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Communications
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MOTORSPORT INFORMATION

Audi RS 3 LMS (2020)

▶ Audi in the TCR	2
▶ Interview with Chris Reinke	4
▶ The Audi RS 3 LMS	5
▶ Technical data of the Audi RS 3 LMS	7
▶ The TCR category	8
▶ Fielding opportunities	9
▶ Partners	11
▶ Audi Sport customer racing	12
▶ Contact details	13

Audi RS 3 LMS freshly poised for 2020 season

More markets, a growing number of marketed race cars and increasingly more victories and championship titles: The Audi RS 3 LMS has hit the bull's eye. In the first three years since 2017, the touring car delivering up to 257 kW (350 hp) has scored as many as eleven driver titles, 25 additional championship wins, plus 228 stand-alone race victories. To put customers in a position of continuing their winning streaks, Audi Sport offers optional modifications of details for the touring car as an update kit for the 2020 season.

For the 2020 season, the Audi RS 3 LMS features minor changes that facilitate its fielding for the teams while taking a variety of regulatory changes into account. The kit encompasses new parts and modifications now making it possible to reduce the weight of the touring car to 1,145 kilograms (version with sequential transmission) and 1,185 kilograms (S tronic). In this way, Audi responds to a ten-kilogram reduction of the BoP weight specified by the regulations for the Audi RS 3 LMS for the 2020 season. A modified cooling airflow enhances the consistency of the braking system while air supply through the outside mirror housings optimizes air circulation in the cockpit. To implement a new measuring method defined by the regulations, Audi made adjustments to the engine control unit and offers a new air temperature sensor. Finally, modified components in the drive train enable longer mileages. In this price-sensitive segment, Audi Sport gives high priority to the concerns of its customers and therefore offers this kit as a so-called "variant option". As a result, the homologation of the existing race car remains unchanged and there is no absolute necessity to retrofit the optional new parts. They may be used individually or as a package.

The Audi RS 3 LMS has proven its mettle as a reliable and competitive model in sprint and endurance racing. It delivers up to 257 kW (350 hp) depending on the regulations, sets safety standards with its extensive protective features and is available in two versions. Audi Sport offers the opportunity to enter TCR racing at a price of 109,000 euros (excl. VAT) for the variant using the S tronic double-clutch transmission. Roughly one third of all customers have opted for this version. Customers can also purchase a variant with a sequential transmission for a price of 129,000 euros (excl. VAT).

In the areas of logistics and parts supply, the teams benefit from a worldwide network that makes perfect use of the Group's resources. Specific local customer

support plus an accessories package for the Audi RS 3 LMS round out an offering that represents a compelling value proposition to more and more customers.

Worldwide the entry-level touring car is able to compete in 25 licensed TCR racing series, other competitions and major stand-alone events such as the Nürburgring 24 Hours and the FIA Motorsport Games. Arguably, this currently makes the TCR category the world's most successful contemporary touring car class. In 2020, the international calendar also reflects the inaugural events of the new TCR Denmark, TCR New Zealand and TCR DSG Europe racing series.

Relevant statistics prove the global popularity of the 180 Audi RS 3 LMS cars produced: In the first three years, the total number of customer team entries amounted to 2,568. This trend is clearly pointing upward: Following 756 race car starts in year one and 836 in the second season, this number increased by another 16.7 percent to 976 in 2019. The teams went home last year with 602 trophies. "Until 2016 we weren't even active in this category, and now we're seeing such impressive numbers close to the four-digit range," says Chris Reinke, Head of Audi Sport customer racing. "Obviously, such growth is not unlimited, but we intend to remain one of the leading manufacturers on all continents the TCR competes on."

With its brand diversity this class thrills a worldwide audience. For the 2020 season, the TCR race cars of 14 manufacturers are internationally homologated. Gripping racing, door-to-door duels and favorable prices for race cars and spare parts mean that the front-wheel drive race cars are popular in diverse markets and with race drivers representing a wide range of experience. Young up-and-coming drivers, established amateurs and classic gentleman drivers equally make up Audi Sport's successful clientele. For importers and dealerships, the TCR category provides an attractive stage for participation as well.

“Proven concept and satisfied customers”

The Head of Audi Sport customer racing on the Audi RS 3 LMS for the 2020 season.

How do you assess the worldwide success of the Audi RS 3 LMS in the TCR class?

Three years ago, we were newcomers and for quite a while since then we've been able to proudly state that our car is in high demand around the globe. Our customer racing program with the Audi RS 3 LMS has become firmly anchored worldwide. Be it in North or South America, throughout Europe, in Asia, in Australia and now also in New Zealand, the model is on the grid of diverse regional racing series. Even though in sales we can see a saturation of the market, the fielding statistics underscore the continuing growth trend. Our customers are contesting more and more races and just last year claimed more than 600 podium finishes in nearly 1,000 entries.

Is the current generation of the Audi RS 3 LMS ready for a fourth season?

The model has proven its viability, is internationally successful, the teams are pleased, know the car and rely on our worldwide service. That's why we only made moderate modifications for the 2020 season to implement mandatory regulatory changes and meet detailed wishes of our customers in an even better way. The result is a low-cost update kit.

What are the benefits of the new components?

Let me start by saying that we did not pursue the aim of making any changes in terms of competitiveness, which is governed by a balance of performance and compensatory weights anyway. Instead, for low four-digit sums, we provide the teams with improvements that facilitate the fielding of the cars once more while enhancing mileages, for instance in the area of the drive train. Plus, improved cockpit ventilation helps the driver, but does not affect lap times. Due to the fact that we're offering the kits as a so-called variant option, the homologation remains intact, so nobody is forced to retrofit the kit. Going forward, TCR race cars will continue to stand for spectacle galore, an unrivaled price-performance ratio and a worldwide concept. Where else, like in the case of the Audi RS 3 LMS with S tronic starting from 109,000 euros (excluding VAT), will you get a ready-to-race car that can compete around the globe, serves sprint and endurance events, combines production-based technology with a fascinating driving experience and, as a result, provides teams and drivers with a good and cost-efficient opportunity for touring car racing? It's important for this spirit to be preserved in the TCR category – even in the face of increasingly tough competition and progressive technical development.

The Audi RS 3 LMS

Perfect for getting started in touring car racing

Those interested in getting started in touring car racing will find a compelling offer at Audi Sport. The Audi RS 3 LMS has been created by leveraging Audi Sport customer racing's entire motorsport expertise, so ensuring the high quality standards of all Audi race cars. Even so, it remains favorably priced, offers high levels of safety and, with up to 257 kW (350 hp), plenty of driving pleasure. A component kit for the 2020 season enhances the touring car once more in diverse details.

The TCR class combines spectacle and proximity to production cars like few other motorsport categories do. Due to the voluminous, flared fenders, the production-level bodywork grows from a width of 1.80 meters to 1.95 meters. 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. For the 2020 season, Audi has omitted individual elements of the production model that are not needed in racing. For instance, polycarbonate windows have replaced the previous glazing of the windshield, rear window and the two rear side windows. Via modified outside mirrors more air flows into the cockpit, which enhances the driver's comfort.

The four-cylinder two-liter TFSI engine stems from the production version unchanged too. In the TCR version, the power plant delivers up to 257 kW (350 hp). A change in the regulations for the 2020 season requires an additional temperature sensor in the intake system and adjustment of the engine characteristics. The Audi RS 3 LMS accelerates from 0 to 100 km/h in about 4.5 seconds and achieves 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, like the S tronic double-clutch transmission, has a proven track record in other race cars of the Group, as does the multi-plate limited slip differential. A modified clutch and new joints on the drive shafts improve durability for the 2020 season. The braking system benefits from better cooling air supply, which improves durability and reduces wear.

To keep costs low, driving aids are prohibited in the TCR category. That is why the Audi RS 3 LMS has neither traction control (ASR) nor an active differential.

In the development process, Audi Sport attached particular importance to safety, in terms of which the Audi RS 3 LMS sets standards. The extensive safety package includes an FIA-conformant safety fuel tank, a safety cell for racing, the PS03 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 1,145 kilograms.

Like the GT3 category, the TCR class includes a Balance of Performance (BoP) rating. In pre-season rating tests, the TCR organization determines the individual performance potential of every race car and subsequently establishes vehicle weight, ride height and engine power output.

For the RS 3 LMS, Audi also offers an attractive accessories package that encompasses diverse components. An electric air condition system using the Peltier effect enables helmet cooling for the driver. The longitudinally adjustable pedal box together with the axially and vertically adjustable steering column allows optimum ergonomic adjustment of the Audi RS 3 LMS to all driver physiques. This pays off particularly in endurance races in which drivers of different heights frequently take turns at the wheel.

Technical data

Audi RS 3 LMS

As of: May 2020

Model	Audi RS 3 LMS (2020)
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
Safety concept	Energy-absorbing steel crash structures front/rear. Rescue hatch in the roof
Engine	
Type	Four-in-line gasoline engine, front-mounted transverse engine, four valves per cylinder, double-overhead camshaft, gasoline direct injection, exhaust gas turbocharger with intercooler
Exhaust emission control system	Oxygen sensor upstream of catalytic converter, 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 single-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, adjustable preloading, active limited slip differential for S tronic
Drive shafts	Constant velocity joint shafts
Suspension/steering/brakes	
Steering	Electric rack and pinion steering with modified soft- and hardware
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 x 34 mm) and rear (272 x 12 mm)
Rims	Cast-aluminum-rims, front and rear 10 x 18 inches offset 36
Tires	27/65 x 18
Weight/dimensions	
Length/width/height	4,589 mm/1,950 mm/1,340 mm
Wheelbase	2,665 mm
Dry weight	1,145 kg/1,185 kg with S tronic *
Fuel tank capacity	100 l
Equipment	
Fire extinguishing system	OMP
Controls	Height- and length-adjustable safety steering column, multi-functional steering wheel, optional quick-adjustable pedals mounted on rails
Seat system	Audi Sport Protection Seat PS03 acc. to FIA 8862-2009 with four-point mounting
Refueling system	Production with safety valve
Air conditioning	Optional electrical air conditioning system for helmet cooling
Electrical system	Production, modified for motorsport purposes
Price	EUR 109,000/129,000 (plus VAT) S tronic/sequential

* Established by BoP of the series organizers

The TCR category

Touring cars for club racing

The Italian Marcello Lotti created the TCR category in 2015. The abbreviation stands for “Touring Car Racing” and has since asserted itself as a cost-efficient and attractive platform in worldwide touring car racing.

Many Audi fans still perfectly remember the era of the Super Touring Cars (STW): Audi, with the A4 quattro, in the nineteen-nineties was one of the protagonists in this class and in 1996 alone celebrated seven worldwide championship wins. The S2000 and TC1 categories subsequently took the place of the Super Touring Cars. Escalating budgets meant that the TC1 almost made only cost-intensive factory-backed racing possible anymore. An entry-level category was lacking and Marcello Lotti filled this gap with the TCR regulations. Within a very short period of time, more than 20 racing series for TCR models emerged.

Low costs of less than 130,000 euros for a ready-to-race touring car that is also able to handle endurance racing distances are equally attractive for teams in club and top-tier racing. The balance of performance and the compensatory weight are intended to maximize equality of opportunity between the race cars of the 14 manufacturers.

Since 2018 the WTCR – FIA World Touring Car Cup has been the highest ranking international TCR series. Many customers are active in national series, plus there are continental series such as the TC America, TCR Europe, TCR Asia and TCR Australia. In addition to pure TCR series, a number of other championships have established classes for TCR race cars such as the Nürburgring Endurance Racing Series in Germany, the Canadian Touring Car Championship, the Super Taikyu Series in Japan and the 24H Series, which extends across three continents. The TCR DSG racing series, which have been held in Italy since 2019 and additionally throughout Europe since 2020, are special: They are reserved to race cars from Audi, Cupra and Volkswagen that rely on the double-clutch transmission from the Volkswagen Group.

TCR fielding opportunities

TCR continues to grow

In its sixth season, the TCR category continues on its worldwide growth path. Joining the previous series in America, Europe, Asia and Australia are new markets in Denmark and New Zealand, plus the TCR DSG Europe Series for race cars with double-clutch transmissions from the Volkswagen Group.

Asia

China Endurance Championship	www.facebook.com/CEC-China-Endurance-Championship-579241832461381
NGK UAE Procar Championship	www.dubaiautodrome.com/motorsport/uae-procar
TCR Asia	asia.tcr-series.com
TCR China	www.tcrchina.com
TCR Endurance	www.supertaikyuu.com
TCR Japan	www.tcr-japan.jp
TCR Malaysia	www.tcr-malaysia.com

Europe

ADAC TCR Germany	www.adac-motorsport.de/adac-tcr-germany
Baltic Touring Car Championship	www.batcc.eu
Campeonato de España Resistencia	www.vlineorg.com/es/gt-cer
Coppa Italia	www.gruppoperonirace.it/campionati/42-coppa-italia-turismo
Eset V4 Cup	www.eset-v4.com
FIA CEZ	www.cez-motorsport.com
GTC Race	www.gtc-race.de
Nürburgring Endurance Series	www.vln.de
TCR Denmark	www.tcr-denmark.com
TCR DSG Endurance	www.acisport.it/it/TCREndurance/home
TCR DSG Europe	europe.tcr-series.com
TCR Eastern Europe	www.tcr-easteurope.eu
TCR Europe	europe.tcr-series.com
TCR Ibérico	www.tcr-iberico.com
TCR Italy	www.acisport.it/it/TCRItaly/home
TCR Russia	www.raf-rcrs.ru
TCR Scandinavia	www.tcr.se
TCR UK	www.tcruk.co.uk

International

24H TCE Series

www.24hseries.com

FIA Motorsport Games

www.fiamotorsportgames.com

FIA WTCR

www.fiawtcr.com

Endurance races

24h Nürburgring

www.24h-rennen.de

TCR Spa 500

www.tcrspa500.com

North America

Canadian Touring Car Championship

www.touringcar.ca

IMSA Michelin Pilot Challenge

www.imsa.com/michelinpilotchallenge

TC America

www.tcamerica.us

Oceania

TCR Asia Pacific Cup

www.tcraustralia.com

TCR Australia

www.tcraustralia.com

TCR New Zealand

www.tcrnz.com

South America

Endurance Brasil

www.endurancebrasil.com

Partners

The partners of Audi Sport customer racing

Audi Sport customer racing cooperates with two strategic partners in its TCR racing program.

OZ Group

OZ is an Italian company with global distribution and a multi-brand marketing strategy. Its main headquarters and production facility are in Italy (San Martino di Lupari, Padua), and it sells light alloy wheels through a global network of branches and qualified sales partners. OZ symbolizes Italian excellence in the world of wheels and is a major supplier to multiple sectors, including motor racing, aftermarket, motorbike, and OEM with custom projects for luxury automakers.

Ravenol

Ravenol is the brand name of Ravensberger Schmierstoffvertrieb GmbH that was founded in 1946 in Westphalia, Germany. Initially, the company restricted its activities to the manufacture and sale of monograde engine oils and a selection of industrial cleaning products. Nowadays, motorists and many businesses from the automotive, engineering, steel and construction sectors, as well as mining, agriculture and transport companies rely on Ravenol-branded oils and lubricants, and Ravenol products are now available in over 80 countries.

Program on four pillars

Audi's customer racing program began in 2009. Initially, Audi Sport customer racing with the R8 LMS focused on the GT3 category that was seeing worldwide growth. At the end of 2016, the teams were able to purchase the Audi RS 3 LMS for the TCR touring car class for the first time. Since the end of 2017, the Audi R8 LMS GT4 has been an additional pillar of the customer racing program. In 2018, the brand introduced the current evolution of the GT3 model. In 2019, Audi Sport presented the R8 LMS GT2. With that, the current program rests on four pillars.

The portfolio of Audi Sport customer racing is diverse, and the product range modern and closely oriented to the needs of the teams. The Audi RS 3 LMS delivering up to 257 kW (350 hp) nationally and internationally offers professional opportunities to enter touring car racing at moderate costs. In 2020, it is entering its fourth season. The Audi R8 LMS GT4 targets amateur drivers who would like to contest sprint or endurance races with an attractive, production-based sports car. For the 2020 season, Audi Sport presented an updated version of the sports car delivering up to 364 kW (495 hp). The GT3 version of the Audi R8 LMS has been on the grid as an evolution since the 2019 season. The race car with power output of up to 430 kW (585 hp) impresses with a balanced overall package and drivability that has been enhanced once again. The Audi R8 LMS GT2 with 470 kW (640 hp) that was presented in 2019 as well rounds out the range of power-plants at the top end. It specifically addresses gentleman drivers and sports car enthusiasts who are able to experience a new form of fascination also at track day events in it.

Audi is one of the most attractive manufacturers in international customer racing. In its first decade, across all model ranges, Audi Sport customer racing built a total of 563 race cars. Since 2015, Audi Sport customer racing has presented at least one new or updated model each year. The program that is both a racing and business success has become firmly established around the globe. In addition to the products, support is another key selling point for many teams: five contractual partners – two in Asia, one in Australia, one in the United States and one in Canada – cover the regional supply and support to the teams while Audi Sport customer racing based in Neuburg an der Donau takes care of the European markets.

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