



Communications Motorsport

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Audi banks on full equality of opportunity in battle for the title

- **Two Audi R18 e-tron quattro cars to be fielded from Bahrain race on**
- **First run of Audi's sports prototype on the desert track**
- **Night race and high temperatures pose major challenge**

Ingolstadt, September 20, 2012 – In the FIA World Endurance Championship (WEC), the two Audi driver line-ups are fighting a thrilling battle for the title. As of the sixth of the season's eight rounds in Bahrain on September 29, a new strategy will guarantee absolute equality of opportunity. Audi will start to compete with two hybrid vehicles to set the agenda for the future.

Audi entered the 2012 endurance racing season with two different vehicle concepts. The Audi R18 ultra makes full use of the potential of a conventionally powered LMP sports car with a TDI engine whereas the R18 e-tron quattro as the brand's first hybrid race car rang in a new era. That both concepts have their particular fortes was obvious on several occasions. While the R18 e-tron quattro made history by achieving the first victory of a hybrid vehicle at the Le Mans 24 Hours and subsequently won the 6-hour race at Silverstone, the R18 ultra managed to score a debut victory at Spa. With the better grid position and fastest race lap by Lucas di Grassi at the fifth round in Brazil, the conventionally powered TDI sports car proved its potential through to the most recent event.

There are good reasons for the change in strategy nonetheless. Whereas the R18 ultra has always been very competitive on a single lap, the R18 e-tron quattro has notable advantages in certain topographic track conditions and when lapping other cars in traffic. As Audi is convinced of the future of hybrid drive, the engineers are now starting to fully concentrate on the development of the race car with an electrified drive system. In addition to the experiences that can be gathered for the future during the second half of the season, this decision assures perfect equality of opportunity. Marcel Fässler/André Lotterer/Benoît Tréluyer, after scoring two victories this season in the number "1" R18 e-tron quattro, are leading the WEC drivers' standings. With 78 points yet to be awarded, Tom Kristensen/Allan McNish



trail by only 7.5 points. The Danish-Scottish driver duo of car number “2” is returning to hybrid drive in Bahrain after having run twice before in the R18 e-tron quattro, at Spa and Le Mans.

For Audi Sport Team Joest, this involves a challenging task, which thanks to Audi’s uncompromising commitment to the shared components principle is made considerably easier. After transporting the race cars from South America, the number “2” Audi R18 will be converted from a conventional to a hybrid drive and the body will receive completely new graphics.

In Bahrain, the teams can expect to find unusual overall conditions. The race is held in the middle of the desert on the Sakhir circuit south of the capital Manama. Extreme temperatures, high humidity and sand particles mean tough conditions for the drivers and the cars. For the Audi factory drivers and Audi Sport Team Joest, the track in the island state is new territory. The sixth race of the season is scheduled from 4 p.m. to 10 p.m. local time and will thus take place mostly during hours of darkness.

Like at all WEC rounds, Audi is offering comprehensive coverage to the spectators at home: www.audi-liveracing.com will broadcast the race for six hours on the internet and also offer cockpit camera perspectives and summary reports of the race. The Audi Sport iPhone and Android apps provide WEC coverage on smartphones with live tickers, news, pictures and results. In addition, Audi’s racing fan community is kept up to speed on Facebook and Twitter.

Topics of the weekend

- How will the competition between Audi and Toyota develop?
- How well will Tom Kristensen/Allan McNish fare on returning to the Audi R18 e-tron quattro?
- Which team will do the best job of coping with the desert heat?
- Will the close battle for the drivers’ world championship produce a change?

Quotes by the officials

Dr. Wolfgang Ullrich (Head of Audi Motorsport): “We decided to compete with two hybrid vehicles in Bahrain. Our analysis has shown that we’ve got an advantage in traffic with the R18 e-tron quattro. It makes it easier for our drivers to overtake other vehicles. This means that with two hybrid vehicles we’re in a better position in the battle with Toyota. At the same time, we’re giving both our driver teams identical material in the battle for the title. Bahrain will be a completely different race than the previous rounds. We’re expecting very high temperatures. Unlike the most recent round in Brazil, Bahrain also takes a high toll on the brakes, which require good cooling. Handling the tires will be crucial too.”

Ralf Jüttner (Technical Director Audi Sport Team Joest): “In Bahrain, we’ll hopefully manage to get revenge for the race in Brazil. We’ll leave no stone unturned to return to the top of the podium. A desert race is a new experience for all of us. In addition, we’ve got to convert car number “2” into an e-tron quattro on location. That’s a huge task for the team. It’ll make the close battle for the drivers’ world championship even more exciting because it leads to greater equality of opportunity. We’re looking forward to this.”

Facts and quotes by the Audi drivers

Marcel Fässler (36/CH), Audi R18 e-tron quattro #1

- Continues to run with his two team-mates André Lotterer/Benoît Tréluyer
“I’ve never been to Bahrain. On TV, I’ve gained a very positive impression of the race track so far. There’s no doubt about one thing: it’ll be pretty hot. For us drivers, this means a high strain in the cockpit. Physical fitness will really be paying off there.”

André Lotterer (30/D), Audi R18 e-tron quattro #1

- Aims to extend the lead in the standings together with his team-mates
“I don’t know yet what’s awaiting us at the next race. I’m going to try out the track on the simulator and carefully memorize the layout. A new race track is always interesting and marks the next challenge for all of us. I’m happy about the chance to drive a race in this part of the world. Obviously, we want to finish on the top spot of the podium.”

Benoît Tréluyer (35/F), Audi R18 e-tron quattro #1

- Like his fellow Audi drivers is running in Bahrain for the first time
“We learned a lot in Brazil so that we can make the right decisions for the next race. This makes me very optimistic for the Bahrain Six Hours. As drivers, we’re

challenged to get to know yet another track. As always, I'm going to prepare for it in the simulator. At this race, we'll be in for very demanding overall conditions."

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

- Is returning to a cockpit of an Audi R18 e-tron quattro
- After Lucas di Grassi's wild-card run in Brazil is competing again as a duo with Allan McNish

"In Bahrain, a large number of challenges are awaiting us that we're all looking forward to. It starts with the hot climate, but the desert sand and driving in darkness are special too. Allan and I are expecting a lot of the R18 e-tron quattro after we were able to make good use of the car's strengths at Le Mans. That'll hopefully help us in the battle for the title."

Allan McNish (42/GB), Audi R18 e-tron quattro #2

- Is the runner-up in the drivers' world championship standings together with his team-mate Tom Kristensen
- Has been to Bahrain several times but has never driven on the track there

"I think the race in Bahrain will be a lot different from our run in Brazil. With Le Mans, Silverstone and Interlagos, we've been experiencing a nice variety since June, and now something completely different is coming up again. Temperatures in the Middle East at this time of year can go up to 35 or 40 degrees. We'll only be driving about an hour and a half or a maximum of two hours in daylight. But even when it's dark the temperatures will hardly drop. I'm expecting a lot of the R18 e-tron quattro, which has been developed quite a bit further since Le Mans."

The Audi drivers in Bahrain

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: 5; WEC victories: 2; WEC pole positions: 0; WEC fastest laps: 1; best result Bahrain: –

Tom Kristensen (DK): *Jul 07, 1967 in Hobro (DK); residence: Monaco (MC); single (partner: Hanne), two sons (Oliver and Oswald) and one daughter (Carla Marlou); height: 1.74 m; weight: 72 kg; Audi driver since 2000; Le Mans victories: 8; WEC races: 5; WEC victories: 1; WEC pole positions: 0; WEC fastest laps: 0; best result Bahrain: –

André Lotterer (D): *Nov 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: 5; WEC victories: 2; WEC pole positions: 2; WEC fastest laps: 1; best result Bahrain: –

Allan McNish (GB): *Dec 29, 1969 in Dumfries (GB); residence: Monaco (MC); married to Kelly, one son (Finlay), one daughter (Charlotte); height: 1.65 m; weight: 60 kg; Audi driver since 2000; Le Mans victories: 2; WEC races: 5; WEC victories: 1; WEC pole positions: 1; WEC fastest laps: 0; best result Bahrain: –

Benoît Tréluyer (F): *Dec 07, 1976 in Alençon (F); residence: Gordes (F); married to Melanie, 1 son (Jules); height 1.78 m; weight 68 kg; Audi driver since 2010; Le Mans victories: 2; WEC races: 5; WEC victories: 2; WEC pole positions: 1; WEC fastest laps: 0; best result Bahrain: –

All Bahrain winners

No races in a Le Mans Series have been held to date

Track info

Track length: 5.412 km

Race duration: 6 hours

Qualifying record on this track: –

Race record on this track: –

Pole position 2011: –

Fastest lap 2011: –

Marcel Fässler about Bahrain: “I’ve never been on the grid in Bahrain before but the impression I’ve gained from the media tells me that the track has quite a few special characteristics. The start-finish straight is more than a kilometer long, followed by a hard braking maneuver in front of the narrow first right-hand turn. After a small left-hander, we enter the next long straight. Then there’s a right-hand turn followed by a downhill section with a fast S-turn. The next short straight leads into a narrow right-hand turn. Then we drive uphill and into a long left-hand bend that consists of a faster plus a very narrow turn. On the back-straight behind the pit lane, we drive through a quick left-right sequence which is followed by a right-hand corner. It leads into the last long straight at the end of which a sharp right-hander takes us back to the start and finish.”

WEC drivers’ standings after 5 of 8 rounds

1 Fässler/Lotterer/Tréluyer, 114.5 points; 2 Kristensen/McNish, 107; 3 Capello, 77;



4 Dumas/Duval, 67; 5 Jani/Prost, 62,5; 6 Gené, 49; 7 Wurz/Lapierre, 44; 8 Heidfeld, 42.5; 9 Dalziel/Potolichio, 41,5; 10 Primat/Belicchi, 34.5.

WEC manufacturers' standings after 5 of 8 rounds

1 Audi, 147 points; 2. Toyota, 44.

Schedule (local times; CEST +1 hour)

Thursday, September 27

16:00–17:30 Free practice 1

20:30–22:00 Free practice 2

Friday, September 28

10:50–11:50 Free practice 3

16:30–16:50 Qualifying LMP1 & LMP2

Saturday, September 29

12:25–12:45 Warm-up

16:00–22:00 Race

22:15 FIA WEC press conference

– End –



The Audi Group delivered 1,302,659 cars of the Audi brand to customers in 2011. In 2011, the Company posted revenue of €44.1 billion and an operating profit of €5.3 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 July 2010, CKD production of the Audi Q5 was added to the existing Audi A4 and A6 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 amongst others 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 bike manufacturer Ducati Motor Holding S.p.A. (Bologna/Italy). Audi currently employs around 65,000 people worldwide, including around 48,000 in Germany. Between 2012 and 2016 the brand with the four rings is planning to invest a total of €13 billion – mainly in new products and the extension 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 has long been fulfilling its social responsibility on many levels – with the aim of making the future worth living for generations to come. The basis for Audi's lasting success is therefore formed by environmental protection, the conservation of resources, international competitiveness and a forward-looking human resources policy. One example of AUDI AG's commitment to environmental issues is the Audi Environmental Foundation. Within the context of "Vorsprung durch Technik," which extends far beyond its products, the Company is directing its activities toward a major goal – comprehensive CO₂-neutral mobility.