

**Communications Motorsport**

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## **Audi aims for twelfth victory at Le Mans**

- **Three Audi R18 e-tron quattro cars at season's top event for sports cars**
- **Eleven Audi victories clinched at 24 Hours in France**
- **Dr. Wolfgang Ullrich: Challenge is particularly high this year**

**Ingolstadt, June 14, 2013 – On June 22/23, Audi will be competing at the classic 24-hour race at Le Mans for the 15th time. On the 90th anniversary of the world's most important endurance race, the challenge is particularly great for the brand with the four rings, following the most recent changes in the regulations.**

Le Mans 2013 will be a year of historic dimensions. The inaugural event of the endurance race was held 90 years ago. Audi is now competing for the 15th time. The current World Endurance Champions Marcel Fässler/André Lotterer/Benoît Tréluyer (CH/D/F) will enter the race in the number '1' Audi R18 e-tron quattro. If successful, the three drivers, following two consecutive victories, could manage a hat-trick at La Sarthe. This was last achieved by another Audi trio: In 2000, 2001 and 2002, Frank Biela/Emanuele Pirro/Tom Kristensen (D/I/DK) remained unbeaten three times in succession.

Le Mans record winner Tom Kristensen (eight wins) expects to be in contention for a top result with his current team-mates Loïc Duval (F) and Allan McNish (GB) as well. In April, the trio won the season opener of the FIA World Endurance Championship (WEC) at Silverstone. A year ago, Kristensen and McNish finished as the runners-up at Le Mans.

The driver line-up of the Audi R18 e-tron quattro designated as car number '3' is aiming for the trophy as well: Marc Gené (E) was the overall winner at Le Mans in 2009. Oliver Jarvis (GB) was on podium at Le Mans for the first time last year and in March won the 12-hour race at Sebring (USA) in the R18 e-tron quattro. Lucas di Grassi (BR) is experiencing a premiere. The Brazilian is contesting his first Le Mans race and since making his WEC debut with Audi last September has finished his three races to date on the podium. In doing so, he continually benefited from the wealth of experience of his team-mates in the Audi driver squad that boasts an

amazing combined tally of 17 Le Mans victories.

On the technology side, the team of Head of Audi Motorsport Dr. Wolfgang Ullrich and Chris Reinke, Head of LMP, has rigorously prepared for the toughest race of the season as well. The Audi R18 e-tron quattro has been thoroughly revised with respect to the engine, the hybrid system, its ultra-lightweight design and in other areas. Furthermore, the diesel hybrid sports car will be running with optimized aerodynamics at Le Mans.

Audi is underscoring its role as a technology pioneer with the high-performance LED headlights featuring matrix-beam technology, the digital rear-view mirror with an AMOLED display and other forward-thinking detailed solutions. Audi has been transferring a wealth of innovations from motorsport to its products for more than 30 years. Customers profit from ideas such as quattro four-wheel drive and leading-edge TDI and TFSI engines as well as the most recent innovations in the field of active safety.

The score in the duel between FIA Endurance World Champion Audi and challenger Toyota is currently at 5-3. But although Audi has been unbeaten this year in sports prototype racing to date and set the best time on the test day on June 9, a question mark remains: More than ever before, it is uncertain whether the rating of diesel and gasoline engines is sufficiently balanced to ensure fair relative strengths over the distance. Since January, diesel sports cars have progressively been subjected to more severe restrictions.

Viewers can watch the race live on Eurosport and numerous other TV stations worldwide and on the internet at [www.audi-motorsport.com](http://www.audi-motorsport.com) – including onboard footage and telemetry data of the three Audi R18 e-tron quattro cars. A live ticker is available on the Audi Sport app and Twitter. Audi provides background information on Facebook as well.

### **Topics of the weekend**

- How will the changes to the regulations affect the competition at the front of the field?
- Will Audi manage to clinch its twelfth victory on its 15th run at Le Mans?
- Which of the three driver teams will be the best Audi squad in the end?
- Who will be leading the FIA World Endurance Championship (WEC) after Le Mans?

## Quotes by the officials

**Dr. Wolfgang Ullrich, Head of Audi Motorsport:** “This year, Le Mans will be a particularly great challenge for us. There have been various changes made to the regulations in recent months. This has put us in a position that will make it difficult for us to decide the competition in our favor based on our racing performance. But we’re going to focus on our strengths as a team, which we’ve demonstrated on numerous occasions. It’s about doing a one-hundred-percent perfect job. We’ve got to reduce the stopping times in the pits to a minimum and, that way, try to compensate for the restrictions which the regulations have imposed on us.”

**Chris Reinke, Head of LMP:** “We thoroughly prepared for the most important race of the year with the entire team and, as is typical for Audi, are again entering the race with a number of innovations this year. On the test day a week ago, we didn’t learn a lot yet about how the relative strengths pan out this year. The first two WEC races haven’t been representative either. We’re eager to see how the race week will develop and whether the type of battle will be possible that the audience and we all greatly wish to see – a balanced competition for overall victory. We’ve done everything we could on our part to make this happen.”

**Ralf Jüttner, Technical Director Audi Sport Team Joest:** “We’re very much hoping to see a classic race at Le Mans this year that won’t make things too easy for anybody. Maybe we’ll get an idea of absolute lap times in qualifying. But we’ll probably only be able to tell during the course of the race what effects the most recent changes in the regulations will have. Only then will we be able to finalize our strategy. I’m expecting an intense battle.”

## Facts and quotes by the Audi drivers

### **Marcel Fässler (37/CH), Audi R18 e-tron quattro #1 (Audi Sport Team Joest)**

- In 2011, was the first Swiss to win the Le Mans 24 Hours
- Most recently won at Spa with André Lotterer and Benoît Tréluyer

“I look forward to Le Mans every year because it’s a fantastic challenge. We’ve got strong rivals, but we’re very motivated and have got a good car in the Audi R18 e-tron quattro. We know what the entire team is capable of achieving and will go all out in order to win.”

### **André Lotterer (31/D), Audi R18 e-tron quattro #1 (Audi Sport Team Joest)**

- Has clinched two victories at Le Mans in four runs so far
- Is leading the World Championship with his two team-mates

“I’m traveling to Le Mans with a good feeling. The two victories in recent years are great and give us self-confidence, and of course we’re competing to win. But we

should simply ignore these two wins and concentrate on this year. Finishing – hopefully without any problems – has to be our first objective. Then we’ll see what the outcome will be because at Le Mans anything can happen.”

**Benoît Tréluyer (36/F), Audi R18 e-tron quattro #1 (Audi Sport Team Joest)**

- The winner of the past two years is experiencing his home race at Le Mans
- This year, has won the Sebring 12 Hours and the Spa 6 Hours

“Finally, we’re returning to Le Mans and I can run on this track in the Audi R18 e-tron quattro again. After Spa, I drove the car once more on the test day at Le Mans. That was good practice. A home round is always something very special. Many fans and friends will come to the event to support me. That’s a nice feeling.”

**Loïc Duval (31/F), Audi R18 e-tron quattro #2 (Audi Sport Team Joest)**

- Drove the fastest race lap last year and set the absolute best time in 2010
- Achieved the fastest time at Le Mans a week ago on the test day

“Le Mans is an amazing event. For me, it’s almost a home around because I’m from Chartres. For a year, I’ve been waiting to return to La Sarthe. At that time, things weren’t going as well for us as they should have. Now I’m hoping for a particularly good result and can hardly wait for the race week to finally start.”

**Tom Kristensen (45/DK), Audi R18 e-tron quattro #2 (Audi Sport Team Joest)**

- As an eight-time winner, is holding the record at Le Mans
- Won the opening event at Silverstone with his team-mates

“There’s no other race you’ve got to prepare for in such detail. We haven’t been on this track for a year, that’s why the test day last Sunday was so valuable. Audi has continually improved the R18 e-tron quattro and taken care of a lot of details. The battle this year will again be very close and tough. Top performance is equally important as consistency. And on a personal note, Allan McNish and I’ll be driving without Dindo Capello as our team-mate for the first time in seven years at Le Mans. Our new colleague Loïc Duval is quick and loaded with motivation. The three of us have established excellent rapport.”

**Allan McNish (43/GB), Audi R18 e-tron quattro #2 (Audi Sport Team Joest)**

- Has won the Le Mans 24 Hours twice before
- Is only trailing the leaders of the WEC standings by one point

“Le Mans with its unique character is like a world soccer championship in a way. You absolutely want to win the biggest race of the year, but even if you’re on podium in second or third place it’s a great feeling. I’ve been on podium there eight times before, and twice as a winner. This year, I’d like to mount the very top again. You can never afford to rest at this race. Emotionally, the 24 Hours cost me more energy than the physical strength you’ve got to exert as a race driver.”

**Marc Gené (39/E), Audi R18 e-tron quattro #3 (Audi Sport Team Joest)**

- Won the classic race at Le Mans in 2009
- Is running with two new Audi team-mates this year

“We’re working for a whole year toward this one race. We’re well prepared, as we’ve previously shown at Silverstone and Spa. I’m expecting us to be in contention for victory. I’m running at Le Mans for the seventh time and have never had as good a feeling before the race as this year.”

**Lucas di Grassi (28/BR), Audi R18 e-tron quattro #3 (Audi Sport Team Joest)**

- Is the only Audi driver who has never run at Le Mans before
- Achieved second place at the Sebring 12 Hours with Audi

“My first race at Le Mans will be a great experience at which I’ll be learning a lot. In our team, we’ve got legends like Tom Kristensen and Allan McNish. It’s a privilege to belong to such a squad. Finishing the race, learning and being as good as possible – these are my aims.”

**Oliver Jarvis (29/GB), Audi R18 e-tron quattro #3 (Audi Sport Team Joest)**

- Won the GT class at Daytona 24 Hours with Audi
- Celebrated his first sports car victory at the Sebring 12 Hours

“After third place last year, I’d obviously like to move up on the podium. But first, you’ve got to finish on podium to begin with. Anything’s possible at what is arguably the world’s toughest race. I believe in our competitiveness – in the battle with our team colleagues, as well as with Toyota.”

**The Audi drivers at Le Mans**

**Loïc Duval (F):** \* June 12, 1982 in Chartres (F); residence: Tokyo (J); single (partner Gaëlle), one son (Hugo); height: 1.78 m; weight: 70 kg; Audi driver since 2012; Le Mans victories: 0; WEC races: 5; WEC victories: 1; WEC pole positions: 0; fastest WEC laps: 1; best result Le Mans 24 Hours: 5

**Marcel Fässler (CH):** \* May 27, 1976 in Einsiedeln (CH); residence: Gross (CH); married to Isabel, four daughters (Shana, Elin, Yael and Delia); height: 1.78 m; weight: 78 kg; Audi driver since 2008; Le Mans victories: 2; WEC races: 10; WEC victories: 4; WEC pole positions: 1; fastest WEC laps: 1; best result Le Mans 24 Hours: 1

**Marc Gené (E):** \* March 03, 1974 in Sabadell (E); residence: Barcelona (E); single, one son (Patrick) and one daughter (Sienna); height: 1.73 m; weight: 69 kg; Audi driver since 2012; Le Mans victories: 1; WEC races: 3; WEC victories: 1; WEC pole positions: 0; fastest WEC laps: 0; best result Le Mans 24 Hours: 1

**Lucas di Grassi (BR):** \* August 11, 1984 in São Paulo (BR); residence: Monaco (MC); single; height: 1.79 m; weight: 75 kg; Audi driver since 2012; Le Mans victories: 0; WEC races: 2; WEC victories: 0; WEC pole positions: 0; fastest WEC laps: 1; best result Le Mans 24 Hours: –

**Oliver Jarvis (GB):** \* January 09, 1984 in Burwell (GB); residence: Burwell (GB); single; height: 1.80 m; weight: 70 kg; Audi driver since 2008; Le Mans victories: 0; WEC races: 3; WEC victories: 0; WEC pole positions: 0; fastest WEC laps: 0; best result Le Mans 24 Hours: 3

**Tom Kristensen (DK):** \* July 07, 1967 in Hobro (DK); residence: Hobro (DK); single (partner: Hanne), two sons (Oliver and Oswald), one daughter (Carla Marlou); height: 1.74 m; weight: 72 kg; Audi driver since 2000, Le Mans victories: 8; WEC races: 10; WEC victories: 2; WEC pole positions: 0; fastest WEC laps: 1; best result Le Mans 24 Hours: 1

**André Lotterer (D):** \* November 19, 1981 in Duisburg (D); residence: Tokyo (J); single; height: 1.84 m; weight: 74 kg; Audi driver since 2010; Le Mans victories: 2; WEC races: 10; WEC victories: 4; WEC pole positions: 3; fastest WEC laps: 1; best result Le Mans 24 Hours: 1

**Allan McNish (GB):** \* December 29, 1969 in Dumfries (GB); residence: Monaco (MC); married to Kelly, one son (Finlay), one daughter (Charlotte Amelie); height: 1.65 m; weight: 60 kg; Audi driver in 2000, since 2004; Le Mans victories: 2; WEC races: 10; WEC victories: 2; WEC pole positions: 2; fastest WEC laps: 1; best result Le Mans 24 Hours: 1

**Benoît Tréluyer (F):** \* December 07, 1976 in Alençon (F); residence: Gordes (F); married to Melanie, one son (Jules); height: 1.78 m; weight: 68 kg; Audi driver since 2010; Le Mans victories: 2; WEC races: 10; WEC victories: 4; WEC pole positions: 1; fastest WEC laps: 0; best result Le Mans 24 Hours: 1

#### **All Le Mans winners (since 2000)**

**2000 Biela/Kristensen/Pirro (Audi)**

**2001 Biela/Kristensen/Pirro (Audi)**

**2002 Biela/Kristensen/Pirro (Audi)**

**2003 Capello/Kristensen/Smith (Bentley)**

**2004 Ara/Capello/Kristensen (Audi)**

**2005 Kristensen/Lehto/Werner (Audi)**

**2006 Biela/Pirro/Werner (Audi)**

**2007 Biela/Pirro/Werner (Audi)**

**2008 Capello/Kristensen/McNish (Audi)**

2009 Brabham/Gené/Wurz (Peugeot)

**2010 Bernhard/Dumas/Rockenfeller (Audi)**

**2011 Fässler/Lotterer/Tréluyer (Audi)**

**2012 Fässler/Lotterer/Tréluyer (Audi)**

### **Track info**

Track length: 13.629 km

Race duration: 24 hours

Qualifying record on this track: Stéphane Sarrazin, Peugeot, 3m 18.513s = 247.159 km/h (Jun 11, 2008)

Race record on this track: Loïc Duval, Peugeot, 3m 19.074s = 246.463 km/h (Jun 13, 2010)

Pole position 2012: André Lotterer, Audi R18 e-tron quattro, 3m 23.787s = 240.763 km/h (Jun 15, 2012)

Fastest lap 2012: Loïc Duval, Audi R18 ultra, 3m 24.189s = 240.289 km/h (Jun 16, 2012)

### **Oliver Jarvis about the track at Le Mans**

“Le Mans is unique and at night it’s even more challenging. We brake hard into the first chicane. In traffic, you lose a lot of time there. We take the S-turns with a lot of momentum. Then we’ve got to run through Tertre Rouge. This fast turn takes us onto the Hunaudières straight. You brake hard from high speed into the two chicanes on the long straight and the power has to start flowing at the exit. The area where you brake in front of the Mulsanne corner is located in a bend. After a straight section, the Indianapolis double-turn follows. Indianapolis 1 is very fast, part 2 a slow left-hand bend. The tightest corner is Arnage. Then the Porsche corners follow, which arguably are the nicest part of the track. But you’ve got to watch out as it’s easy to lose four or five seconds in traffic there. Finally, there is a chicane before the start and finish straight. It’s a brilliant circuit.”

### **Timetable**

#### **Wednesday, June 19**

16:00–20:00 Free practice

22:00–00:00 Qualifying 1

#### **Thursday, June 20**

19:00–21:00 Qualifying 2

22:00–00:00 Qualifying 3



**Friday, June 21**

14:00            Audi press conference

**Saturday, June 22**

09:00–09:45    Warm-up

15:00            24-hour race

– End –

The Audi Group delivered 1,455,123 cars of the Audi brand to customers in 2012. In 2012, the company posted revenue of €48.8 billion and an operating profit of €5.4 billion. Audi produces vehicles in Ingolstadt and Neckarsulm (Germany), Győr (Hungary), Changchun (China) and Brussels (Belgium). The Audi Q7 is built in Bratislava (Slovakia). In November 2012, CKD production of the Audi Q7 was added to the existing Audi A4, A6 and Q5 manufacturing operations in Aurangabad (India). At the Brussels plant, production of the Audi A1 has been running since 2010, while production of the new A1 Sportback began in 2012. The Audi Q3 has been built in Martorell (Spain) since June 2011. The company is active in more than 100 markets worldwide. AUDI AG's wholly owned subsidiaries include AUDI HUNGARIA MOTOR Kft. (Győr, Hungary), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese, Italy), AUDI BRUSSELS S.A./N.V. (Brussels, Belgium), quattro GmbH in Neckarsulm and the sports motorcycle manufacturer Ducati Motor Holding S.p.A. (Bologna, Italy). Audi currently employs more than 70,000 people worldwide, including around 50,000 in Germany. The brand with the four rings plans to invest a total of around €11 billion by 2015 – mainly in new products and the expansion of production capacities – in order to sustain the company's technological lead embodied in its "Vorsprung durch Technik" claim. Audi is currently expanding its site in Győr (Hungary) and will start production in Foshan (China) in late 2013 and in San José Chiapa (Mexico) in 2016.

Audi lives up to its corporate responsibility and regards sustainability not only as a basis for financial success, but also as essential to ensure a worthwhile future for the generations to come. The company has therefore strategically established sustainability as a principle for its products and processes. Corporate responsibility includes fuel-efficient products, resource-efficient production processes, a future-oriented and fair personnel policy, effective involvement in society and responsible business operations in general. This gives the motto of "Vorsprung durch Technik" a new dimension that extends far beyond the products. The ultimate goal is CO<sub>2</sub>-neutral mobility.