



Audi Sport GmbH
Communications
Audi Sport customer racing
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April 2017

Audi in GT racing 2017

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The fuel consumption and CO₂ emissions of all models named above and available on the German market can be found in the list in the last chapter of this basic information.



Audi in 2017 GT racing

Worldwide trust in the Audi R8 LMS

Audi has reached its next milestone in international GT3 racing: In the 2016 season, Stephan Winkelmann, Managing Director of Audi Sport GmbH, handed over the 200th edition of the Audi R8 LMS to a customer team. Since Audi launched the program in 2009, the GT3 sports car with the four rings has been in high demand around the world. The latest generation of the Audi R8 LMS, which sets the benchmark in aerodynamics, lightweight construction, safety and customer friendly service, will compete in all the important GT3 racing series in North America, Asia, Australia and Europe in 2017 again.

Its track record goes from strength to strength: the Audi R8 LMS is not only one of the most sought-after GT3 racing cars in the world, but also one of the most successful. Up until now, 36 overall championship titles plus the 2016 FIA GT World Cup title, 34 titles in team rankings and other classes as well as a total of nine 24-hour race victories make up its roll of honor. "There is no doubt about the sporting qualities of our Audi R8 LMS," says Stephan Winkelmann. "The number of customers is growing around the world, both on the professional level and in the amateur field. More and more drivers and teams now belong to the Audi Sport family. We are particularly pleased with this because the competitive landscape is tougher than ever before."

A double-digit number of sports car manufacturers with fascinating GT3 models come together at the most important endurance races in the world, such as the Spa 24 Hours. As one of only few motorsport categories in the world, this class continues to produce emotion and wide-spread appeal among the public and the media.

In 2017, the four rings will once again be represented by strong customers in all the important series. The Audi R8 LMS will compete in both the IMSA WeatherTech SportsCar Championship and the Pirelli World Challenge in North America. Audi will line up as the defending champion in the pan-European Blancpain GT Series Sprint Cup and the ADAC GT Masters. In Europe, the racing car will be put to use in the professional and amateur fields from the UK to Germany to Italy. In Asia, the Audi R8 LMS Cup begins its sixth season with plenty of fresh ideas, while alongside the Asian Le Mans Series and the Asian Le Mans Sprint Cup, the new Asia-wide Blancpain GT Series Asia, has emerged as a new field of action for customer racing. In Japan, the Super GT series traditionally provides a strong platform for customers and importers.



In addition, there is a growing number of racing series for Clubsport enthusiasts, a field in which many Audi customers take part.

Meanwhile in Australia, there are now three national GT series as well as further championships organized by individual states. Up to seven Audi R8 LMS cars are expected in the national sprint series, at least four in the endurance series and up to eight in the trophy series for older model years. Audi will also be regularly on display in New Zealand.

Among the highlights of the 2017 season will be the Nürburgring 24 Hours and the Intercontinental GT Challenge races in Australia, Belgium, California and Malaysia, where Audi will be the title defender. In the street race in Macau last year, Audi won the FIA GT World Cup and is eager to fight again this year for the coveted trophy. The Audi R8 LMS has become so strongly present worldwide that Audi Sport customer racing teams now contest more than 300 individual race events between January and December around the globe.

International customer racing support

Comprehensive approach

Since 2009, Audi has delivered more than 200 GT3 race cars worldwide. Audi Sport customer racing has developed an elaborate service concept so that customers can use their Audi R8 LMS at any time.

The Audi R8 LMS is at home in Australia, Asia and America as well as in Europe. A multi-tiered approach to customer support guarantees high operational standards for both generations of the race car.

While customers in Europe can contact Audi Sport customer racing in Neuburg an der Donau directly, Audi is associated with service partners on the other continents. Audi Sport customer racing Japan looks after the customers in Japan, and teams using the R8 LMS in other Asian countries are supported by Audi Sport customer racing Asia. The Melbourne Performance Center is the contact partner for racers in Australia and New Zealand. Audi Sport customer racing North America is responsible for the teams in the big North American professional series as well as in the colorful club sport scene around the different US states.

On a second tier on top of these satellites, customer racing consultants from Germany support the teams. Audi Sport's engineers advise customers on maintenance, set-up and repairs at selected events worldwide. A third tier completes Audi's range. In the case of large racing series or important individual events, Audi Sport customer racing's own trailers are the points of contact in the paddock. Overseas, specially prepared freight containers serve as logistics centers.

Since the 2015 season, Audi Sport customer racing has been headquartered at Audi Neuburg's Competence Center Motorsport. The modern logistics center is also located in Neuburg an der Donau. The warehouse has 9,900 items and nearly one million parts, which are reserved for customers and internally for the construction of the race car in Biberach. Taking the year 2013 as a reference, the delivery volume has multiplied sixfold in three years. In the second half of 2016 alone, 160,000 parts in 2,800 shipments went to 90 customers on four continents.

Audi R8 LMS

Lightweight, safe, efficient – the Audi R8 LMS

In 2015, the second generation of the Audi R8 LMS picked up from where its predecessor left off: commercially and racing-wise, the GT3 racing car is a worldwide success. It has been delivered to customers since winter 2015/2016, and by just 2016 Audi had delivered its 200th GT3 sports car.

Even more race car technology, lightweight construction par excellence, more efficient aerodynamics and a standard of safety that surpasses the requirements of racing law: With these qualities, the new Audi R8 LMS picks up from where its successful predecessor left off. Between 2009 and 2016, drivers in both generations of the customer race car have taken 36 drivers' titles, nine 24-hour races and five 12-hour races worldwide.

Audi Sport GmbH has been building the chassis of the current race car generation in the Böllinger Höfe since September 2015. The final assembly takes place at the Biberach customer racing site. The GT racing car is closely related to the production model – the chassis of both types are built in the same plant.

In terms of safety, Audi plays a pioneering role, as the new Audi R8 LMS clearly surpasses the requirements of the regulations which took effect in 2016. Thanks to a modified structure of the front end and a carbon fiber 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). The sophisticated Audi Protection Seat PS 3 with its structural stiffness and adaptability to various driver physiques has been setting standards in seating technology 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 manufacturing facility at the Böllinger Höfe industrial park in Heilbronn, Audi Sport 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 only 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 diffuser. 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 racing. 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 long service intervals. It offers a maximum level of safety and is equally well suited for sprints and endurance races.

Technical data Audi R8 LMS (2017)

As of: January 2017

Model	Audi R8 LMS (2017)
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. 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
Performance	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 3

* established by BoP of the series organizers

Race car and production model

The same roots

Racing and production benefit from each other: this often-quoted claim is perfectly embodied by the Audi R8 Coupé* and the Audi R8 LMS, because the production model and the racing version are closely akin to each other.

Born on the track. Built for the road: Audi Sport carries the genes from motorsport to the road, and no other model embodies this idea as consistently as the Audi R8. The Audi R8 V10 plus is the strongest and fastest production Audi ever. Its development was characterized by a close cooperation between racing engineers, racers and engineers from the Technical Development Department. The production model and race car share a common basis.

For example, the chassis: The close connection between the production and the race car starts with the design stage and ends with manufacturing. The Audi R8 is made at a production site 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. For the assembly of individual motorsport components, the racing chassis is removed from the production line and then reintroduced again.

For example, the lightweight design: The Audi Space Frame (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. 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.



For example, the engine: The ten-cylinder engine is assembled by hand at the engine plant in Győr, Hungary. The engines for both the road-going and the racing version are almost completely identical. 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. Many teams use the engine for further cycles. These unusually high figures are a crucial advantage for many teams in analyzing the cost effectiveness of the race car.

Audi R8 LMS Cup

The sixth season with plenty of innovations

The Audi R8 LMS Cup was AUDI AG's first racing one-make cup. The racing series in Asia starts its sixth season with many new ideas and offers the participants more opportunities than ever before.

This year's calendar includes ten races, each with their own qualifying session, at five events in Malaysia, Japan, Korea and China. In the previous year, around 65 million viewers watched the 30-minute highlight shows from each race weekend on leading television sports channels as well as on livestreams on the internet. For the first time, the Audi R8 LMS Cup is now partnering with another racing series, the new Blancpain GT Series Asia. The calendars are matched so that the teams can compete in both series. Logistical costs of participation in both series will be covered in full. In addition, the team that wins the amateur classification in the Audi R8 LMS Cup will be able to contest the 2018 Spa 24 Hours without an entry fee. "Our calendar gives the teams the flexibility to use their Audi R8 LMS in a different racing series," says Bernd Goeres, Director of Audi Sport customer racing Asia. "Audi Sport is thus once again a pioneer in the development of motorsport in Asia."

This year, the amateurs, who form the backbone of the customer racing program, can enjoy special support. At the end of the season, the winner of the amateur class will be reimbursed the entire volume of his tire budget. The "push-to-pass" technology, which releases additional power from the V10 engine over a limited period of time, will return in the 2017 season. The amateurs will receive privileges in every race: they can use this function twice as often as the pros.

The new tire partner for this year is Pirelli. The number of tire sets for each event has been increased from two to three, so the teams have more options in the set-up of their race cars. Additionally, the Italian manufacturer will award the "Pirelli Best Lap Trophy" for the fastest lap in each race, and at the end of the year will it give the "Pirelli Best Lap Award".

Interested parties can compete with their own teams in the Audi R8 LMS Cup, or make use of the turnkey application concepts from the four service providers, Absolute Racing, Phoenix Racing Asia, KC Motor Group (KCMG) and Team WRT Asia.

Areas of application 2017

From America to Australia

Since 2009, the Audi R8 LMS has been a popular and highly successful race car in GT3 racing. The Audi Sport race car will miss no important championship in 2017. The events at a glance.

Endurance races

12h Bathurst	www.bathurst12hour.com.au
24h Daytona	www.daytonainternationalspeedway.com
24h Nürburgring	www.24h-rennen.de
12h Sebring	www.sebringraceway.com
12h Sepang	www.sepang12hours.com
24h Spa	www.24hoursofspa.com
25h Thunderhill	www.nasa25hour.com

Africa

South African Endurance Series	www.saenduranceseries.co.za
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America

IMSA WeatherTech SportsCar Championship	www.imsa.com
Pirelli World Challenge	www.world-challenge.com

Asia

Asian Le Mans Series	www.asianlemansseries.com
Audi R8 LMS Cup	www.audi-motorsport-asia.com
Blancpain GT Series Asia	www.blancpain-gt-series-asia.com
China GT Championship	www.chinagt.net.cn/en/list/62/
GT Asia	www.gtasiaseries.com
Super GT	www.supergt.net
Super Taikyu	www.supertaikyu.com
Thailand Super Series	www.thailandsuperseries.net

Pacific

Australian GT	www.australiangt.com.au
North Island Endurance (New Zealand)	www.nierdc.com



Europe

ADAC GT Masters	www.adac-gt-masters.de
British GT Championship	www.britishgt.com
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
International GT Open	www.gtopen.net
Michelin GT3 Le Mans Cup	www.lemanscup.com/en
Spezial Tourenwagen Trophy	www.spezial-tourenwagen-trophy.de
V de V Challenge GT	www.vdev.fr
VLN Langstrecken-Meisterschaft	www.vln.de

International

Blancpain GT Series	www.blancpain-gt-series.com
FIA GT World Cup	www.fia.com/events/gt-world-cup/season-2017/fia-gt-world-cup
Intercontinental GT Challenge	www.intercontinentalgtchallenge.com
International Endurance Series	www.24hseries.com
Macau Grand Prix	www.macau.grandprix.gov.mo

Track record

Titles year on year

The Audi R8 LMS is one of the most successful GT3 racing cars ever. In 2016, customers have taken more overall and class victories around the globe than ever before. All titles as well as substantial individual victories at a glance.

Drivers' overall titles

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)

2016

ADAC GT Masters	Christopher Mies/Connor De Phillippi (D/USA)
Blancpain GT Series Sprint Cup	Enzo Ide (B)
DMV GTC	Fabian Plentz (D)
DMV GTC Dunlop 60	Fabian Plentz/Tommy Tulpe (D/D)
Dunlop Endurance Championship	Phil Hanson/Nigel Moore (GB/GB)
FIA GT World Cup	Laurens Vanthoor (B)
Intercontinental GT Challenge	Laurens Vanthoor (B)
North Island Endurance Series	
Three Hour	Neil Foster/Jonny Reid (NZ/NZ)
Victorian State Circuit Racing	
Championships Sports Cars	Steven McLaughlan (AUS)

Overall victories in endurance races

2010

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

2011

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

2012

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

2014

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

2015

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

2016

24h Dubai Alain Ferté/Stuart Leonard/Michael Meadows/Laurens Vanthoor
(F/GB/GB/B)
25h Thunderhill Mike Hedlund/Darren Law/Dion von Moltke/Johannes van
Overbeek (USA/USA/USA/USA)
12h Sepang Robin Frijns/Christopher Haase/Laurens Vanthoor (NL/D/B)



Class victories and trophies in endurance races

2009

24h Nürburgring (SP9-GT3) Christian Abt/Jean-François Hemroulle/
Pierre Kaffer/Lucas Luhr (D/B/D/D)

24h Spa (G2) Marc Basseng/Marcel Fässler/Alexandros
Margaritis/Henri Moser (D/CH/GR/CH)

2010

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

2011

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

2012

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

2013

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

2014

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

2015

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

2016

24h Daytona (GTD) Andy Lally/John Potter/René Rast/Marco Seefried
(USA/USA/D/D)
24h Spa (Coupe du Roi) Audi
12h Sepang (GTC) Daniel Bilski/Henk Kiks/Peter Kox (AUS/NL/NL)



Significant individual sprint victories

2011

Macau GT Cup	Edoardo Mortara (I)
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2012

Macau GT Cup	Edoardo Mortara (I)
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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)
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Partners

The partners of Audi Sport customer racing

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

Akrapovič

Akrapovič enjoys wide recognition as an innovative company in the field of material technology. The brand represents the highest standards of design, continuous performance increases and the creation of an unmistakably deep and rich exhaust sound. A competent team of more than 800 employees designs and manufactures all products tailor-made for motorcycles and automobiles.

Castrol

Castrol is the world's leading manufacturer, distributor and trader of high-quality lubricating oils, greases and related services. Its customers come from the fields of automotive engineering, industry, maritime and aerospace transport, and oil extraction and production. The company is headquartered in the United Kingdom and is also directly represented in more than 40 countries. Castrol has 7,000 employees worldwide.

Eibach

Eibach enjoys a reputation worldwide as a leading manufacturer of high-quality suspension and chassis systems as well as technical specialty springs for demanding uses. The range of applications covers almost all high-quality areas of industrial and automotive engineering. For decades, Eibach has also been an important partner in the world of high-performance motor sport.

Hör Technologie GmbH

The precision parts manufacturer Hör Technologie has been involved in motorsport, aerospace and motorcycle industry, and the automotive sector for decades. The know-how covers development, design, manufacture, heat treatment and quality control. From the prototype to production, Hör Technologie offers tailor-made customer solutions in transmission technology and camshaft technology.



Krontec

Precision – down to the smallest detail. This is what Krontec Maschinenbau GmbH has represented for over 25 years because it provides customers with the highest of standards. With around 90 highly qualified employees, Krontec supplies hydraulic and pneumatic systems for motor racing to the professional top teams of Formula 1 as well as directly to the leading automotive plants for their motor sport projects. The product portfolio includes the development and production of pipe and hose systems in lightweight construction, pneumatic fast-pumping systems, hydraulic quick-disconnect couplings as well as fast-refueling systems.

Montaplast

Montaplast represents more than 50 years of experience in plastic precision parts and systems. Initially, the company was active in household appliances and later became a reliable partner in the automotive industry worldwide. In addition to production plants in Germany, USA, India and China, the company is also established in Mexico, Brazil, South Africa, Japan and Thailand through its sales offices.

Events

Selected 2017 Audi GT racing dates

Audi Sport customer racing endurance races

12–14/01	24 Hours Dubai (UAE)
26–29/01	24 Hours Daytona (USA)
03–05/02	Bathurst 12 Hour (AUS)
15–18/03	12 Hours Sebring (USA)
25–28/05	24 Hours Nürburgring (D)
27–30/07	24 Hours Spa (B)
04–07/10	Petit Le Mans, Road Atlanta (USA)
14–15/10	8 Hours California (USA)
09–10/12	12 Hours Sepang (MAL)

Audi Sport customer racing sprint races

16–19/11	FIA GT World Cup (MAC)
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Audi R8 LMS Cup

06–07/05	Sepang (MAL)
10–11/06	Suzuka (J)
15–16/07	Korea International Circuit (ROK)
09–10/09	Shanghai (CN)
20–21/10	Zhejiang (CN)

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***Fuel consumption and emissions**

Audi R8: Combined fuel consumption in in l/100 km: 12.3–11.4;
Combined CO₂ emissions: 287–272 g/km