



## Audi of America Communications

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# The 2011 Audi R8

HERNDON, Va., November 1, 2010 – Audi has forged its engineering through grueling competition at the world’s most demanding motorsports venue – Le Mans. With nine 24 Hours of Le Mans victories to its name, Audi understands the true meaning of performance in a way that few manufacturers do. That truth has come to represent itself in the R8 – a mid-engine sports car that’s as sophisticated as it is powerful. In 2011, the all-new Audi R8 5.2 quattro® Spyder will further that legacy, offering uncompromised performance in an open-air package. With unmistakable styling and the unshakable performance of quattro all-wheel drive, the Audi R8 models now represents the very edge of what is technically possible in a sports car today – with the top up or down.

### **The Design | A Vision of power**

The 2011 Audi R8 line is unlike anything else in the Audi portfolio. With hand assembly of approximately 20 cars a day, only the best and most experienced workers are chosen for series production. A wide, low stance is derived directly from the Audi motorsports program and helps to provide the Audi R8 with its world-class handling. In fact, the Audi R8 was inspired not only by the brand’s victorious Le Mans race cars, it also shared the same design team. Two large bladed air inlets on the Coupe and rearward air intakes aggressively complement slanted headlamps that join the signature Audi Singleframe® grille, while the addition of LED daytime running lights creates a face that is both purposeful and refined.

In paying homage to Audi heritage and the brand’s multiple victories at Le Mans, a number of subtle styling tweaks are present in the Coupe:

- The xenon plus daytime running lights have a total of 24 LED daytime running lights, and the world’s first production full LED headlights have 24 LED lights per assembly.
- There are 24 engine vents flanking the transparent engine cover.

Large fender arches displaying blatant racing heritage define both the Coupe and Spyder. Unique sideblade wind deflectors on the Coupe straddle the machine's haunches in subtly exotic tones, while the Spyder features classic air intakes behind the doors. The Audi R8 Coupe stands just 49.3 inches tall, and the Spyder 0.3 inches less, each with a striking, low-slung profile that is both sultry and determined. From this vantage, the Audi R8 line presents a cockpit thrust far toward the front of vehicle – indicative of the mid-engine layout. The design allows for a near perfect weight balance, with 56 percent of the weight over the rear tires in the Coupe.

From the rear, the remarkable road presence of the R8 could not be more apparent. The 2011 Audi R8 is 75 inches across for the Spyder and 76 inches for the Coupe, giving it a remarkably wide track. Needless to say, this results in excellent grip and cornering ability. The Coupe features a large rear glass hatch that reveals the longitudinally mounted engine, while the new Spyder maintains a roadster design with straked cooling vents across the rear plane. LED taillights dominate the rear styling of each model, while large dual exhaust exits and ventilation further point to the sporting prowess of the Audi R8 models.

### **The Interior | Elegant and precise**

Audi engineers applied the same attention to detail to the sports cars' interiors. High quality leather covers well-bolstered and comfortable sports seats as well as a tri-spoke, lightweight magnesium, flat-bottom steering wheel. The driver-oriented dashboard houses a high-resolution display, while MMI<sup>®</sup> controls are located just below, poised at the fingertips (optional on R8 4.2 quattro Coupe, standard on Audi R8 5.2 quattro Coupe and Spyder). The race-bred speedometer and tachometer of the Audi R8 models are enclosed in teardrop bezels and provide the driver with important information at the glance of an eye. With seating for two, there is no mistaking the intentions of these vehicles, yet the cockpit remains functional and spacious, with room for two golf bags behind the seats in the Audi R8 4.2 quattro.

In the case of the Audi R8 Spyder, the lines offer a unique interpretation of the dynamics of a high-performance sports car. Both the side panels and engine cover are composed of carbon fiber composite to minimize weight. Drivers are free to open the car to the elements or simply drop the rear-center glass window with the top up to let the sultry tones of the 5.2 FSI<sup>®</sup> V10 enter the cabin. To allow for communication, the R8 Spyder includes available full iPod<sup>®</sup> integration and the world's first Bluetooth<sup>®</sup> microphones integrated in the seatbelts to curtail wind noise during calls even when the top is down.

### **The Engines | The essence of power**

Available with two engine choices, the Audi R8 Coupe and Spyder deliver the option of a 4.2 FSI V8 engine or an even more powerful 5.2 FSI V10. Using the latest in Audi innovation to be both powerful and efficient, the 4.2-liter V8 incorporates all-aluminum construction. With the help of FSI direct injection, the R8 Coupe 4.2 FSI engine produces an astonishing 420 hp and 317 lb-ft of torque. The R8 4.2 FSI is able to reach 60 mph from a standstill in just 4.4 seconds, powering on to a top speed of 187 mph.

Those who demand the absolute highest level of power output may fit their R8 Coupes with the same 5.2 FSI V10 engine that is found in the competition R8 LMS GT3 class race car. The 5.2-liter, 10-cylinder engine benefits from many of the same innovations found on the 4.2 FSI V8, while the addition of two extra cylinders produces substantial power gains. With a high compression ratio of 12.5:1, the R8 V10 FSI produces a thrilling 525 hp and 391 lb-ft of torque. Despite the marked increase in power, the V10 weighs only 68 pounds more than the V8. The 5.2 FSI utilizes an aluminum block fortified with silicon crystals for added strength, as well as aluminum cylinder heads. Redline arrives at 8,700 rpm, meaning that each piston travels 88 feet per second.

The result of this engineering is an Audi R8 Coupe with a 196 mph top speed.. The R8 Coupe 5.2 quattro accelerates from 0-60 mph in a scant 3.7 seconds. In the case of the Audi R8 Spyder, the same 5.2 FSI V10 drives the roadster to 62 mph in just 4.0 seconds and a top speed of 194.49 mph.

### **The Transmissions | The ultimate in control**

Two transmissions are available for the Audi R8 Coupe and Spyder. For drivers who demand a classic sports car experience, a smooth-shifting six-speed manual gearbox is available on the Audi R8 4.2 quattro and the Audi R8 Coupe and Spyder 5.2 FSI. With a short throw and perfectly chosen gear ratios, the six-speed manual transmission is built to withstand power from either engine while still delivering the finesse that discerning sports car drivers demand. It features a beautifully crafted shift gate design for rifle bolt accuracy.

The Audi R8 line also is available with one of the most technologically advanced gearboxes available today – the R tronic<sup>®</sup> six-speed transmission. Capable of fast gear changes of 0.1 second, the R tronic delivers a near-uninterrupted flow of power from either engine. Precise shift

paddles mounted behind the sport steering wheel allow the driver to choose gears quickly and accurately. (Of course, motorists can also use the shift lever in the center console).

### **Safety | Enhanced features**

The Audi focus on superior engineering does not stop at the engine and drivetrain. Each Audi R8 comes equipped with the latest in Audi life-saving technology. As with all Audi vehicles, an exceptionally rigid skeleton protects the cabin in the event of a collision. The lightweight ASF<sup>®</sup> body is made almost entirely of aluminum, with the exception being small pieces made of magnesium. The Coupe's entire frame weighs just 463 pounds – making it lighter than most motorcycles. Large crumple zones are built to direct crash energy down and away from occupants, and the seats are designed to minimize injury from a rear impact. In the event of a collision, the Audi R8 automatically shuts off the vehicle fuel system and battery to minimize the likelihood of a fire and unlocks the doors to prevent entrapment.

### **More From Audi | Options**

The 2011 Audi R8 is available in three trim levels: the R8 4.2 quattro, the R8 5.2 quattro and R8 5.2 quattro Spyder. In each trim, the R8 uses Audi magnetic ride – a continuously variable suspension damping system built to provide ride control that is both comfortable and sport-oriented. The driver may choose between “Normal” and “Sport” modes to define the driving experience. Servotronic power steering varies sensitivity based on vehicle speed. ESP<sup>®</sup>, ASR and EDL also are standard.

Outside, tone-on-tone sideblades and a retractable rear spoiler join Audi xenon plus headlights to give the Audi R8 a distinctive exotic flair. Large quad chrome exhaust tips hint at the power of the R8 4.2 FSI engine, while dual oval pipes speak to the 5.2 FSI nestled in both Coupe and Spyder trim. LED daytime running lights, brake lights and turn signals are standard, as are rain-sensing windshield wipers. Full LED headlight assemblies are standard on R8 5.2 models.

Occupants are treated to Alcantara<sup>®</sup> and leather-clad 10-way adjustable sport seats in the R8 4.2 quattro and full Fine Nappa leather sport seats in the Audi R8 5.2 quattro Coupe and Audi R8 5.2 quattro Spyder, all of which also are three-step heated. The flat-bottom, three-spoke steering wheel tilts and telescopes and houses controls for the infotainment system. Automatic climate control joins a central locking system and one-touch up/down power windows as standard equipment. A driver information system inside the instrument cluster indicates outside temperature, gear position, tire pressure information and vehicle speed and includes a

five-function trip computer and lap timer. Electronic cruise control, HomeLink® universal garage door opener and Bluetooth hands-free offer additional convenience. Finally, the Audi R8 4.2 quattro comes standard with a radio concert sound system with seven speakers, five-channel amplifier, SIRIUS® satellite radio, auxiliary input and MP3 capability.

Aside from the unmatched performance of the 5.2-liter V10, the Audi R8 5.2 quattro and R8 5.2 quattro Spyder enjoy much of the same equipment found on the R8 4.2 FSI, with even more standard amenities. They come standard with a specifically-tuned suspension to handle the added weight and power from the 10-cylinder engine. Outside, unique 19-inch wheels, Aluminum Optic engine cover vents, high-gloss black Singleframe grille, extended rear underbody diffuser, flared rocker panels and flared tone-on-tone sideblades distinguish the car from its brother. The most noticeable change comes courtesy of the Sydney Opera House-inspired LED headlamps. The Audi R8 5.2 quattro is the first vehicle in the world to use LED lighting for all headlamp functions, including high and low beams, daytime running lights and turn signals. The lamps emit a color temperature of 6,000 degrees Kelvin – close to that of daylight. Power folding, auto-dimming heated side view mirrors are standard.

Inside the R8 5.2 FSI and R8 5.2 quattro Spyder, occupants are treated to fine Napa leather seats. A red trim line accents the instrument cluster and gearshift knob, and color-matched leather adorns the door pulls and door inserts. In place of the standard seven-speaker stereo system, the Audi R8 5.2 quattro Coupe and the Audi R8 5.2 quattro Spyder benefit from a 12-speaker Bang & Olufsen® Sound System. The Audi MMI Navigation plus system also is standard equipment and includes a 6.5-inch LCD display and two SD card slots for external media, real-time traffic and five language settings.

A standard storage package provides a net on the back of each seat and a luggage net on the rear storage shelf. Both trims also enjoy Audi hill hold assist – a system that prevents manual-transmission vehicles from rolling backward at a stop. An advanced parking system is standard and includes a rearview camera and parking sensors. Sport-minded consumers can choose from several carbon fiber add-ons and titanium finished wheels.

## **Warranty**

The Audi R8 will be backed by a new vehicle limited warranty that includes:

- Four-year/50,000 mile limited new vehicle warranty
- 12-year limited warranty against corrosion perforation
- 24-hour Roadside Assistance for four years

## **About Audi of America**

Audi of America, Inc. and its 275 U.S. dealers offer a full line of German-engineered luxury vehicles. AUDI AG is among the most successful luxury automotive brands globally. During 2009, Audi outsold all other luxury brands in Europe, while in the U.S. market Audi posted the largest market share gain of any luxury automotive brand. Between 2010 and 2012 the Audi Group is planning to invest around €5.5 billion, mainly in new products, in order to sustain the Company's technological lead. Visit [www.audiusa.com](http://www.audiusa.com) or [www.audiusanews.com](http://www.audiusanews.com) for more information regarding Audi vehicle and business issues.

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