

Communications Motorsport

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With WEC victory at Spa, Audi remains unbeaten

- **One-two-three success of the R18 e-tron quattro at WEC round two**
- **Victory makes Fässler/Lotterer/Tréluyer new leaders of the standings**
- **New body version for Le Mans successfully tested**

Ingolstadt/Spa, May 4, 2013 – Audi was pleased about a flawless second race weekend in the FIA World Endurance Championship (WEC). At Spa, the brand started from the three best positions with the R18 e-tron quattro and after the six hours of racing mounted the podium with all three driver teams. Audi won the Belgian WEC round a year ago as well.

Maximum efficiency: With positions one, two and three in qualifying and the race, the three Audi hybrid sports cars achieved the best possible result. In the competition of the hybrid vehicles, Audi celebrated a victory against Toyota for the second time in succession this year. In the season opener at Silverstone, the race cars from Ingolstadt and Neckarsulm managed a one-two win three weeks ago.

On the way to their first WEC victory of the season, the World Champions Marcel Fässler/André Lotterer/Benoît Tréluyer (CH/D/F) delivered a strong performance. The trio crossed the finish line with an advantage of 1m 05s after having suffered misfortune on the roller-coaster in the Ardennes at the beginning of the race. In the second hour of the race, a piece of debris damaged a tire and forced André Lotterer to make an early pit stop. From seventh place Benoît Tréluyer, who had taken over driving duties at the stop, battled to recover. 74 minutes later, car number one was running in front again.

The Silverstone winners Loïc Duval/Tom Kristensen/Allan McNish (F/DK/GB) achieved second place. In the standings, the French-Danish-Scottish duo is trailing their fellow drivers in car number 1, who are taking an additional point home for having posted the best qualifying time in Belgium, by only one point.

A remarkable performance was achieved by Marc Gené/Lucas di Grassi/Oliver Jarvis

(E/BR/GB). They shared the number 3 hybrid sports car, which has already been aerodynamically optimized for the upcoming run at Le Mans. With that, the car was not the optimum solution for the 7.004-kilometer circuit in the Ardennes but Audi is able to gain valuable findings from the data of both vehicle types. The lower downforce of the race car certainly did not make handling it in the many fast turns in Belgium any easier. Still, the Audi driver trio crossed the finish line in front of the best Toyota, car number 8.

The result in Belgium marked an amazing fourth endurance race victory for the brand this year. The success of the Audi R8 GRAND-AM in the GT class at the Daytona 24 Hours and victory at the Sebring 12 Hours with the Audi R18 e-tron quattro were followed by the two WEC wins. The next station on the calendar will be Le Mans on June 9 when Audi Sport Team Joest is going to prepare for the Le Mans 24 Hours on the official test day. On June 22 and 23, Audi will aim to achieve its twelfth victory at the classic endurance race.

Quotes after the race

Dr. Wolfgang Ullrich (Head of Audi Motorsport): “The race at Spa was important for our preparation for the Le Mans 24 Hours. That’s why we also fielded the third vehicle with an aerodynamics configuration that we’re probably going to use at Le Mans. While that was arguably not the optimum solution for Spa, it proved to be viable. The performances of all three cars were at a very high level throughout the race. We also saw that the competition made things pretty difficult for us. This battle was about tenths. We made no mistakes, the cars were running perfectly and the drivers were quick without taking excessive risks. The tires worked out really well too. The team performed optimal pit stops at which we gained time over the competition. But we know that Le Mans will be a very difficult race this time.”

Christopher Reinke (Overall Project Leader LMP): “We’re very happy because you should never expect such a result. We’re concentrating on Le Mans and, on the way, have achieved a nice victory at Spa. That’s a great relief. We tackled a great challenge because we put three race cars on the grid here for the first time. At the same time, Audi Sport is contesting the DTM season opener at Hockenheim as well.”

Ralf Jüttner (Technical Director Audi Sport Team Joest): “That was a superb team performance by the drivers and the squad. Up to the retirement of the number 7 Toyota it was also a very thrilling battle. The cars were running like clockwork, the pit stops and the strategy were all on the mark. It’s nice that all nine drivers mounted the podium. We’re traveling to Le Mans well prepared.”

Marcel Fässler (Audi R18 e-tron quattro #1): “A tremendous weekend. After our puncture we had to recover as much time as possible. Everybody gave everything. The guys in the pits did a fantastic job too. That was a super nice day for all of us.”

André Lotterer (Audi R18 e-tron quattro #1): “What a race! The one-two-three win for Audi is fantastic. We had a lot of obstacles in the race. I didn’t have a good start but quickly managed to gain an advantage, but then we lost it again due to the safety car period and the puncture. After that, it was only full throttle for us. Marcel and Benoît drove brilliantly. We recovered the loss. It was one of the nicest victories because it was a hard-fought one. And I grew up in Belgium and won here for the first time.”

Benoît Tréluyer (Audi R18 e-tron quattro #1): “The victory is nice but achieving it was pretty difficult. We lost a lot of time due to the safety car period and the puncture. Afterward, all of us gave everything and that paid off. Our Audi R18 e-tron quattro was perfect. It’s a great result for the whole team that did a fantastic job.”

Loïc Duval (Audi R18 e-tron quattro #2): “Our race started well. I advanced and was able to build a bit of an advantage. Things were going well when the track was clear. But later, I experienced heavier traffic on track than ever before in my career. Others took big risks but when you’re leading you’re a bit more careful. We weren’t as quick as car number 1 and are going to analyze this based on our data. But it’s been a nice day for Audi.”

Tom Kristensen (Audi R18 e-tron quattro #2): “The one-two-three victory is fantastic for Audi. Everything was going according to plan, the whole team did a very good job. It’s great to have beaten Toyota – even though they had problems. Before Le Mans, we continue to have the greatest respect for them. As far as our team is concerned: Loïc and Allan delivered a strong drive. Unlike the winning car, we were struggling a bit with lack of tire grip. Marcel, André and Benoît drove really well and deserve this victory. We’re now almost equal to them in the points standings. The doubled points score for Le Mans will still be important in the battle for the title. It’ll continue to be thrilling.”

Allan McNish (Audi R18 e-tron quattro #2): “The one-two-three win was great for the team. Furthermore, the new aero pack for car number 3 makes us confident for Le Mans. The car was pretty fast in qualifying and in the race. Unfortunately, for our driver squad, the result was a bit disappointing. We weren’t as quick as we’d been at Silverstone, so we’ve got to analyze where we lost time. In the points standings, we’re trailing our team-mates by just one point. Each of the two driver crews has achieved a victory and a second place. At Le Mans, Loïc, Tom and I want to be back on the top of the podium.”



Marc Gené (Audi R18 e-tron quattro #3): “At the start, I had to get out of André Lotterer’s way and thus lost my starting position. The air pressure in my first set of tires was a bit high but the race was still good for us. It was clear that we wouldn’t be able to keep up with the cars of our team-mates. The whole team learned a lot today and we’re happy about having contributed our part to this.”

Lucas di Grassi (Audi R18 e-tron quattro #3): “We competed with a different vehicle concept than the two cars with more downforce. In the end, we achieved a podium and thus a result that even surpassed our expectations a bit.”

Oliver Jarvis (Audi R18 e-tron quattro #3): “Our race went as expected. In qualifying, we caused a surprise. We knew that the race would be difficult for us because the tires degraded more heavily. Third place is the best we could hope for. Congratulations to the winners who were strong today.”

Race results

- 1 Fässler/Lotterer/Tréluyer (Audi R18 e-tron quattro) 168 laps
- 2 Duval/Kristensen/McNish (Audi R18 e-tron quattro) + 1m 05.815s
- 3 Gené/di Grassi/Jarvis (Audi R18 e-tron quattro) + 1m 54.992s
- 4 Buemi/Davidson/Sarrazin (Toyota) – 1 lap
- 5 Heidfeld/Jani/Prost (Lola-Toyota) – 3 laps
- 6 Beche/Belicchi/Cheng (Lola-Toyota) – 3 laps
- 7 Kane/Leventis/Watts (HPD-Honda) – 7 laps
- 8 Kaffer/Perez Companc/Minassian (Oreca-Nissan) – 11 laps
- 9 Brundle/Heinemeier-Hansson/Pla (Morgan-Nissan) – 11 laps
- 10 Dolan/Luhr/Turvey (Zytek-Nissan) – 11 laps

– 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 €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 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.