

Communications Motorsport
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Grid positions three and four for Audi in Bahrain

- **Both Audi R18 e-tron quattro cars on second row**
- **Audi focuses on race preparation in WEC finale**
- **Intelligent use of tire material at high temperatures**

Ingolstadt/Sakhir, November 20, 2015 – Audi has been fully concentrating on race preparations in round eight of the FIA World Endurance Championship. In qualifying, the team chose not to use several sets of tires. The high temperatures at the Bahrain 6 Hours make maximum demands on both ‘man and material.’

Like the other teams in the LMP1 category, Audi may use eight sets of tires per race car for qualifying and the race. “We decided to save as many unused tires as possible for the race,” says Dieter Gass, Deputy Head of Audi Motorsport. “That’s why each of our two driver teams competed in qualifying with only one set of tires. The day of the race is the decisive one for us.”

Marcel Fässler (CH) on his lap achieved the best time of the Audi drivers. Together with his teammate André Lotterer (D), the Swiss took third place on the grid. “My lap was okay, only in the last turn I didn’t catch the racing line,” said Lotterer. “In position three, we’re in the place we expected to be,” Marcel Fässler added. The sister car qualified fourth, trailing the combined time of car number ‘7’ by only 0.104 seconds. Loïc Duval (F) and Oliver Jarvis (GB) took turns at the wheel of the number ‘8’ Audi R18 e-tron quattro. “The lap wasn’t perfect, but for us it’s about the race,” said Jarvis. “The gap between us and our sister car is very small. I’m looking forward to a thrilling race,” commented Loïc Duval.

Chris Reinke, Head of LMP at Audi Sport, positively summed up the final qualifying session: “We executed all our steps as planned. While our direct competitors used several new sets of tires, we made do with just one set per car. That’s good with respect to the six hours of racing. The gap between our two driver teams is minimal, which underscores our solid team performance.”

The finale of the World Endurance Championship will start on Saturday, November 21, at 15.00, local time (13.00, CET). About two hours into the event, the sun will set and the race at the Bahrain International Circuit will be held under floodlights. TV viewers in Germany will be able to watch the crucial stage of the race from 18.00 to 19.15 live on Eurosport.

Qualifying results

- 1 Bernhard/Hartley/Webber (Porsche) 1m 39.736s
- 2 Dumas/Jani/Lieb (Porsche) 1m 40.100s
- 3 Fässler/Lotterer/Tréluyer (Audi R18 e-tron quattro) 1m 41.303s
- 4 Di Grassi/Duval/Jarvis (Audi R18 e-tron quattro) 1m 41.407s
- 5 Buemi/Davidson/Nakajima (Toyota) 1m 42.158s
- 6 Conway/Sarrazin/Wurz (Toyota) 1m 42.462s
- 7 Imperatori/Kraihamer/Tuscher (Rebellion) 1m 46.660s
- 8 Beche/Prost (Rebellion) 1m 46.918s
- 9 Kaffer/Trummer (CLM-AER) 1m 48.281s
- 10 Chatin/Panciatici/Dillmann (Alpine-Nissan) 1m 49.993s

– End –

In 2014, the Audi Group delivered approximately 1,741,100 cars of the Audi brand to its customers. The company achieved revenue of €53.8 billion and an operating profit of €5.15 billion in 2014. Audi operates globally in more than 100 markets and has production facilities in Ingolstadt and Neckarsulm (Germany), Győr (Hungary), Brussels (Belgium), Bratislava (Slovakia), Martorell (Spain), Kaluga (Russia), Aurangabad (India), Changchun and Foshan (China) as well as Jakarta (Indonesia). The brand with the Four Rings will start producing cars in Curitiba (Brazil) this year and in San José Chiapa (Mexico) in 2016. Wholly owned subsidiaries of AUDI AG include quattro GmbH (Neckarsulm), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese, Italy) and sports motorcycle manufacturer Ducati Motor Holding S.p.A. (Bologna, Italy). The company currently employs approximately 80,000 people worldwide, thereof around 58,000 in Germany. Total investment of about €24 billion is planned from 2015 to 2019 – primarily in new products and sustainable technologies. Audi is committed to its corporate responsibility and has anchored the principle of sustainability for its products and processes in its strategy. The long-term goal is CO₂-neutral mobility.