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March 2007

American Le Mans Series 2007

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Audi in the 2007 American Le Mans Series

Audi banks on TDI Power again in the USA

AUDI AG continues its successful involvement in the American Le Mans Series to coincide with the imminent Diesel offensive in the USA. The Audi Sport North America team competes in every round of the world's leading sportscar race series with a pair of Audi R10 TDI cars during the 2007 season.

With defending champions Dindo Capello (Italy) and Allan McNish (Scotland) plus Emanuele Pirro (Italy) and Marco Werner (Germany), Audi relies on proven drivers to retain its crown. All four drivers have won the American Le Mans Series at least once already. Marco Werner celebrates his comeback in the USA after a year-out. The two-time ALMS champion and double Le Mans winner was heavily involved in the revolutionary Audi diesel racing car's development during the 2006 season.

Audi Sport North America once again assumes responsibility for running the brace of R10 TDI cars. The team's core personnel originate from Champion Racing. As last year, Dave Maraj's team receives support in a similar way from Audi Sport and Joest Racing.

The German-American combination proved itself to be extremely competitive last season: The Audi R10 TDI remained unbeaten in its seven races in the 2006 American Le Mans Series.

“Audi is convinced that TDI is also the strong and economical alternative vehicle power source of the future for the United States,” explains Head of Audi Motorsport Dr Wolfgang Ullrich. “The R10 TDI is a forerunner for the nationwide Diesel offensive in the USA and the increasingly popular American Le Mans Series is the perfect platform for this.”

Audi Sport

Vorsprung durch Technik

The responsibility for AUDI AG's factory commitment in the American Le Mans Series rests with Audi Sport – the organisation that has been assuring Audi's demonstration of "Vorsprung durch Technik" in motorsport for over 25 years.

Audi Sport is primarily responsible for developing and testing the race cars. The cars are fielded by proven partners like Joest or Champion Racing. Audi Sport is based in Ingolstadt where most of the team's near 150-strong members work. Since November 1993, Audi Sport has been headed by the native Austrian Dr Wolfgang Ullrich, who is also Head of Motorsport for AUDI AG.

Audi Sport is affiliated with AUDI AG's Technical Development. This assures the transfer of technology from motorsport to production vehicles and vice versa. In 2007, Audi's factory commitments feature the R10 TDI in the sports prototype category, and the A4 in the DTM.

Audi TDI Power

High-tech diesel engine from the inventor of the TDI

The trend towards diesel-powered passenger vehicles is consistently growing in the United States. Audi, the inventor of the modern TDI engines, wants to support this trend and has decided to launch a diesel offensive. In 2008, the Q7 3.0 TDI will be brought to market in the USA. Thanks to innovative Bluetec technology, the emissions of this engine are so low that it meets the toughest emission standards.

In Europe, diesel engines have been steadily gaining ground, with no end in sight. In Germany, almost every other Audi leaving the factory is fitted with a TDI powerplant. Modern diesel engines are powerful, fast, efficient, comfortable and reliable – qualities in which Audi as a pioneer of diesel engine technology has had a major part since 1989.

Like elsewhere, the U.S. market has started to pick up momentum. Convinced that the diesel engine is the powerful and economical alternative for future automobiles, Audi intends to intensify this trend: The brand with the four rings will launch a diesel offensive heralded by the Audi R10 TDI.

The V12 TDI for the Audi Q7 delivering 500 hp of power and 1,000 Newton metres of torque is a manifestation of Audi technology. Since the invention of the TDI 18 years ago the Audi brand has been instrumental in driving diesel technology forwards, and has achieved a leading edge over its competitors. The historic maiden victory of a diesel engine in the 24 Hours of Le Mans proves Audi's claim of "Vorsprung durch Technik".

Audi presented the world's first diesel engine for passenger cars with direct injection and fully electronic management – the first TDI – in late summer of 1989. The following year saw the production launch of the first Audi TDI that set a new benchmark with its brawny power. Since then, Audi has been expanding its advantage with constantly new developments, step by step. One of the key innovations was the trendsetting common rail injection system Audi – in 1999 – presented for the first time in a diesel engine. This technology is used in the current family of Audi V-diesel engines – including the V12 TDI in the R10.

The Audi R10 TDI

Whispering revolution

“Veni, Vidi, TDI.” “Super Diesel.” “A new era dawns in motorsport.” “Whispering revolution.” The first victory for a Diesel engine at the legendary 24 Hours of Le Mans last year wrote headlines around the world. With the revolutionary R10 TDI, Audi once again demonstrated “Vorsprung durch Technik” and showed that motorsport and environmental compatibility are not necessarily a contradiction in terms.

While alternative power sources in Formula 1 have only just become the subject of discussion, the organisers of the 24 Hours of Le Mans recognised the sign of the times significantly earlier. They encourage automobile manufacturers to develop, more economical and quieter engines – such as the 650 hp V12 power-unit propelling the Audi R10 TDI, which consumed almost five-litres less fuel per hundred kilometres on the way to its historical Le Mans victory than the Audi R8 and its equally economical TFSI engine during victory in 2002.

Audi proved, with the R10 TDI, its entrepreneurial courage yet again, particularly as many experts considered Ferdinand Piëch’s vision to win Le Mans with a Diesel engine as utopian. “When we informed our suppliers about the Diesel project they asked us whether we were really up to the challenge,” remembers Head of Audi Motorsport Dr Wolfgang Ullrich. “We were well aware of the risks involved. But other than Audi, who else could have mastered this pioneering feat?”

During development of the R10 TDI, Audi Sport could resource extensive know-how gathered during the R8 era. A first glance at the R10 TDI reveals that it carries genes from its extremely successful R8 predecessor. The R10 TDI is nevertheless a completely new design incorporating innumerable innovative details and design principles. Furthermore, the Sports Prototype was designed specifically with the Diesel engine in mind.

One of the most significant differences to the R8 is the integration of monocoque and bodywork. The R8 had a traditional chassis clothed in synthetic bodywork, whereas the majority of the carbon-fibre parts belonging to the R10 monocoque are now suspended directly in the air stream and therefore require no additional fairings. This leads to a significant weight saving compared to the R8, which is of

particular importance since the fifty per cent increase in cubic capacity of the 5.5 litre V12 TDI engine mated to the R10 TDI makes it longer and heavier than the 3.6 litre V8 power plant fitted to the R8. The R10 TDI therefore has a significantly longer wheelbase, comparable incidentally with the new Performance SUV Audi Q7.

With torque-levels exceeding 1100 Newton metres, the R10 TDI only requires five forward gears. The electro-hydraulic gear shift mechanism is actuated by steering-wheel mounted paddles. Traction control (ASR) helps to put the enormous thrust down on the road. The clutch is manufactured from ceramic. Ducts completely shroud the carbon-fibre brake discs to improve air-flow. The daytime low-beam headlights, consisting of a row of white light-emitting diodes, originate from production.

Technical data

Audi R10 TDI

Vehicle type	Le Mans Prototype (LM P1)
Chassis	Carbon-fibre composite construction with aluminium honeycomb core, complies with the strict FIA crash and safety standards
Engine	90° V12 turbo-charged engine, 4 valves per cylinder, DOHC, 2 Garrett turbochargers, 2 x 39.9 mm engine-air intake restrictors (defined by regulations) and maximum turbo pressure of 2.94 bar absolute, Diesel direct injection TDI, fully-stressed aluminium crankcase, 2 Dow Automotive diesel particle filters
Engine management	Bosch MS14
Oil system	Dry sump, Shell Oil
Cubic capacity	5500 cc
Power	over 650 hp
Torque	over 1100 Nm
Transmission	Rear-wheel-drive, traction control
Clutch	Ceramic clutch
Gearbox	Pneumatically-actuated sequential 5-speed race gearbox
Differential	Viscous-mechanical locking differential
Drive shafts	Constant velocity tripod plunge-joint drive shafts
Steering	Electronically-controlled rack and pinion power steering
Suspension	Independent front and rear double-wishbone suspension, pushrod-system with torsion bar and adjustable dampers
Brakes	Dual-circuit hydraulic braking system, mono-block light-alloy brake calipers, front and rear ventilated carbon fibre brake discs, driver adjustable infinitely variable brake-balance
Wheels	O.Z. magnesium forged wheels, front: 13x 18 inch, rear: 14.5 x 18 inch
Tyres	Michelin radial, front: 33/68-18, rear: 37/71-18
Length	4650 mm
Width	2000 mm
Height	1030 mm
Minimum weight	925 kg
Fuel tank capacity	81 litres (Shell V-Power Diesel)

The engine behind the Audi R10 TDI

Powerful, economical, quiet and clean

The heart of the Audi R10 TDI is a V12 TDI engine with a cubic capacity of 5.5 litres – the maximum permitted at Le Mans. Twin Garrett turbochargers help Audi to boost the power above 650 hp from the state-of-the-art aluminium power plant. The maximum torque exceeds 1100 Newton metres.

In spite of these impressive values the V12 TDI is economical, quiet and clean. The engine is barely audible from the cockpit, and spectators hear wind rather than engine noise. Nestling in the engine bay are two compact diesel particle filters with which Audi and technology partner Dow gather valuable findings for road-going cars.

In general, the R10 TDI is a rolling research laboratory. In the engine, which undergoes permanent development, new technologies are tested which could later find their way into Audi production cars – including the aluminium construction.

The Audi drivers quickly became accustomed to the fact that the TDI engine's complete torque is available practically from idling speed. The usable power band lies between 3000 and 5000 revs, which is just as unusual for a race engine as the thermal behaviour: The relatively large coolers must be completely covered in the pits.

Audi R10 TDI development

Attention to detail

The Audi R10 TDI will not have things all its own way in its second year of competition: Peugeot also lines-up at Le Mans with a Diesel sportscar. Diesel powered cars must also manage with a nine-litre smaller fuel tank – as stipulated by the Automobile Club de l'Ouest (ACO) regulations.

Reducing the fuel-cell volume from 90 to 81 litres – realised by mounting a partition in the tank – was not the only modification made to the latest R10 TDI model by Audi Sport over the winter. To ensure that the Diesel sportscar remains the Le Mans Prototype to beat in 2007 innumerable detail modifications have been made.

The complex electronic system associated with the V12 TDI engine was optimised together with partner Bosch. The majority of the other modifications targeted an improvement in efficiency, consumption, durability and drivability. The maximum power is unchanged at around 650 hp, but the power curve was, however, noticeably improved.

The R10 TDI carbon-fibre monocoque is identical to last year's design. Minor aerodynamic modifications, which are only visible to the trained eye, were made to the exterior surfaces.

The friction and weight levels of the entire powertrain were reduced. The two diesel particle filters are also now smaller and lighter. Tyre partner Michelin supplied new compounds and constructions to improve the balance between front and rear axles. The R10 TDI suspension and dampers are also further developed.

The Audi drivers in the 2007 American Le Mans Series

Audi banks on seasoned drivers in the US

The Audi R10 TDI is the most ambitious project ever to have been realised by Audi Sport – and in a very short space of time at that. Merely 200 days passed between the roll-out in November 2005 and the historic first Le Mans triumph in June 2006.

Since the R10 TDI is a test lab on wheels used by AUDI AG to gather valuable findings for the continuous advancement of TDI technology, its drivers not only need to be quick but, above all, experienced.

For the R10 TDI project, Audi – in 2007 – continues to rely on the six drivers who were also involved in the development of the performance diesel in a major way: Frank Biela (Germany), Dindo Capello (Italy), Tom Kristensen (Denmark), Allan McNish (Scotland), Emanuele Pirro (Italy) and Marco Werner (Germany).

The Audi driver pairings in the 2007 American Le Mans Series are Dindo Capello/Allan McNish and Emanuele Pirro/Marco Werner. Marco Werner's comeback marks the return of the driver to the US sports car series who has been the only one so far to successfully defend the title in the top LM P1 class. After Werner reeled off the largest number of kilometres testing the R10 TDI while contesting merely three races, he is now reaping the well-deserved reward for his labour.

Marco Werner's part this year will be played by Frank Biela, who – like Tom Kristensen – will be reinforcing the Audi squad in the 12-hour race at Sebring and the 24 Hours of Le Mans.

Dindo Capello and Allan McNish, who jointly clinched the title for the first time last year and had formed a powerful combination as early as in the 2000 season of the American Le Mans Series, will be contesting the events as the defending champions in car number 1. Piloted by Emanuele Pirro and Marco Werner, the Audi R10 TDI bearing the number 2 is occupied by a pairing of equal calibre. And in keeping with Audi's tradition, there is no number one team.

Audi factory driver Dindo Capello (I)

The world's fastest Audi dealer

Rinaldo Capello insists on being called “Dindo”. “It’s what all my friends call me,” says the Audi driver. And in fact Dindo only has friends. There’s probably not a racing driver who is more sincere and endearing than the Italian.

Nobody can hold a grudge against Dindo Capello – even when he makes a rare mistake, such as when he mistook the ambulance for the Safety Car during a race in America. Dindo can laugh about it today. But not then.

His team mates say they have rarely met a racing driver with such raw speed. Be it Allan McNish, Tom Kristensen or Emanuele Pirro – Dindo Capello is a reference for every single one of them.

He is no longer the youngest and only made his international breakthrough with Audi. He dyed his hair black for many years to appear younger, before stopping at the beginning of 2003. At that time many people wondered what had turned Dindo grey almost overnight...

His wife Elisabetta rarely comes with him to the races – she doesn’t like the crowds. Dindo also feels most comfortable at home, especially when he can play with his son Giacomo.

Dindo has planned for his future after racing: He is a partner in two Audi dealerships in his native country.

How did you get involved in motorsport?

As a child I was interested in cars. My father took me to a kart track on my eleventh birthday. From that moment on I sat in a kart every weekend.

How did you earn a living before you became a professional racing driver?

I worked as a driving instructor.

Outside of motorsport which sports do you keep an eye on?

Just about everything which is broadcast on television, but especially cycling and downhill skiing.

Is there a sportsman or woman you particularly admire?

Every sport has its heroes like cycling's Lance Armstrong. I admire the skier Giorgio Rocca, and in motorsport Michael Schumacher – in spite of all his victories he never lost the will to win.

Which sports do you actively pursue?

Karting and cycling.

If you could invite somebody to dinner once, who would it be?

The Pope and the leaders of the other two big religions to better understand the reasons behind conflict.

Do you have a favourite city?

There are many towns and cities in Italy, also small ones, of which the entire world is envious.

Which Audi do you drive privately?

An A8 4.2 TDI and an Audi Q7.

Profile

Audi factory driver Dindo Capello (I)

Date of birth:	17 June 1964
Place of birth:	Asti (I)
Place of residence:	Canelli (I)
Status:	married to Elisabetta, one son (Giacomo)
Height/Weight:	1.72 m/66 kgs
Motorsport since:	1982 (Audi driver since 1994)

Career

1983	Formula Fiat Abarth
1984	Formula Fiat Abarth
1985	Italian Formula 3 Championship
1986	Italian Formula 3 Championship
1987	Italian Formula 3 Championship, 2 victories
1988	Italian Formula 3 Championship, 1st in Gran Premio della Lotteria Monza
1989	Formula 3000 test driver in Japan
1990	1st in Italian Touring Car Championship, Group A
1991	4th in Italian Touring Car Championship
1992	Italian Touring Car Championship
1993	Italian Touring Car Championship
1994	5th in Italian Super Touring Car Championship (Audi 80 competition), 7th in German Touring Car Cup (Audi 80 competition)
1995	2nd in Italian Super Touring Car Championship (Audi A4 quattro)
1996	1st in Italian Super Touring Car Championship (Audi A4 quattro)
1997	3rd in Italian Super Touring Car Championship (Audi A4 quattro)
1998	5th in Italian Super Touring Car Championship (Audi A4)
1999	3rd in Sebring 12 Hour race (Audi R8R), 4th in Le Mans 24 Hour race (Audi R8R)
2000	1st in "Petit Le Mans" race (Audi R8), 2nd in Sebring 12 Hour race (Audi R8), 3rd in Le Mans 24 Hour race (Audi R8), 2nd in American Le Mans Series (Audi R8)
2001	1st in Sebring 12 Hour race (Audi R8), 2nd in Le Mans 24 Hour race (Audi R8), 3rd in American Le Mans Series (Audi R8)
2002	1st in Sebring 12 Hour race (Audi R8), 2nd in Le Mans 24 Hour race (Audi R8), 2nd in American Le Mans Series (Audi R8), 1st in "Petit Le Mans" race (Audi R8)
2003	1st in Le Mans 24 Hour race
2004	1st in Le Mans 24 Hour race (Audi R8), 5th in Le Mans Endurance Series (Audi R8), DTM Shanghai (Audi A4 DTM)
2005	DTM (Audi A4 DTM)
2006	1st in Sebring 12 Hour race (Audi R10 TDI), 3rd in Le Mans 24 Hour race (Audi R10 TDI), 1st in American Le Mans Series (Audi R10 TDI), 1st in "Petit Le Mans" race (Audi R10 TDI)

www.dindocapello.com

Audi factory driver Allan McNish (GB)

Little big man

Allan McNish is permanently on the go. The mercurial jockey-like Scot is driven by a constant zest for action. “Relaxing isn’t my cup of tea, I’m always thinking about what’s coming up next.”

His thoughts normally revolve around the next race, or just how the R10 TDI can be made even quicker. Allan McNish is a pure blooded racing driver, who finds it difficult to switch off.

The birth of his son Finlay in May 2005 has changed Allan and Kelly McNish’s life a little. Now there are new priorities. “I try to spend every free minute with Kelly and Finlay,” explains the Scot, who actually still comes across as an endearing child and, because of this, is often the target of his team mates’ amusement. His figure doesn’t show that he loves sweets and likes cooking – fitness-studio, jogging and cycling make sure he remains jockey sized.

Even though he lives in Monaco and enjoys the almost permanent sunshine, Allan McNish is a true Scot. He regularly wears the family tartan kilt to official engagements – a procedure that takes 30 minutes.

The Scot excels in the Audi R10 TDI cockpit. He is one of the fastest in the sportscar scene and loves the casual atmosphere in the American Le Mans Series. “Families and children are always welcome in the paddock,” he enthuses. “I was small and know exactly how much I enjoyed touching the race cars and tyres as a child. This is possible in the ALMS.”

How did you get involved in motorsport?

I grew up around cars; my father is a car dealer. The racing driver David Leslie comes from our area. He and his father helped me get into karting.

How did you earn a living before you became a professional racing driver?

I've always been a professional racing driver. I was lucky enough to be in the position to make my hobby my profession.

Outside of motorsport which sports do you keep an eye on?

I'm interested in just about every sport, especially football, tennis and cricket.

Is there a sportsman or woman you particularly admire?

One of my greatest heroes was Giacomo Agostini, who I was lucky enough to have met once.

Which sports do you actively pursue?

Because we travel so much, it's difficult to do a specific sport regularly. I like water-skiing and used to go clay-pigeon shooting. Most of the other sports I do are just to keep me fit.

If you could invite somebody to dinner once, who would it be?

Unfortunately, he's no longer alive: Brian Clough, former manager of Nottingham Forest.

Do you have a favourite city?

San Francisco, Adelaide.

Which Audi do you drive privately?

An RS 4. It's breathtakingly fast.

Profile

Audi factory driver Allan McNish (GB)

Date of birth:	29 December 1969
Place of birth:	Dumfries (GB)
Place of residence:	Monte Carlo (MC)
Status:	married to Kelly, one son (Finlay)
Height/Weight:	1.65 m/58 kgs
Motorsport since:	1981 (Audi driver 2000 and since 2004)

Career

1981-82 Kart

1983	1st in British Kart Championship
1985	3rd in World Kart Championship
1986	1st in British Kart Championship
1987	2nd in Formula Ford 1600 Championship
1988	1st in Formula Opel Lotus
1989	2nd in British Formula 3 Championship
1990	4th in International Formula 3000 Championship, Formula 1 test driver
1991	Formula 1 test driver, International Formula 3000 Championship
1992	Formula 1 test driver, International Formula 3000 Championship
1993	Formula 1 test driver
1994	Formula 1 test driver, International Formula 3000 Championship
1995	International Formula 3000 Championship
1996	Formula 1 test driver
1997	Sports car racing USA, 3 victories in 3 races
1998	1st in Le Mans 24 Hour race, 5th in FIA GT Championship
1999	Le Mans 24 Hour race, 2nd in Daytona 24 Hour race
2000	1st in American Le Mans Series (Audi R8), 2nd in Sebring 12 Hour race (Audi R8), 2nd in Le Mans 24 Hour race (Audi R8), 1st in "Petit Le Mans" race (Audi R8)
2001	Formula 1 test driver, Daytona 24 Hour race
2002	Formula 1
2003	Formula 1 test driver
2004	1st in Sebring 12 Hour race (Audi R8), 1st in Nürburgring 1000 km race (Audi R8), 1st in Silverstone 1000 km race (Audi R8), 2nd in Le Mans Endurance Series (Audi R8)
2005	10th in DTM (Audi A4 DTM), 1st in Silverstone 1000 km race (Audi R8), 3rd in Le Mans 24 Hour race (Audi R8), 2nd in Sebring 12 Hour race (Audi R8)
2006	1st in American Le Mans Series (Audi R10 TDI), 1st in Sebring 12 Hour race (Audi R10 TDI), 1st in "Petit Le Mans" race (Audi R10 TDI), 3rd in Le Mans 24 Hour race (Audi R10 TDI)

www.allanmcnish.com

Audi factory driver Emanuele Pirro (I)

Charmer with various interests

Women have to keep an eye on Emanuele Pirro: He is a charmer who loves to flirt. And whoever calls Emanuele Pirro on stage at any event must be prepared for almost anything. He usually says, "I'm delighted to see you all here" before responding to the first question.

Emanuele Pirro knows how to get support and listeners on his side. He uses his personality and charisma. And hardly any other racing driver has such excellent all-round knowledge and as many interests as Pirro.

"As racing drivers we are extremely privileged to be able to travel so much," says the Roman who uses every opportunity to see the sights, or visit museums or exhibitions. In addition to his day job as professional race driver, he also runs a software company, hotels and an agency that specialises in marketing and events. He has a pilot's licence and owns a plane. The list of sports that interest him and those that he does himself is long.

Hard to believe that he has any spare time for his family that is of special importance to him. His wife Marie-Hélène comes from Belgium. They met each other at the Monaco Grand Prix when he was a Formula 1 driver.

His sons Christoforo and Goffredo could follow in his footsteps one day. Emanuele Pirro has been driving for Audi since 1994. He knows that his career will not last forever, but the fire still burns.

How did you get involved in motorsport?

Even as a child I wanted to be a racing driver. When I was five I saw a shooting star and made a wish. Purely by coincidence we stopped at a kart track and rented a kart when I was eleven years old. From this moment on I've loved karting.

How did you earn a living before you became a professional racing driver?

I started racing early and have always been able to earn a living.

Outside of motorsport which sports do you keep an eye on?

Skiing and important football matches. But I much prefer to do sport myself than to watch it.

Is there a sportsman or woman you particularly admire?

Ayrton Senna – how he behaved on and off the track.

Which sports do you actively pursue?

Many. Obviously everything that keeps me fit, including skiing, water skiing, motocross, karting, diving, flying, climbing, football, canoeing, cycling, roller-blades, skateboard...

If you could invite somebody to dinner once, who would it be?

The President of the United States, so he can give me some answers to the questions I still don't have answers for.

Do you have a favourite city?

San Francisco.

Which Audi do you drive privately?

Currently an A6 TDI – but I hope that it will be an R8 very soon.

Profile

Audi factory driver Emanuele Pirro (I)

Date of birth:	12 January 1962
Place of birth:	Rome (I)
Place of residence:	Monte Carlo (MC)
Status:	married to Marie-Hélène, two sons (Cristoforo and Goffredo)
Height/Weight:	1.82 m/71.5 kgs
Motorsport since:	1980 (Audi driver since 1994)

Career

1976-79 Kart, 1st in Italian Championship in 1976 and '79, 2nd in European in '78

1980 1st in Italian Formula Fiat Abarth

1981 6th in European Formula 3 Championship

1982 2nd in European Formula 3 Championship

1983 3rd in European Formula 3 Championship

1984 6th in in European Formula 2 Championship

1985-86 3rd in in European Formula 3000 Championship

1987 Touring Car World Championship

1988 3rd in Japanese Formula 3000 Championship

1989 Formula 1, 1st in Nürburgring 24 Hour race,
6th in Japanese Formula 3000 Championship

1990 Formula 1, DTM, 2nd in Italian Touring Car Championship

1991 18th in Formula 1, 3rd in Italian Touring Car Championship,
1st in Touring Car Grand Prix Macau

1992 1st in Touring Car Grand Prix Macau, DTM, 6th in Italian Touring Car Championship

1993 13th in Italian Touring Car Championship

1994 1st in Italian Touring Car Championship,
3rd in German Touring Car Cup (both in Audi 80 competition)

1995 1st in Italian Touring Car Championship (Audi A4 quattro)

1996 1st in German Super Touring Car Cup (Audi A4 quattro)

1997 6th in in German Super Touring Car Cup (Audi A4 quattro)

1998 German Super Touring Car Championship (Audi A4)

1999 3rd in Le Mans 24 Hour race (Audi R8R)

2000 1st in Le Mans 24 Hour race (Audi R8), 1st in Sebring 12 Hour race (Audi R8), 3rd in
American Le Mans Series (Audi R8)

2001 1st in Le Mans 24 Hour race (Audi R8), 1st in American Le Mans Series (Audi R8), 1st in
"Petit Le Mans" race (Audi R8)

2002 1st in Le Mans 24 Hour race, 4th in American Le Mans Series (both in Audi R8)

2003 3rd in Le Mans 24 Hour race, 2nd in Sebring 12 Hour race (both in Audi R8)

2004 2nd in Sebring 12 Hour race (Audi R8), 3rd in Le Mans 24 Hour race (Audi R8),
11th in DTM (Audi A4 DTM)

- 2005 1st in American Le Mans Series (Audi R8), 3rd in Le Mans 24 Hour race (Audi R8),
2nd in Sebring 12 Hour race (Audi R8), 1st in "Petit Le Mans" race (Audi R8)
- 2006 Winner of Le Mans 24 Hour race (Audi R10 TDI), 4th in American Le Mans Series
(Audi R10 TDI)

www.pirro.com

Audi factory driver Marco Werner (D)

Never give up on a good thing

“Audi,” says Marco Werner “was the biggest break I’ve had in my career. In the formative years of my career it was always a question of money or politics. At Audi it’s only about performance.”

A qualified mechanic, Marco Werner has always delivered the goods throughout his career. He even defeated a certain Michael Schumacher at a “star of tomorrow” driving assessment. He came within an ace of concluding a Formula 1 deal after winning the prestigious Formula 3 Grand Prix in Monaco in convincing style in 1992. However, thanks to a lack of funds he landed in the endurance cup held at the Nürburgring – a racing series for private drivers and the championship in which contested his first ever race.

Marco Werner has had to take such setbacks and disappointments on the chin time and again. The big opportunity to race sportscars for Audi only came in 2002. It speaks volumes that he has never given up and has nevertheless made it. “One of my strengths is that I’m very calm,” says Marco Werner. “It’s not that easy to ruffle my feathers.”

Between races, tests and PR appointments he finds time to relax in Ermatingen, a small village on the Swiss side of Lake Constance. He lives together with his partner Annett, spends his time-off in the garden, cycling, playing golf and can be seen on his wakeboard regularly in summer. However, Werner prefers the seclusion of the Audi R10 TDI cockpit. “To be able to drive for Audi is, quite simply, a dream. I’m enjoying my time here.”

How did you get involved in motorsport?

I've got hereditary to thank. My grandfather raced motorbikes and my father cars until the middle of the 1970s. It was always a subject at the dinner table.

How did you earn a living before you became a professional racing driver?

I'm a qualified mechanic. I'd always thought about having something to do with cars.

Outside of motorsport which sports do you keep an eye on?

When the television is on at home it's usually because some motorsport event is being televised.

Is there a sportsman or woman you particularly admire?

I admire Alessandro Zanardi. It's incredible what he has achieved after fate dealt him such a blow. That you can still have so much determination and will power in what appears to be a hopeless situation moves me.

Which sports do you actively pursue?

Cycling in summer. I started wakeboarding last summer. Golf has suffered a little as a result.

If you could invite somebody to dinner once, who would it be?

I can't think of anybody just at the moment.

Do you have a favourite city?

Cape Town – particularly the surrounding countryside.

Which Audi do you drive privately?

A6 3.0 TDI.

Profile

Audi factory driver Marco Werner (D)

Date of birth:	27 April 1966
Place of birth:	Dortmund (D)
Place of residence:	Ermatingen (CH)
Status:	single (partner Annett), one daughter (Janina)
Height/Weight:	1.75 m/66 kgs
Motorsport since:	1984 (Audi driver since 2002)

Career

1984	VLN Endurance Cup Germany
1985	Formula Ford 1600
1986	Formula Ford 1600
1987	3rd in German Formula Ford Championship
1988	4th in German Formula Opel Lotus Challenge
1989	2nd in German Formula Opel Lotus Challenge
1990	8th in German Formula 3 Championship
1991	2nd in German Formula 3 Championship
1992	2nd in German Formula 3 Championship, 1st in Formula 3 Grand Prix Monaco, ADAC Motor Sportsman of the Year
1993	3rd in VLN Endurance Cup Germany, 1st in class in Nürburgring 24 Hour race, German Touring Car Trophy, DTM, German F3 Championship
1994	German Touring Car Cup, VLN Endurance Cup Germany, German Formula 3 Championship
1995	1st in Daytona 24 Hour race, 5th in Porsche Supercup, 4th in Porsche Carrera Cup, Interseries, German Super Touring Car Cup
1996	10th in German Super Touring Car Cup, 1st in class in Nürburgring 24 Hour race
1997	German Super Touring Car Cup, FIA GT Championship, Porsche Carrera Cup
1998	ISRS Series
1999	VLN Endurance Cup Germany, DTC Euro finals Zandvoort
2000	11th in Porsche Supercup, touring car races in Spa and Macau
2001	2nd in Porsche Supercup, 19th in FIA GT Championship, GTP endurance races
2002	3rd in Le Mans 24 Hour race (Audi R8), 2nd in Porsche Supercup
2003	1st in American Le Mans Series (Audi R8), 1st in Sebring 12 Hour race (Audi R8), 3rd in "Petit Le Mans" race (Audi R8), 2nd in Nürburgring 24 Hour race (Abt-Audi TT-R), 4th in Le Mans 24 Hour race (Audi R8)
2004	1st in American Le Mans Series (Audi R8), 1st in "Petit Le Mans" race (Audi R8), 2nd in Sebring 12 Hour race (Audi R8), 3rd in Le Mans 24 Hour race (Audi R8)
2005	1st in Le Mans 24 Hour race (Audi R8), 1st in Sebring 12 Hour race (Audi R8), 3rd in American Le Mans Series (Audi R8)
2006	1st in Le Mans 24 Hour race (Audi R10 TDI)

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Team Audi Sport North America

German-American Cooperation

Audi has a factory commitment in the American Le Mans Series in 2007. This means that Audi Sport in Ingolstadt is responsible for the racing engagement. Like last year, the two Audi R10 TDI cars were nominated by Audi Sport North America, the US branch of Audi Sport. The core of the race team comes from Champion Racing in Pompano Beach (Florida), where the cars are also serviced between the races. Dave Maraj's squad will again be supported by the race team of Audi Sport and Joest Racing, which is also involved in the further development of the R10 TDI. The German-American cooperation already proved its striking power in the 2006 season.

Responsible for Audi Sport North America is Rod Bymaster. Ralf Jüttner from Joest Racing is the technical coordinator between Audi Sport and the race team.

The American Le Mans Series

Export hit: Le Mans

“World Class” – this is the claim of the American Le Mans Series. The tagline could hardly be more fitting: The racing series launched in 1999 by entrepreneur Don Panoz is the world’s most popular sports car racing series, which has become North America’s favourite motorsport category after the NASCAR series.

In the late 1990s, Don Panoz came up with the idea of bringing the flair of the 24 Hours of Le Mans to America. The concept worked. Le Mans became an export hit, and the American Le Mans Series an important franchise partner of the Automobile Club de l’Ouest (ACO).

The Technical Regulations of the ACO provide the basis for all racing series derived from Le Mans. The organisers of the American Le Mans Series have to follow this principle as well. With one exception: to heighten suspense, they started reserving the right to slow down vehicles with superior technology during the course of the season – an approach that has not found favour with Audi as a technology-oriented company, and which led to the Audi brand’s withdrawal from the TransAm and the IMSA GTO series in the late eighties.

“The American Le Mans Series prides itself on offering a perfect platform for the major automotive manufacturers, but an automotive manufacturer needs stable rules,” says Head of Audi Motorsport Dr Wolfgang Ullrich. “That’s why we’re keeping a very critical watch on how the racing series continues to develop in this area.”

That Audi decided to continue its U.S. commitment despite the fact that competitors were increasingly being granted advantages as early as in the previous season is attributable to the popularity of the series. “Apart from the discussions about the rules, the American Le Mans Series is being managed in a highly professional manner and provides an outstanding platform for presenting ourselves to a large audience in the important U.S. marketplace,” adds Dr Ullrich.

The series, which strives to come into particularly close touch with fans, continues expanding its activities. The 2007 season is the first to see twelve races being

staged. With the city races in St. Petersburg, Long Beach and Detroit three new, attractive events in important markets have been added to the calendar.

Meanwhile most races are being staged on Saturdays, increasingly often running late into the night. By using this approach, founder Don Panoz and Scott Atherton, the director of the series, have managed to bring even more of the Le Mans flair to America.

2007 American Le Mans Series schedule

17/03 (Saturday)	Sebring (Florida)
31/03 (Saturday)	St. Petersburg (Florida)
14/04 (Saturday)	Long Beach (California)
21/04 (Saturday)	Houston (Texas)
19/05 (Saturday)	Salt Lake City (Utah)
07/07 (Saturday)	Lime Rock Park (Connecticut)
21/07 (Saturday)	Mid-Ohio (Ohio)
11/08 (Saturday)	Road America (Wisconsin)
26/08 (Sunday)	Mosport (Ontario/CDN)
01/09 (Saturday)	Detroit (Michigan)
06/10 (Saturday)	Road Atlanta (Georgia)
20/10 (Saturday)	Laguna Seca (California)

Tracks

The Audi drivers about the tracks

Sebring, Dindo Capello: “At Sebring it’s incredibly difficult to find a good set-up. And of course Sebring is famous for its many bumps. Despite this I like the circuit because it has very interesting and different turns that are really good fun for a driver.”

St. Petersburg, Allan McNish: “The circuit in St. Petersburg is new to all of us. It’s a city circuit so it should be pretty bumpy. Most of the corners are pretty slow. But because the walls are so close, you can’t afford making any mistakes. You need a car that doesn’t act nervously and gives you confidence as a driver.”

Long Beach, Marco Werner: “I’ve always been very fond of city circuits. We still need to familiarize ourselves with the current layout at Long Beach. With an LM P1, it won’t be easy to compete on a street circuit against the lighter LM P2 cars. But as a driver you can always squeeze something out of a street circuit.”

Houston, Dindo Capello: “A typical U.S. city circuit between concrete walls. The layout is not particularly thrilling, but there are two or three places that are interesting to both the driver and the spectators. The tarmac is even bumpier in some places than at Sebring.”

Salt Lake City, Emanuele Pirro: “Salt Lake City seems simple, but it’s very demanding and difficult. When I first saw the track I was disappointed, but when I drove it I was positively surprised. There’s a long straight and a few fast corners. It’s easy to make a mistake, and overtaking opportunities are good.”

Lime Rock, Allan McNish: “I like the layout at Lime Rock. Most of the turns are really fast. But as a driver you’ve got to give everything at Lime Rock in order to be quick. Since the circuit is so short and one corner follows the other, a stint seems incredibly long.”

Mid-Ohio, Marco Werner: “A natural race track that’s very demanding in terms of the line. There’s a section in which one corner follows the other, without a straight in between. That’s where the line is really crucial. There’s also a hump that’s difficult to handle with a prototype. Mid-Ohio is not fast but very demanding.”

Road America, Emanuele Pirro: “Road America gives a driver a lot of satisfaction. There aren’t many tracks on which you can see a result on the stop watch if you take a risk. The layout is unique as well. Unfortunately, the spectators can only see a small part of the circuit.”

Mosport, Dindo Capello: “Driving a prototype at Mosport is right up my street. Particularly the first two turns let you feel the speed. You realise that the smallest mistake can have serious consequences. At Mosport you still need a lot of heart.”

Detroit, Emanuele Pirro: “Detroit is new for us. Generally, I like city circuits, even with a car like our sports prototype, which is actually designed for Le Mans – in other words, a completely different type of track. Detroit is ‘Motown’. It’s nice, and important, that we’re driving there.”

Road Atlanta, Marco Werner: “Road Atlanta is a fast circuit and one of my favourite tracks. Some corners are driven in fourth and fifth gear. In the quick S corners downhill you’ve got to get everything right. You can’t afford to make any mistakes because there are only small run-off areas.”

Laguna Seca, Allan McNish: “I love Laguna Seca. It’s one of my favourite tracks. The way it’s situated is simply fantastic, and the circuit is pretty unique. There’s only one ‘Cork Screw’ in the world. The circuit has a good flow.”

Car categories in the American Le Mans Series

Artificial class battle

One of the special aspects of Le Mans and the racing series derived from Le Mans is the fact that vehicles from four different classes are run in the same race, but classified separately. As the “pinnacle“ for factory commitments, the Automobile Club de l'Ouest (ACO) established the LM P1 category, which allows the greatest freedom for action to the engineers. The smaller LM P2 class was created for private teams and, by definition, is supposed to be clearly slower than the top-flight category. The organisers of the American Le Mans Series deviate from the ACO's rules: They're making concessions to the LM P2 cars, thus turning them into rivals of LM P1 cars.

What counts in the American Le Mans Series

Knowing the ropes

The fact that in the American Le Mans Series there are four different vehicle classes out on the track at the same time has implications as early as during the concept design of an LM P1 sports car: Since the drivers competing in the quickest class are constantly overtaking, the Audi R10 TDI needs to handle safely and comfortably even when leaving the racing line.

Since the tarmac is usually dirtier alongside the racing line and collects the major portion of tyre rubbings, “pick-up” is a frequently occurring phenomenon. It means that one’s own tyres pick up rubber from the tyres of other cars, which can have a serious, negative impact on handling. Particularly after a safety car phase, when the tyres have cooled down, drivers frequently encounter this problem.

As in any other American racing series, the so-called “yellow phases“ are part and parcel of the American Le Mans Series. As soon as the safety car hits the track the pit lane is closed and not opened again until the safety car has “caught” the leading cars. Reaching the pit lane at the right time during a caution periods may be a deciding factor because in many cases it means being able to save one refuelling stop.

The TDI engine’s advantage of lower fuel consumption gave Audi greater strategic flexibility during the past season. This year, the fuel tank capacity for diesel-powered vehicles has been reduced from 90 to 81 litres – meaning that the superior TDI technology has lost one of its crucial advantages. What has remained is the unique torque development, which helps the Audi driver during the restart after a “yellow phase” and while overtaking.

The fact that four of the 2007 season’s twelve races are being staged on city “street” circuits makes the challenge more difficult for Audi this year: The slow, twisty circuits seem tailor-made for the LM P2 cars that are 150 kilograms lighter.

The pit stops

Every change must be perfect

Whoever wants to win endurance races needs a fast and reliable car, the best drivers and a well rehearsed pit-stop crew, because any time lost in the pits is very difficult to recover on the track.

Dependent of its fuel consumption, an LM P1 comes in to the pits approximately every 50 minutes. Over the distance of a “normal” 2:45-hour American Le Mans Series race this equates to two scheduled pit stops, during which the fuel tank is refilled with Shell V-Power Diesel. Tyres and drivers are changed as seldom as possible. The ACO regulations prohibit simultaneous refuelling and working on the car. Therefore, changing tyres costs extra time.

Every pit stop starts with refuelling, which takes almost 30 seconds until 81 litres are in the Audi R10 TDI fuel cell. Diesel flows a little slower than petrol because of different viscosity, which is why the regulations allow a “Flow Restrictor” with a slightly bigger diameter, ensuring that the diesel and petrol engine cars take about the same time to refuel. Pressure assisted refuelling is prohibited. The fuel can only flow into the tank from a maximum height of two metres under gravitational force.

The time required to refuel is generally used to make a quick visual inspection of the car for damage and to check the tyres. ‘Thumbs up’ means continue at full-speed – whereby the engine must be turned off during the refuelling procedure and can only be restarted using the mechanism fitted in the car. External help or pushing is prohibited. The car is not allowed to slide when leaving the pits. If a tyre change is necessary, it is made immediately after the refuelling is finished. A maximum of four mechanics armed with two air-guns are in action. “Full service” means a complete pit stop with refuelling, tyres and driver change. If it runs perfectly the operation takes between 40 and 45 seconds. Larger repairs are not made in the pit lane but in the pit garage. There is no limit to the number of mechanics allowed to work on the car in the pit garage “behind the wall”.

Audi partners in the American Le Mans Series

Shell: Shell is a world leader in the field of fuels research. During the successful R8 project, featuring the Audi FSI technology, Shell was an important Audi Sport partner giving support and advice. The Audi R10 TDI also benefits from Shell know how: as official fuel supplier to the 24 Hours of Le Mans and the American Le Mans Series, Shell has developed an extremely high performance diesel fuel, which is optimised for use in endurance races: “Shell V-Power Diesel LM24”. It is based on “Shell V-Power Diesel”, available at about 5000 Shell stations across Europe, and designed to help modern diesel engines deliver more power for longer. An important component of Shell V-Power Diesel in many countries and in the Le Mans variant is Shell GTL Fuel. Shell have pioneered the introduction of this synthetic fuel which is extracted from natural gas and has outstanding clean and efficient combustion properties. Shell GTL Fuel is an important step towards alternative fuels of the future.

Michelin: The defending Formula 1 World Champions were already exclusive and reliable tyre partners during the days of the Audi R8. The enormous torque produced by the R10 TDI makes special demands, and only a tyre partner with the technical resources of Michelin is up to the job.

Bosch: As with the direct injection TFSI used in the successful Audi R8, the cooperation between Audi Sport and Bosch was carried over to the R10 TDI project. The Common Rail injection system of the diesel engine has been developed together. The Bosch Motronic MS14 assumes control of the engine.

Mahle: As one of the leading manufacturers of high-quality components for the motor-vehicle and engine industries, MAHLE has been a trusted partner of Audi Sport for many years. MAHLE supplies the pistons and other components for the revolutionary V12 TDI power unit fitted to the Audi R10 TDI.

Garrett: Garrett has been on board since Audi started competing at the 24 Hours of Le Mans. As with the Audi R8, twin Garrett turbochargers are also at work in the new Audi R10 TDI. Garrett is a product from Honeywell Turbo Technologies, which belongs to the global operating technology concern Honeywell International.

Dow Automotive: Dow Automotive equips the Audi R10 TDI with its innovative Diesel Particle Filter System. The international operating concern, with a worldwide network of development centres, supplies the automobile industry with plastics, adhesives, sealing materials and plastic reinforced products.

Oakley: Oakley not only equips Audi's sports car team with sunglasses: The goggles worn by the mechanics during the pit stops are also supplied by the American fashion trendsetter whose portfolio, in addition to the famous sunshades, features various lifestyle products.

Audi TDI Power: An invention for the road. Revolutionized for racing. This is the motto selected for the Audi R10 TDI's showing, impressively underlining Audi's innovative power in the area of diesel engines. In addition, the motorsport commitment featuring the 650-hp diesel powerplant provides the brand with a unique opportunity to convince new customers of the benefits of TDI technology – particularly in the United States.

Audi is the inventor of the TDI and has been instrumental in driving the technology in this area forwards during the past 18 years. The wide range of Audi's know-how is manifest in its modern diesel engines – from the 2.0 TDI, which, despite its sporty performance, consumes only 6.0 litres of diesel fuel per 100 km, all the way to the 500-hp V12 TDI that gives the Performance-SUV Audi Q7 the power and performance of a sports car.

Other Audi Sport partners

O.Z. Racing, Light Alloy Wheels
Stäubli, Quick Release couplings
Sparco, Safety Accessories
Sandtler, Motorsport Accessories
PTC, Software Solutions

Facts

Did you actually know that...

... the first race of the American Le Mans Series was held at Sebring in March 1999? It was also Audi's first running in a sports car race.

... Audi celebrated its first victory in a sports car race one year later, at Sebring?

... Audi has been competing in the American Le Mans Series since 2000, either with a factory commitment or customer teams, and has since won the drivers', teams' and manufacturers' classifications in the LM P1 class each year?

... the Audi R8 – with 50 overall victories – is the most successful car ever in the American Le Mans Series?

... from 2000 to 2005, it took Audi merely 65 races to celebrate 50 overall victories in the American Le Mans Series?

... the Audi R8 retired only once in the American Le Mans Series due to a technical defect (clutch damage)?

... the Audi R8 never suffered an engine failure during a race?

... the Audi R8 contested a total of 80 races worldwide, winning 63 of them?

... Audi technology has never been beaten in the 24 Hours of Le Mans since the year 2000?

... Dindo Capello, with 23 overall victories, is the most successful driver in the American Le Mans Series? Every victory he clinched at the wheel of an Audi prototype.

... Dindo Capello and Allan McNish won at Mosport in 2000 with a mere lead of 0,148 seconds? It was the closest finish in the history of the American Le Mans Series.

... the final round of the American Le Mans Series in 2000 was staged in Australia and the Audi R8 of Dindo Capello and Allan McNish received a crocodile design for this reason?

... Marco Werner is the only driver to have ever successfully defended the title in the LM P1 class of the American Le Mans Series so far?

... due to the longer distances, there are six additional points awarded for the races at Sebring and Road Atlanta, and three for the rounds at Laguna Seca and Road America?

... the race at Long Beach – at 1:40 hours – is the shortest in the history of the American Le Mans Series?

... four of the twelve races in the 2007 American Le Mans Series are broadcast by CBS, the race at Road America by NBC, and the other seven by SPEED Channel?

... the Audi R10 TDI achieved its victory at Le Mans using about 20 percent less fuel per 100 kilometres than the R8 consumed in its first victorious run at Le Mans in 2000?

... the Audi R11, R12 and R13 cars already exist? These are the internal project designations used for the various vehicle generations of the Audi A4 DTM.

History: Audi in the American Le Mans Series

Unbeaten for seven years

Since the 2000 season, Audi has been competing in the American Le Mans Series without any interruptions, having left its mark on the world's most popular racing series like no other brand. 57 overall victories were celebrated by Audi from 2000 to 2006. The combined tally of the competition amounted to merely 21 exploits.

Since 2000 Audi has been the king of the LM P1 class. Seven times in a row the brand from Ingolstadt clinched the titles in the drivers', teams' and manufacturers' classification in the series' top class, defeating factory teams from BMW, Cadillac, Chrysler and Panoz.

The first race in the American Le Mans Series was contested by Audi in March 1999: The 12-hour race at Sebring – then as well as today – served as a test run for the 24 Hours of Le Mans and was the very first sports car race contested by Audi. With the Audi R8R, Audi Sport Team Joest managed to secure a podium finish straight away.

One year later Audi returned to the US to contest its first complete sports car season, which ended in a triumph: The Scotsman Allan McNish clinched the first champion's title for the Audi R8.

In 2001 the Italian Emanuele Pirro won the title, in 2002 it was the Dane Tom Kristensen's turn to do so. In 2003 the two Germans Frank Biela and Marco Werner managed to win the title together – also owing to regulations assuring greater fairness. In 2004 Marco Werner – the only driver so far – successfully defended the title in the LM P1 category together with the Finn JJ Lehto.

In 2005, the Audi R8's last complete season, the title winners were Frank Biela and Emanuele Pirro. In 2006 Allan McNish and the Italian Dindo Capello secured the title. This was also the first championship title claimed by a diesel sports prototype – the Audi R10 TDI.

Statistics

American Le Mans Series statistics 1999-2006

Overall wins (Manufacturers)

Audi	57
Panoz	8
BMW	6
Lola	4
Riley & Scott	1
Zytek	1
Porsche	1

Fastest race laps (Manufacturers)

Audi	55
Lola	11
Panoz	4
BMW	3
Zytek	2
Riley & Scott	2
Bentley	1

Pole positions (Manufacturers)

Audi	42
Lola	19
Panoz	5
Zytek	5
BMW	4
Riley & Scott	1
Creation	1
Porsche	1

Overall wins (Drivers)

Dindo Capello	23
Frank Biela	20
JJ Lehto	19
Emanuele Pirro	15
Marco Werner	14
Allan McNish	14
Tom Kristensen	12
David Brabham	7
Jan Magnussen	6
Johnny Herbert	6
Butch Leitzinger	4
James Weaver	4
Jörg Müller	3

Steve Soper	3
Michele Alboreto	2
Eric Bernard	2
Pierre Kaffer	2
Eric van de Poele	1
Mimmo Schiattarella	1
Johnny O'Connell	1
Andy Wallace	1
Laurent Aiello	1
Christian Pescatori	1
Philipp Peter	1
Hayanari Shimoda	1
Tom Chilton	1
Timo Bernhard	1
Romain Dumas	1

Pole Positions (Drivers)

James Weaver	13
Frank Biela	11
Dindo Capello	8
JJ Lehto	7
Tom Kristensen	6
Allan McNish	6
David Brabham	4
Marco Werner	4
Emanuele Pirro	3
Andy Wallace	3
Butch Leitzinger	3
Hayanari Shimoda	2
Nicolas Minassian	2
Mimmo Schiattarella	1
Jan Magnussen	1
Chris Dyson	1
Tom Chilton	1
Stefan Johansson	1
Timo Bernhard	1

Fastest race laps (Drivers)

JJ Lehto	13
Emanuele Pirro	11
Tom Kristensen	10
Allan McNish	10
Frank Biela	9
James Weaver	6
Marco Werner	3
Dindo Capello	3
Eric van de Poele	2

Eric Bernard	2
Hayanari Shimoda	2
Guy Smith	2
David Brabham	1
Jan Magnussen	1
Mimmo Schiattarella	1
Andy Wallace	1
Butch Leitzinger	1

LM P1 Champions (Manufacturers)

1999	Panoz
2000	Audi
2001	Audi
2002	Audi
2003	Audi
2004	Audi
2005	Audi
2006	Audi

LM P1 Champions (Drivers)

1999	Elliott Forbes-Robinson (R&S-Ford)
2000	Allan McNish (Audi R8)
2001	Emanuele Pirro (Audi R8)
2002	Tom Kristensen (Audi R8)
2003	Frank Biela / Marco Werner (Audi R8)
2004	JJ Lehto / Marco Werner (Audi R8)
2005	Frank Biela / Emanuele Pirro (Audi R8)
2006	Dindo Capello / Allan McNish (Audi R10 TDI)

LM P1 Champions (Teams)

1999	Panoz Motorsports
2000	Audi Sport North America
2001	Audi Sport North America
2002	Audi Sport North America
2003	Infineon Team Joest
2004	Team ADT Champion Racing
2005	Team ADT Champion Racing
2006	Audi Sport North America

Further figures

Races	78
The closest finish	0.148 seconds (Mosport 2000)
The biggest winning margin	21 laps (Adelaide 2000)
The longest overall winning streak (Manufacturers)	13 (Audi 2000/2001)
The longest overall winning streak (Drivers)	5 (Capello 2002)

All Audi victories in the American Le Mans Series

2000 (Audi R8): 9 victories/12 races

Sebring	Biela/Kristensen/Pirro
Sears Point	Capello/McNish
Mosport	Capello/McNish
Dallas	Biela/Pirro
Portland	Capello/McNish
Petit Le Mans	Alboreto/Capello/McNish
Laguna Seca	Capello/McNish
Las Vegas	Biela/Pirro
Adelaide	Capello/McNish

2001 (Audi R8): 8/10

Dallas	Capello/Kristensen
Sebring	Alboreto/Aiello/Capello
Donington	Capello/Kristensen
Jarama	Capello/Kristensen
Sears Point	Capello/Kristensen
Mosport	Biela/Pirro
Laguna Seca	Biela/Pirro
Petit Le Mans	Biela/Pirro

2002 (Audi R8): 8/10

Sebring	Capello/Herbert/Pescatori
Mid-Ohio	Biela/Pirro
Road America	Capello/Kristensen
Trois-Rivières	Capello/Kristensen
Mosport	Capello/Kristensen
Laguna Seca	Biela/Pirro
Miami	Biela/Pirro
Petit Le Mans	Capello/Kristensen

2003 (Audi R8): 8/9

Sebring	Biela/Peter/Werner
Road Atlanta	Herbert/Lehto
Trois-Rivières	Biela/Werner
Mosport	Biela/Werner
Road America	Herbert/Lehto
Laguna Seca	Biela/Werner
Miami	Herbert/Lehto
Petit Le Mans	Herbert/Lehto

2004 (Audi R8): 8/9

Sebring	Biela/Kaffer/McNish
Mid-Ohio	Lehto/Werner
Lime Rock	Lehto/Werner

Infineon	Lehto/Werner
Portland	Lehto/Werner
Road America	Lehto/Werner
Petit Le Mans	Lehto/Werner
Laguna Seca	Kaffer/Herbert

2005 (Audi R8): 7/10

Sebring	Kristensen/Lehto/Werner
Road Atlanta	Lehto/Werner
Lime Rock	Lehto/Werner
Infineon	Biela/Pirro
Portland	Biela/Pirro
Road America	Biela/Pirro
Petit Le Mans	Biela/Pirro

2006 (Audi R8 / R10 TDI): 9/10

Sebring	Capello/Kristensen/McNish
Houston	Capello/McNish
Lime Rock	Capello/McNish
Salt Lake City	Biela/Pirro
Portland	Capello/McNish
Road America	Biela/Pirro
Mosport	Capello/McNish
Road Atlanta	Capello/McNish
Laguna Seca	Capello/McNish

History: Audi in motorsport

More than 25 years of success in motorsport

To implement such an ambitious project like the world's first diesel-powered sports car, which clinched the overall victory in the 24 Hours of Le Mans, a high-calibre team is required. For more than 25 years, Audi Sport has guaranteed that Audi races from victory to victory and also demonstrates "Vorsprung durch Technik" in motorsport.

The Audi R10 TDI, developed in conjunction with trusted and proven partners, is also completely developed by Audi Sport under the direction of Head of Audi Motorsport Dr Wolfgang Ullrich. His squad of 150 employees are principally responsible for the development and testing of the racing cars. Every project previously undertaken by Audi Sport was rewarded with a victory or championship titles.

For Audi its motorsport programme is more than a marketing instrument: The AUDI AG motorsport successes were always linked with ground breaking developments, which were later adopted in to mass production. The best examples of this are Quattro drive, which recently celebrated its 25th anniversary and revolutionised the rally world at the beginning of the 1980s, and TFSI technology which was used for the first time in the 2001 24 Hours of Le Mans and remains unbeaten in the French long-distance since then. In the meantime, TFSI is just as likely to be found in Audi's sporting production models as quattro drive.

Audi Communication Motorsport

The Audi media service

The Audi Communication Motorsport team is on location for all of AUDI AG's factory commitments, offering journalists and photographers extensive media services during the rounds of the American Le Mans Series.

Media database: Photographs and all information related to AUDI AG's motorsport commitment and the Audi R10 TDI is available from our media database at www.audi-motorsport.info (accreditation necessary). Via the database you can register to be included in our mailing list. Audi offers press informations (MediaInfo) by e-mail and fax.

Press releases: One week before each race we offer a preview of the respective event with quotes from Head of Audi Motorsport Dr Wolfgang Ullrich and all the drivers. After the qualifying and the race, there will also be MediaInfo press releases including quotes. All the releases are available in German and English and can be picked up as hard copies at the trackside media centre.

SMS service: You may also order current practice and race results via SMS by subscribing, free of charge, at www.audi-motorsport.info.

Photographs: In the media database we offer current photographs and stock material for downloading. For media purposes, the photographs are exempt from copyrights.

Sound bites: In the media database sound bites of the Audi drivers and officials are available for downloading. They are stored in mp3 format in radio broadcast quality.

TV footage: TV channels may order TV footage via the media database, footage is available in the Beta SP format (PAL and NTSC).

Interview requests: If you would like to conduct an interview with one of our factory drivers, Head of Audi Motorsport Dr Wolfgang Ullrich or the Team Directors, please coordinate your requests with Audi Communication Motorsport.

We will try to meet all requests. At the venue, you will find us with the team or in the Audi Communication bus.