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Audi RS 3 LMS

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Audi in the TCR

Audi RS 3 LMS for entry-level motorsport

With the new Audi RS 3 LMS Audi Sport customer racing has expanded its offering in customer sport starting in the 2017 season. The TCR race car puts customer sport at Audi on an even broader base.

“Audi has been active in motorsport on the highest level for generations,” says Stephan Winkelmann, Managing Director at Audi Sport with responsibility for the Audi R and RS models which Audi sells under the “Audi Sport” label. “With the Audi R8 LMS, Audi, in a very short time, managed to build a successful customer racing program alongside the factory commitments. The Audi R8 LMS has since become the market leader in its segment. We have the same plans for the Audi RS 3 LMS, which offers customer teams an attractive opportunity to get started in fascinating Audi racing.”

The Audi RS 3 LMS was developed by Audi Sport customer racing for the relatively new TCR category. In addition to an international TCR series, with some of its races being held as part of FIA Formula One World Championship supporting programs, more and more national racing series for TCR touring cars are being founded. Even major endurance events like the Nürburgring 24 Hours are now including TCR classes.

“The potential of the TCR market is even larger than that of the GT3 category,” says Chris Reinke, Head of Audi Sport customer racing. “With the TCR version of the RS 3 we’re also reaching countries where no GT3 races are held. The costs for a TCR race car are very low. As a result, we’re going to win new customers for Audi Sport as well. In terms of support and parts supply, they’ll benefit from the experiences we’ve been gathering with the Audi R8 LMS since 2009, which our GT3 customers have already come to appreciate.”

The Audi RS 3 LMS accelerates from 0 to 100 km/h in about 4.5 seconds and achieves a top speed of up to 265 km/h. In TCR trim, the proven four-cylinder two-liter TFSI engine delivers up to 257 kW (350 HP).

In terms of safety, Audi Sport customer racing is not making any compromises. The extensive safety package includes an FIA-conformant safety fuel tank, a racing safety cell, the PS3 safety seat, FIA safety nets on both sides of the seat and a rescue hatch in the roof like the one used in the Audi R8 LMS.

The deliveries of the first Audi RS 3 LMS cars to customers began in December 2016. Just in time before the seasons of the major TCR racing series got underway in 2017, Audi had



delivered 90 cars worldwide. The purchase price is 129,000 euros (plus VAT) for the TCR version with a sequential six-speed racing transmission and 99,000 euros (plus VAT) for a club sport version.

Interview

Chris Reinke: “A global entry in touring car racing”

The Head of Audi Sport customer racing talks about the new TCR project.

Why has Audi Sport customer racing opted for the TCR? After all, Audi Sport is already active in the DTM.

The DTM represents factory-backed racing on the highest level. At the moment, there's no room for privateer drivers in this series, but the TCR certainly offers them this opportunity. This class is well on its way to becoming a globally accepted category for entry-level touring car racing. From a mid-term perspective, we see a market here that's even larger than the one in the GT3 category.

How come?

With the TCR version of the RS 3 we're even reaching countries where no GT3 races are held. And, obviously, not everyone can afford an Audi R8 LMS. The costs for a TCR race car are clearly lower. As a result, we're going to win new customers for Audi Sport as well. In 2016, we delivered the 200th Audi R8 LMS. I'm hoping for us to soon surpass this number with the Audi RS 3 LMS. At the moment, we're planning to produce five cars per week. Already in the first full season, 90 Audi RS 3 LMS cars will race around the world.

The Audi RS 3 LMS costs only 129,000 euros net. Can Audi Sport customer racing even make any money with that?

Absolutely – and that's expected of us as well. We benefit from the fact that the Audi RS 3 LMS is a car that is based on the Modular Transverse Matrix (MQB) platform and that we can use other components developed within the Group as well. This considerably reduces the development costs. The idea of the platform strategy works really well in motorsport too – still, the Audi RS 3 LMS has its own, unique character.

GT3, TCR – what will be next?

We're intensively analyzing what business segments might be of interest to Audi Sport customer racing in the future. They include the GT4 category for example.

The Audi RS 3 LMS

First Audi for entry-level motorsport

In the new Audi RS 3 LMS, Audi, for the first time, offers its customers a cost-efficient factory-built entry-level race car. The touring car has been developed for the relatively young TCR category.

With its massively flared fenders, low front splitter, large vent on the hood and top-mounted rear wing, the Audi RS 3 LMS is reminiscent of a DTM race car shortly after the turn of the millennium – albeit being much more akin to the production model. The steel body has been adopted from the production version nearly unchanged. For use in racing, the body produced at the Győr plant was only made lighter, reinforced in some areas, and provided with a steel-tube safety cage for maximum protection of the driver.

The four-cylinder two-liter TFSI engine stems from the production version nearly unchanged too. In the TCR version, the unit delivers up to 257 kW (350 HP). The Audi RS 3 LMS accelerates from 0 to 100 km/h in about 4.5 seconds and achieves a top speed of up to 265 km/h. As stipulated by the regulations, the car has front-wheel drive.

Installed at the front are McPherson struts. At the rear, the Audi RS 3 LMS uses a multilink suspension. Ride height, toe and camber are infinitely variable. The front and rear stabilizers are three-way adjustable.

The sequential six-speed racing transmission of the Audi RS 3 LMS has a proven track record in other race cars of the Group, as does the multi-plate limited slip differential.

To keep costs low, driving aids are prohibited in the TCR category. That is why the Audi RS 3 LMS neither uses an anti-lock braking system (ABS) nor traction control (ASR) or an active differential.

In the development process, Audi attached particular importance to safety, in terms of which the Audi RS 3 LMS sets new standards. The extensive safety package includes an FIA-conformant safety fuel tank, a safety cell for racing, the PS3 safety seat, FIA

safety nets on both sides of the seat and a rescue hatch in the roof like the one used in the Audi R8 LMS.

Unlike many competitors, Audi Sport customer racing, in the Audi RS 3 LMS, has opted for a sedan, which means a classic touring car. In order to offer customers a race car with perfect aerodynamics, intensive wind tunnel tests were conducted with a so-called 60-percent model. They have resulted in aero components which are visually attractive as well. They are made of CFRP and contribute to the Audi RS 3 LMS achieving a dry weight of only 1.180 kilograms.

The development of the Audi RS 3 LMS was launched at Audi Sport customer racing in April 2016. The approach used was primarily focused on the bodywork, the safety cage and the body shell. As the TCR regulations allow for plenty of freedom, numerous coordination loops with the technical working group were necessary. Like the GT3 category, the TCR class includes a Balance of Performance (BoP) rule. In spring, following the completion of rating tests, the TCR organization specifies the vehicle's weight, ride height and engine output.

The roll-out of the Audi RS 3 LMS took place on a race track in Spain on September 23, 2016. Some 4,000 test kilometers plus a 30-hour endurance run were completed by the race car before the first customer cars were delivered. Also with respect to testing, the activities of Audi Sport customer racing are guided by the highest standards that have proven their viability with the LMP1 and DTM race cars of Audi Sport, as well as with the Audi R8 LMS.

Since the end of November in 2016, five Audi RS 3 LMS cars per week have been produced. The first production run of the 2017 season totaled 90 examples. As in the case of the Audi TT cup car, Audi Sport customer racing relies on its proven partner SEAT Sport in Spain to produce the car. Audi Sport customer racing began deliveries of the first vehicles to customers in December, in time before the seasons of the major TCR racing series open in 2017. The purchase price is 129,000 euros (plus VAT) for the TCR version with a sequential six-speed racing transmission and 99,000 euros (plus VAT) for a club sport version.

Audi RS 3 LMS technical data

As of April 2017

Model	Audi RS 3 LMS (2017)
Vehicle	
Vehicle type	Touring car according to TCR regulations
Structure	Reinforced steel body with weld-in steel safety cell
Body	Carbon fiber, glass fiber and sheet steel
Engine	
Type	Four-in-line gasoline engine with direct injection, exhaust gas turbocharger with intercooler, four-valve technology, double overhead camshaft, DOHC, transversely mounted front engine
Exhaust emission control system	Oxygen sensor upstream of turbine (cylinder-selective sensor signal), Steel racing catalytic converter
Engine management	Continental Simos 18
Engine lubrication	Wet sump
Cubic capacity	1,984 cc (bore x stroke 82.5 mm x 92.8 mm)
Power output	Up to 257 kW (350 hp) at 6,200 rpm
Torque	Up to 460 Nm at 2,500 rpm
Drive train/transmission	
Type of drive	Front-wheel drive
Clutch	Sintered multi-plate clutch
Transmission	Sequential 6-speed racing transmission, optional 6-speed double-clutch transmission S tronic with paddle shifters
Differential	Multi-plate limited slip differential, active limited slip differential for S tronic
Drive shafts	Constant velocity joint shafts
Suspension/steering/brake	
Steering	Electric rack and pinion steering with modified soft- and hardware, steering wheel adjustable in height and longitudinal direction
Front suspension	McPherson struts with lower steel wishbones, aluminum swivel bearing, steel subframe, struts with coil springs and adjustable dampers, infinitely variable ride height, toe and camber, three-way adjustment of stabilizer
Rear suspension	Four-link rear suspension, dampers with coil springs (coil-over configuration), steel subframe, aluminum uprights, infinitely variable ride height, toe and camber, three-way adjustment of stabilizer
Brakes	Hydraulic dual-circuit braking system, with adjustable brake pressure distribution (front axle/rear axle), steel brake discs front (378 mm x 34 mm) and rear (272 x 12 mm)
Rims	Aluminum rims, front and rear 10 x 18 inches
Tires	27/65 x 18
Weight/dimensions	
Length	4,589 mm
Width	1,950 mm
Height	1,340 mm
Wheelbase	2,665 mm
Dry weight	1,180 kg/1,215 kg with S tronic
Fuel tank capacity	100 l
Performance	
0–100 km/h	Approx. 4.5 seconds
Top speed	265 km/h/245 km/h with S tronic
Equipment	
Fire extinguishing system	OMP
Seat system	Audi Sport customer racing Protection Seat PS3
Refueling system	Production version with safety valve
Electrical system	Production version, modified for use in racing

* Established by BoP of the series organizers



The TCR category

New base for global touring car racing

TCR stands for “Touring Car Racing.” The series founded by the Italian Marcello Lotti is rapidly evolving into a new base for touring car racing around the globe.

The nineties were the heyday of the Super Touring Cars (STW), which Audi Sport dominated with the Audi A4 quattro for some time, and with which the brand clinched seven championship titles around the world in 1996 alone. The successor category, S2000, was successful for many years as well and provided the basis for the FIA to sanction a World Touring Car Championship (WTCC). The development of this series, however, increasingly headed in the direction of costly factory-backed racing so that all of a sudden, a standard global touring car platform ceased to exist.

This was precisely what prompted Marcello Lotti to take action. The former WTCC promoter transferred the successful GT3 concept to touring car racing and founded the TC3 (Touring Car 3) from which the new TCR (Touring Car Racing) class emerged in 2015. That only two years later an amazing number of 180 races per year are held with TCR cars and more than ten racing series exist for TCR cars underlines the worldwide demand for such a class.

“Our goal was to create a base again for touring car racing,” says Marcello Lotti. “The crucial part about it was to keep the costs for the cars low and to ensure equality of opportunity. We’re achieving this with a balance of performance rule. We’re convinced that more and more manufacturers are going to include the TCR category in their customer racing programs, and that the TCR will provide teams and drivers with an opportunity to get started in touring car racing.”

The TCR organization itself runs an international TCR series with some of its races held as part of Formula 1 supporting programs. However, the TCR mainly focuses on continually increasing the number of national series, such as the ADAC TCR Germany or the Italian Touring Car Championship in which Audi caused a sensation in the nineties with the Audi A4 quattro and drivers like Dindo Capello and Emanuele Pirro. Endurance races like the Nürburgring 24 Hours permit TCR vehicle entries as well.

Current TCR series

More and more countries play host to the TCR

2017 marks only the third season of the “young” TCR category. In spite of this, there are now more and more series for TCR touring cars – and counting.

International

TCR International Series
24H Endurance Series

www.tcr-series.com, www.tcr-series.tv
www.24hseries.com

America

TCR Las Americas

www.facebook.com/tcrilasamericas

Asia

Hong Kong Touring Car Championship
Macau Touring Car Championship
TCR Asia
TCR Middle East
Thailand Super Series

www.hkaa.com.hk
www.aamcauto.org.mo
www.asia.tcr-series.com
www.middleeast.tcr-series.com
www.thaيلandsuperseries.net

Europe

ADAC TCR Germany
TCR Baltic
TCR Benelux
TCR Europe Drivers Trophy
TCR Italy
TCR Portugal
TCR Russia
TCR Scandinavia
TCR Spain
Touring Car Endurance Series
VLN Endurance Championship

www.adac-motorsport.de/adac-tcr-germany
www.batcc.eu
www.tcrbenelux.eu
www.europe.tcr-series.com
www.acisport.it/it/CIT/home
www.racingweekend.pt
www.raf-rcrs.ru
www.stcc.se
www.vlineorg.com
www.touringcarenduranceseries.com
www.vln.de

Endurance racing

Nürburgring 24 Hours
1000 km Palanga

www.24h-rennen.de
www.racing.lt

Audi Sport customer racing

GT3, Audi Sport TT Cup and now TCR

Since 2009, Audi has been active in international GT3 racing and ranks among the global players in this growth market. Audi Sport customer racing is responsible for the brand's customer racing program, which is firmly anchored on four continents.

"We have already delivered more than 200 cars," says Stephan Winkelmann, CEO at Audi Sport. "With more than ten manufacturers offering their products, including many premium sports car brands, the GT3 market is fiercely competitive in many countries. The demand shows that both our product and our services are focused on the customer and absolutely competitive."

In the Audi Sport TT Cup that was launched in 2015, Audi Sport customer racing has been offering young talents the opportunity to enter motorsport with Audi. However, the vehicles of the one-make cup are centrally fielded by Audi and not offered for sale.

In the new Audi RS 3 LMS, Audi Sport customer racing is now offering an affordable entry-level race car from the factory for the first time. Audi Sport customer racing will be offering these customers support similar to the one that GT3 customers are familiar with.

"Our TCR customers are going to receive the typical Audi standard even though we are in a significantly lower price range here than in GT3," says Chris Reinke, Head of Audi Sport customer racing. "Our TCR customers will benefit from the network we've built in GT3 racing. That the Volkswagen Group, with Audi, SEAT and Volkswagen, is represented in the TCR with three brands is an additional advantage because, as a result, we'll be able to work together in supporting our customers and clearly stand out from our competitors."

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