



Communications Motorsport

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Audi sets its sights on next Nürburgring win

- **Past five years have seen three Audi victories in the “Eifel”**
- **Audi A4 DTM has been on pole at Nürburgring three consecutive times**
- **Home round for Audi Sport Team Phoenix**

Ingolstadt, July 30, 2010 – After a four-week summer break the battle for points in the DTM, the most popular international touring car series, will finally resume at the Nürburgring from August 6 to 8. Clearly, the car to be beaten in the Eifel is the Audi A4 DTM.

Each of the three most recent events held on the 3.629-kilometer short-version of the Nürburgring saw an Audi A4 DTM start from the pole position. Three victories in the past five years speak a clear language as well. Particularly impressive was last year’s performance when Audi celebrated a commanding one-two-three-four win and significantly outdistanced its rivals from Stuttgart.

The squad around Head of Audi Motorsport Dr. Wolfgang Ullrich now aims to continue this outstanding exploit. “I’m sure that we’ve got several irons in the fire to have some say in the battle for victory at the Nürburgring again this year,” assures Dr. Ullrich. “Our goal is to make up ground in the standings with a strong performance by the whole team.”

In this endeavor Dr. Ullrich can not only rely on the Nürburgring having suited the Audi A4 DTM well so far. Most of his drivers, too, are looking forward to the race in the Eifel with particularly eager anticipation – above all this applies to Martin Tomczyk, who won the 2007 and 2009 races after having started from the pole position and who posted the fastest race lap in 2008. In 2009 the driver from Rosenheim, Bavaria, who lives in Switzerland, was the front runner in each of the practice sessions, which even got his team colleagues thinking. No wonder that Tomczyk himself calls the race at the Nürburgring his “season highlight.”



Home round for one team and two drivers

For Audi Sport Team Phoenix, Mike Rockenfeller and Timo Scheider, the race is a highlight as well because the Nürburgring has traditionally been a home round for all three of them. The distance between the Phoenix team base in the Meuspath industrial park and the entrance to the paddock is less than three kilometers. In addition, team director Ernst Moser's driver line-up includes a native of the Rhineland – Mike Rockenfeller. The Le Mans winner grew up in Neuwied, about 50 kilometers away from the "Ring." The roots of the current champion, Timo Scheider, are not far away from the Nürburgring either: he was raised about 70 kilometers from the venue, in Braubach on the Rhine.

Timo Scheider versus Hans-Joachim Stuck

As many as two weeks before the DTM race, Scheider received a foretaste of the 3.629-kilometer short version of the Nürburgring. On the weekend of the Truck Grand Prix the reigning DTM champion competed in the Audi A4 DTM against former DTM champion Hans-Joachim Stuck in the MAN Truck. Stuck had made a bet that he would be able to beat anyone in his truck. While he had made a flying start to the race in his truck with an approximate output of 735 kilowatts, Scheider made a standing start. But Stuck was unable to make use of his advantage: in the end Timo Scheider won in his 340-kilowatt Audi A4 DTM.

Special topographical and meteorological characteristics

With respect to the set-up of the Audi A4 DTM the Nürburgring does not require any extreme solutions like the Norisring most recently did. "We are starting into the Eifel weekend with the same set-up as last year," explains Dr. Martin Mühlmeier, the Technical Director of Audi Sport. "The modifications consist of adapting the tires, which are new this year, to this track." In addition, the "Ring" requires the engineers and strategists to practice the art of improvisation primarily in two areas. The topography of the circuit causes interruptions in radio communications between the drivers and teams on each lap. And the unpredictable weather in the Eifel has repeatedly played a crucial part in determining the outcome of the races in recent years.

Topics of the weekend

- Will Martin Tomczyk manage to clinch his third Nürburgring win since 2007?
- Will Audi, like last year, capture the best grid position in the Eifel?



- Will Audi Sport Team Phoenix be able to shine with a strong showing at its home round?
- Will Markus Winkelhock manage to continue his good performance from last year?
- Will Miguel Molina be able to convert his track knowledge of the Nürburgring into points again?
- Will the weather in the Eifel again be marked by rapid changes?

Quotes by the officials

Dr. Wolfgang Ullrich (Head of Audi Motorsport): “In recent years the Nürburgring has consistently been a very good track for Audi. I think that we’ll be able to show a good performance again this year. We’ve got to make use of our potential to achieve maximum points, and we’ll all be working toward achieving this goal. I’m looking ahead positively and, like all DTM fans, am eager to see the season continue after the four-week break. After this break our motivation is particularly high.”

Hans-Jürgen Abt (Team Director Audi Sport Team Abt Sportsline): “The Nürburgring is tied to many great experiences for us. We’ve clinched many victories there. Our racing series is just really getting started now. Obviously, I’m hoping for us to go home with a great result. We’re doing our best to keep the championship thrilling.”

Ernst Moser (Team Director Audi Sport Team Phoenix): “The Nürburgring is the home round not just for Phoenix. ‘Rocky,’ too, hails from this region. So it’s the home race for two parties in the team. Consequently, we’re expecting many acquaintances, friends and partners from the surrounding area, which gives us particular motivation to improve compared with the Norisring. Considering the experience ‘Rocky’ and we’ve got at the Nürburgring, a good result should be possible. The track has many narrow sections. That’s where you’ve got to let the car coast, in other words, you enter the turn at high speed and then take that speed with you. In the inside sections you need good traction and on the others good balance.”

Arno Zensen (Team Director Audi Sport Team Rosberg): “I’m looking forward to the Nürburgring and the Rhineland Evening hosted by quattro GmbH. For us it’s sort of a second home race because I was born in the vicinity of the circuit. I’m hoping for us to break our duck and to score points for the first time. We saved a few tires at the Norisring. Hopefully, this will benefit us at the Nürburgring.”



Facts and quotes by the Audi drivers

Mattias Ekström (32/S), Red Bull Audi A4 DTM #5 (Audi Sport Team Abt Sportsline)

- Drove the fastest race lap at the Nürburgring last year
- As the best Audi driver in the standings, moved two points closer to front runner Bruno Spengler in the most recent event at the Norisring

“The Nürburgring is about finding a compromise between the slow corners and the long straights. That’s the key to a good lap time. And qualifying is very important, too. You’ve only got a chance of winning if you start from one of the front grid positions because it’s very hard to overtake there.”

Oliver Jarvis (26/GB), Tabac Original Audi A4 DTM #2 (Audi Sport Team Abt)

- With his best performance in the DTM season, most recently opened his “points account” at the Norisring
- Was on grid position five in the Eifel last year as the best driver of a year-old car

“The Nürburgring is simply an amazing facility. The whole region is focused on the race track. That’s unique. The track is difficult. In the past years it was hard for me to find good balance.”

Katherine Legge (30/GB), Glamour Audi A4 DTM #15 (Audi Sport Team Rosberg)

- Made it into the second qualifying session at the Nürburgring last year
- Turned 30 between the races at the Norisring and the Nürburgring

“I like the Nürburgring because it stands for a great tradition. In addition, it’s always nice to be able to do a lap on the Nordschleife on this occasion. Basically speaking, it’s not easy to set up the car for the Nürburgring. This year the new tires add another factor. That’s a real challenge. And you never know what the weather will be like in the Eifel: a race with many unknown quantities!”

Miguel Molina (21/E), Audi Bank A4 DTM #18 (Audi Sport Rookie Team Abt)

- Is familiar with the Nürburgring from formula racing
- After finishing three DTM races in a row, was forced to accept his first retirement in the most recent race in Nuremberg

“I already know this track. Of course, that’s positive. And it’ll probably help us improve the car even further. After things didn’t go as planned for us at all at the Norisring we can now set our sights on a positive result again with Audi Sport Rookie Team Abt.”



Alexandre Prémat (28/F), TV Movie Audi A4 DTM #9 (Audi Sport Team Phoenix)

- In eighth place of the standings, is currently the second-best driver of a 2008-spec Audi
- Married his partner Cléo two weeks before the Nürburgring race

“I’m particularly fond of the Nürburgring. And for Audi Sport Team Phoenix it’s their home round. Again, it’ll be crucial to score as many points as possible. The track suits our car. Maybe we’ll even have the chance to fight for podium positions. In the DTM anything’s possible. Qualifying went pretty well for us last year, even though we weren’t able to convert that into a good race result.”

Mike Rockenfeller (26/D), S line Audi A4 DTM #10 (Audi Sport Team Phoenix)

- Qualified for second place at the 24-hour race at the Nürburgring in May in an Audi R8 LMS
- One week before the DTM race at the Nürburgring contests his fourth 24-hour race of the year at Spa-Francorchamps

“I’m hoping to be doing well again straight from the start as I was in the first three races of the year and to improve compared with my performance at the Norisring. I’m looking forward to the Nürburgring. There will be many acquaintances there and there’s always a lot of action for me. I’m looking ahead positively and also believe that we’ll be able to achieve a finish in the points.”

Timo Scheider (31/D), GW:plus/Top Service Audi A4 DTM #1 (Audi Sport Team Abt)

- Is one of just three drivers to have scored points in each race in 2010
- Clinched second place at the Nürburgring last year

“It continues to be my home race and hopefully a lot of friends and fans will turn out at the track. With respect to the sport, there’s reason to look forward to the event as well. The Nürburgring should suit our Audi. I’m happy that we’re finally competing on tracks now that tend to accommodate us.”

Martin Tomczyk (28/D), Red Bull Cola Audi A4 DTM #6 (Audi Sport Team Abt Sportsline)

- Started from the pole position in the Eifel in 2007 and 2009 and won both races
- Was the front runner in all sessions at the Nürburgring last year

“I’m extremely looking forward to the Nürburgring. That’s always my season highlight. I’m hoping that things will be going nearly the way they did last year. At least, that’s my goal. My wish is that we’ll manage to convert our enthusiasm into a respective result.”



Markus Winkelhock (30/D), Playboy/GW:plus Audi A4 DTM #14 (Audi Sport Team Rosberg)

- Achieved his first podium with Audi at the 24-hour race at the Nürburgring in May
- Completed an Audi foursome at the top last year as the best driver of a year-old car

“I’m looking forward to the Nürburgring. The track suits me pretty well. A year ago, I took fourth place there. Actually, I’ve always been very fast there. That’s why I’m optimistic.”

The Audi drivers in the 2010 DTM

Mattias Ekström (S): * Jul 14, 1978 in Falun (S); residence: Salenstein (CH); single; height: 1.83 m; weight: 77 kg; Audi driver since 1999; DTM races: 97; pole positions: 15; victories: 14; fastest laps: 10; points: 468; DTM titles: 2 (2004, 2007); best result, DTM Nürburgring: 1st.

Oliver Jarvis (GB): * Jan 09, 1984 in Burwell (GB); residence: Ermatingen (CH); single; height: 1.80 m; weight: 70 kg; Audi driver since 2008; DTM races: 25; pole positions: 1; victories: 0 (best result: 2nd place); fastest laps: 0; points: 28; DTM titles: 0; best result, DTM Nürburgring: 13th.

Katherine Legge (GB): * Jul 12, 1980 in Guildford (GB); residence: Ermatingen (CH); single; height: 1.73 m; weight: 58 kg; Audi driver since 2008; DTM races: 24; pole positions: 0; victories: 0 (best result: 12th place); fastest laps: 1; points: 0; DTM titles: 0; best result, DTM Nürburgring: –

Miguel Molina (E): * Feb 17, 1989 in Girona (E); residence: Lloret de Mar (E); single; height: 1.75 m; weight: 62 kg; Audi driver since 2010; DTM races: 4; pole positions: 0; victories: 0; (best result: 8th place); fastest laps: 0; points: 2; DTM titles: 0; best result, DTM Nürburgring: –

Alexandre Prémat (F): * Apr 05, 1982 in Juvisy-sur-Orge (F); residence: Ermatingen (CH); married to Cléo, one daughter (Zoe); height: 1.82 m; weight: 74 kg; Audi driver since 2007; DTM races: 34; pole positions: 0; victories: 0 (best result: 2nd place); fastest laps: 0; points: 37; DTM titles: 0; best result, DTM Nürburgring: 9th.

Mike Rockenfeller (D): * Oct 31, 1983 in Neuwied (D); residence: Altnau (CH); single (partner Susanne); height: 1.75 m; weight: 67 kg; Audi driver since 2007; DTM



races: 35; pole positions: 0; victories: 0 (best result: 3rd place); fastest laps: 1;
points: 33; DTM titles: 0; best result, DTM Nürburgring: 9th.

Timo Scheider (D): * Nov 11, 1978 in Lahnstein (D); residence: Lochau (A); single,
one son (Loris); height: 1.78 m; weight: 74 kg; Audi driver since 2006; DTM races:
102; pole positions: 7; victories: 5; fastest laps: 4; points: 279; DTM titles: 2 (2008,
2009); best result, DTM Nürburgring: 2nd.

Martin Tomczyk (D): * Dec 07, 1981 in Rosenheim (D); residence: Aesch/Basel (CH);
single (engaged to Christina); height: 1.88 m; weight: 75 kg; Audi driver since 2001;
DTM races: 96; pole positions: 7; victories: 4; fastest laps: 5; points: 233; DTM
titles: 0; best result, DTM Nürburgring: 1st.

Markus Winkelhock (D): * Jun 13, 1980 in Stuttgart (D); residence: Berglen-
Steinach (D); single; height: 1.75 m; weight: 65 kg; Audi driver since 2007; DTM
races: 43; pole positions: 0; victories: 0 (best result: 4th place); fastest laps: 0; DTM
titles: 0; points: 17; best result, DTM Nürburgring: 4th.

2010 DTM point standings

1 Bruno Spengler (Mercedes)	32 points
2 Jamie Green (Mercedes)	22 points
3 Mattias Ekström (Audi)	21 points
4 Gary Paffett (Mercedes)	19 points
5 Paul Di Resta (Mercedes)	17 points
6 Mike Rockenfeller (Audi)	12 points
7 Timo Scheider (Audi)	12 points
8 Alexandre Prémat (Audi)	8 points
9 Martin Tomczyk (Audi)	5 points
10 Martin Tomczyk (Audi)	4 points
11 Susie Stoddart (Mercedes)	2 points
12 Miguel Molina (Audi)	2 points

2010 DTM season interim statistics

Victories: Mercedes 3; Audi 1
Pole positions: Mercedes 3; Audi 1
Fastest laps: Audi 2; Mercedes 2
Leading laps: Mercedes 169; Audi 49
Points: Mercedes 92; Audi 64



Audi DTM statistics

Pole positions: 55

Victories: 53

Fastest laps: 41

Champion's titles: 7 (1990, 1991, 2002, 2004, 2007, 2008, 2009)

All winners of DTM races at the Nürburgring (since 2000)

2000 (1) Bernd Schneider (Mercedes-Benz)

2000 (2) Bernd Schneider (Mercedes-Benz)

2000 (3) Manuel Reuter (Opel)

2000 (4) Manuel Reuter (Opel)

2001 Laurent Aiello (Abt-Audi)

2002 Uwe Alzen (Mercedes-Benz)

2002 Laurent Aiello (Abt-Audi)

2003 (1) Christijan Albers (Mercedes-Benz)

2003 (2) Laurent Aiello (Abt-Audi)

2004 Gary Paffett (Mercedes-Benz)

2005 Mattias Ekström (Audi)

2006 Bruno Spengler (Mercedes-Benz)

2007 Martin Tomczyk (Audi)

2008 Bernd Schneider (Mercedes-Benz)

2009 Martin Tomczyk (Audi)

Track info

Track length: 3.629 km

Race distance: 49 laps = 177.821 km

DTM qualifying record on this track: Gary Paffett (Mercedes), 1m 23.161s =
157.098 km/h (August 06, 2005)

DTM race record on this track: Gary Paffett (Mercedes), 1m 24.442s = 154.714
km/h (August 07, 2005)

Pole position in 2009: Martin Tomczyk (Audi), 1m 23.489s = 156.480 km/h (August
15, 2009)

Fastest lap in 2009: Mattias Ekström (Audi), 1m 25.118s = 153.486 km/h (August
16, 2009)

Spectators in 2009: 86.000

TV live viewers, ARD 2009: 1.39 million (source: ARD)



Martin Tomczyk about the Nürburgring: “I feel comfortable at the Nürburgring and have a great time there – as demonstrated by my two wins there in 2007 and 2009. I was also out in front in every qualifying session last year, so I am obviously feeling good about returning to this circuit. It doesn’t feature one specific make-or-break section, so a good lap at the Nürburgring is partly down to driving it with a very fluid rhythm. Overtaking is easiest at the end of the long straight past the start/finish by the Arena or after the back straights just before the chicane. This track is also great fun in the rain – two years ago, our qualifying sessions took place in torrential rain.”

DTM statistics at the Nürburgring since 2004 (Audi “factory” commitment)

Races: 6

Audi victories: 3

Pole positions: 3

Fastest laps: 2

Nürburgring 2009 flashback

With an impressive one-two-three-four victory Audi recaptured the lead of the DTM standings. As many as two Audi drivers – Timo Scheider and Mattias Ekström – were now ranking at the top. But the dominant driver in the Eifel was Martin Tomczyk, who celebrated a commanding victory after having started from the pole position. Scheider and Ekström occupied places two and three. Markus Winkelhock completed Audi’s triumph with a fourth-place finish in the best year-old car.

2009 results

1 Martin Tomczyk (Audi A4 DTM) 48 laps in 1h 10m19.195s

2 Timo Scheider (Audi A4 DTM) + 1.205s

3 Mattias Ekström (Audi A4 DTM) + 2.969s

4 Markus Winkelhock (Audi A4 DTM) + 16.029s

5 Jamie Green (Mercedes) + 23.349s

...

10 Mike Rockenfeller (Audi A4 DTM) + 1m 06.232s

13 Christian Bakkerud (Audi A4 DTM) - 1 lap

14 Johannes Seidlitz (Audi A4 DTM) - 1 lap

15 Tomas Kostka (Audi A4 DTM) - 1 lap



Schedule

Friday, August 6

12:05–12:35	Roll-out
15:10–16:40	Free practice 1
16:40–16:45	Starting practice

Saturday, August 7

09:30–11:00	Free practice 2
13:45–14:41	Qualifying

Sunday, August 8

09:30–10:00	Warm-up
14:00	Race

TV schedule (ARD live)

Saturday, August 7

13:35–15:00	Qualifying
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Sunday, August 8

13:45–15:35	Race
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The Audi Group sold around 950,000 cars of the Audi brand in 2009. The Company posted revenue of €29.8 billion and an operating profit of €1.6 billion. Audi produces vehicles in Ingolstadt and Neckarsulm (Germany), Győr (Hungary), Changchun (China) and Brussels (Belgium). Aurangabad in India saw the start of CKD production of the Audi A6 at the end of 2007 and of the Audi A4 in early October 2008. Production of the new Audi A1 has been running at the Brussels plant since May 2010. The Company is active in more than 100 markets worldwide. AUDI AG's wholly owned subsidiaries include AUDI HUNGARIA MOTOR Kft., Automobili Lamborghini Holding S.p.A. in Sant'Agata Bolognese (Italy) and quattro GmbH in Neckarsulm. Audi currently employs around 58,000 people worldwide, including 45,500 in Germany. 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 embodied in its "Vorsprung durch Technik" slogan. By 2015, Audi plans to increase the number of models in its portfolio to 42.

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 newly established Audi Environmental Foundation.