races, Audi Sport customer racing

13–14/01	Dubai 24 Hours (UAE)
30–31/01	Daytona 24 Hours (USA)
07/02	Bathurst 12 Hour (AUS)
19/03	Sebring 12 Hours (USA)
28/–29/05	Nürburgring 24 Hours (D)
30/–31/07	Spa 24 Hours Spa (B)
01/10	Petit Le Mans, Road Atlanta (USA)
11/12	Sepang 12 Hours (MAL)

Audi R8 LMS Cup

14/–15/05	Shanghai (CN)
16–17/07	Buriram (THA)
August	Malaysia
10/–11/09	Yeongam (ROK)
08/–09/10	Penbay (RC)
Oct/Nov	China

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***Fuel consumption and emissions**

Audi R8: Combined fuel consumption in in l/100 km: 12.3–11.4;
Combined CO_2 emissions: 287–272 g/km