



Communications Motorsport

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Audi: full speed ahead in motorsport too

- **Three hybrid race cars at the 2013 Le Mans 24 Hours**
- **Jamie Green joins DTM driver line-up**
- **Activities extended in US motorsport**

Ingolstadt, December 19, 2012 – With more than 1.34 million worldwide deliveries, Audi equaled last year’s sales record after only eleven months. And in motorsport, the brand with the four rings continues to charge full speed ahead too. The title defense in the FIA World Championship (WEC), the commitment in the DTM and extended activities in US racing are particularly in focus in the 2013 season.

“Successful motorsport is part of our brand DNA,” stated Wolfgang Dürheimer, Member of the Management Board for Technical Development at AUDI AG, on Wednesday night at the “Audi Sport Finale” held at the Audi Forum Ingolstadt. “The victories on the world’s race tracks underscore our technical expertise in a particularly authentic way – and they strengthen our position on the most important world markets.”

Three hybrid race cars at Le Mans

In the FIA World Endurance Championship (WEC), Audi is competing as the title defender in 2013. Audi Sport Team Joest will be fielding two updated Audi R18 e-tron quattro cars, a third R18 e-tron quattro will be running at the Le Mans 24 Hours and the WEC race at Spa.

At Le Mans and in the WEC, Audi is thus exclusively banking on hybrid technology that was successfully introduced in 2012. The flywheel energy storage system is becoming even more powerful without any substantial increase in weight and size. Strictly in terms of its exterior, the Audi R18 e-tron quattro will hardly differ from this year’s winning car although numerous technical innovations are again assembled under the vehicle’s ultra-light carbon fiber skin. In a parallel project, Audi Sport is already intensively working on the successor car for the new LMP1 regulations that will come into effect as of 2014.



The Audi driver lineup for the WEC and Le Mans in 2013 consists of the current World Champions Marcel Fässler (Switzerland), André Lotterer (Germany) and Benoît Tréluyer (France) plus new signing Lucas di Grassi (Brazil), Loïc Duval (France), Marc Gené (Spain), Oliver Jarvis (Great Britain), Le Mans record winner Tom Kristensen (Denmark) and Allan McNish (Scotland).

Jamie Green joins Audi DTM squad

Contrary to the WEC, the technology in the DTM was frozen for the 2013 season by the regulations. Therefore, Audi Sport's DTM squad is primarily concentrating on unlocking the Audi A5 DTM's full potential by the time the season opens at the Hockenheimring on May 5. "We're convinced that we were clearly beaten below our capabilities in 2012," stresses Head of Audi Motorsport Dr. Wolfgang Ullrich. "In the DTM it's about a few tenths of a second – and we need to find these few tenths in 2013 with the A5 DTM."

A strengthened driver lineup is to support this endeavor. In the Briton Jamie Green (30), Audi has signed one of the quickest present-day DTM drivers. "Together with our established drivers and stars we should be in an even better position than before," adds Dr. Wolfgang Ullrich.

Remaining on board are the two-time DTM Champions, Mattias Ekström (Sweden) and Timo Scheider (Germany), Race of Champions winner Filipe Albuquerque (Portugal), the two-time season winner Edoardo Mortara (Italy), Le Mans winner Mike Rockenfeller (Germany) and youngster Adrien Tambay (France), who by finishing the round at Valencia as the runner-up immediately clinched a podium position in his first DTM season. The decision about filling the eighth cockpit is still pending.

Strong line-up at Daytona 24 Hours

Factory drivers from the WEC and the DTM are playing a role in AUDI AG's customer sport program as well. In the 24-hour race at Daytona (Florida) on January 26/27, Filipe Albuquerque, Oliver Jarvis and Edoardo Mortara will be driving an Audi R8 GRAND-AM of the Alex Job Racing team. The cockpits of two other R8 cars will be occupied by high-caliber racers as well. Marc Basseng, René Rast and Frank Stippler will be driving for APR Motorsport, Frank Biela, Christopher Haase and GT1 World Champion Markus Winkelhock for Rum Bum Racing. In addition, each squad will be joined by an American driver.



Intensified commitment in the United States GRAND-AM Series

With the 24-hour race at Daytona and an intensified commitment in the GRAND-AM Series, Audi is ringing in its return to US racing. In the United States, the brand with the four rings is recording stronger growth than the US market as a whole, particularly in the prestigious large-premium-car segment. The racing activities in the United States are intended to support this trend over the long run.

Therefore, an entry of the Audi R18 e-tron quattro in the 12-hour race at Sebring (Florida), which Audi has won on ten occasions, on March 16 is in planning as well. "It looks like this may be the last opportunity to compete with an LMP1 car at Sebring," says Head of Audi Motorsport Dr. Wolfgang Ullrich. "We'd really like to use this chance and say goodbye to the fans with a nice showing after our fantastic success story in recent years."

This may not have to be a final farewell, though. In 2014, the GRAND-AM Series and the American Le Mans Series will merge to form a new North American Sports Car Championship that might be of interest to Audi. Furthermore, the US fans will have another opportunity in 2013 to watch the Audi R18 e-tron in action as the FIA World Endurance Championship (WEC) will visit Austin (Texas) on September 22.

Evolution version of the Audi R8 LMS ultra

But Audi is not neglecting the customer sport market in Europe and the rest of the world either. An evolution version of the Audi R8 LMS ultra GT3 sports car that mainly differs from the current model in the area of the rear section will start to be delivered to customers by quattro GmbH in February 2013.

Customer teams supported by Audi Sport customer racing will be competing in the 24-hour races at the Nürburgring (Germany) and at Spa-Francorchamps (Belgium) in 2013. The increasingly diverse customer sport program of AUDI AG will be complemented by the Audi R8 LMS Cup in China that was successfully launched in 2012.

"We've got a very attractive offering for our customers with the updated versions of the R8 GRAND-AM and the R8 LMS ultra plus the Cup in China," says Romolo Liebchen, Head of Audi Sport customer racing. "We're expecting to deliver the 100th customer car during the course of 2013."

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Note to the editors:

The digital press kit “Audi Motorsport 2012/2013” is available for download at www.audi-motorsport.info (accreditation required) in the section “Booklets”.

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 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 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 more than 68,000 people worldwide, including around 50,000 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) from 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.