



Communications Motorsport

Jürgen Pippig

Telephone: +49 (0)841 89 34200

E-mail: motorsport-media@audi.de

www.audi-motorsport.info

Audi wants to win German finale of the DTM

- **Audi A4 DTM to fight for victory at Hockenheim**
- **New track version provides spectators with a special attraction**
- **Mattias Ekström still has a theoretical title chance**

Ingolstadt, October 8, 2010 – Round nine of the DTM at Hockenheim on October 17 (starting at 1:45 p.m. – local time – live on “Das Erste”) will see Audi make another attempt at fighting for the top on a new track layout after the most recent, unfortunate miss of a possible victory at Oschersleben.

A race with new circumstances: this year, Hockenheim – which has been the venue of the season opener and finale since the new DTM was launched in the 2000 season – will not mark the final event on the calendar for the first time. Instead Audi will be starting into the “German finale” of the season on this circuit before the two remaining rounds will be held at Adria (Italy) and Shanghai (China).

Most recently at Oschersleben, Audi managed to postpone an early title decision in the DTM with a third-place finish by Mattias Ekström. Timo Scheider, who was on the verge of taking the lead on lap 34, lost ground due to a puncture. After two consecutive DTM title wins the 32-year-old Audi “factory” driver thus dropped out of the group of candidates for the title. Instead Ekström, in fourth place of the standings, assumed the ranking of the best Audi driver in the 2010 DTM. The Swede is separated from the leader of the standings, Bruno Spengler, by 26 points.

“30 points are yet to be awarded in the remaining three races,” calculates Head of Audi Motorsport Dr. Wolfgang Ullrich. “Although the mathematical chances of postponing the decision once more are very small, we’re determined to give everything up to the very end. We fought for victory at Oschersleben and we want to do this again – but this time with a positive outcome for us. We want to end the season on a note of having shown the best possible single performances.”



Test on new track version

Since October 2002 the DTM has been racing on the 4.574-kilometer version of the Hockenheimring and has held eight opening and eight final races there. In each of the past three years Audi secured the title at Hockenheim in front of a crowd of more than 150,000 spectators, respectively. Now the DTM will compete on a new, shorter track layout for the first time. Audi ran tests on this circuit on September 22 with Timo Scheider and Martin Tomczyk. “We are no longer driving the entire Parabolika section that saw many slipstream duels in the past. Instead we are turning right onto a short version before the Parabolika ends,” reports Timo Scheider. “Before the race the new section will be subjected to further detailed optimizations and the passage will be even better to drive on. For us this means that we’ve got to adjust to a new track rhythm. For the spectators this means that they’ll get to see even more of us than before because we’ll be doing more laps.”

Armin Plietsch, Project Manager Technology DTM at Audi Sport, adds: “We’re expecting lap times that should be about 13 seconds shorter than those on the old circuit version. Even though there are two new turns they shouldn’t affect the known basic set-up of the Audi A4 DTM for this track in any way.”

Simultaneous testing debut of the new Audi TT RS

At the same time that the DTM competes at Hockenheim the customer sport program of AUDI AG that was launched with the Audi R8 LMS will probably feature an additional vehicle: at the last two rounds of the Endurance Championship Nürburgring on October 16 and 30, Team Raeder Motorsport will contest the SP 4T class with the prototype of an Audi TT RS that is jointly developed by the Technical Development (TE) and Production divisions of AUDI AG and quattro GmbH. In the test races the vehicle, which spearheads a potential modular customer sport concept based on the TT, will be driven by Marc Hennerici and Christopher Mies. Audi thereby responds to the high demand by customers wishing to use the TT and other vehicles of the brand in motorsport.

The prototype uses a five-cylinder TFSI engine and features racing-specific new developments in the areas of the body, suspension and aerodynamics. In addition, the team was able to adopt some components from the R8 LMS in order to make maximum use of synergies.



Topics of the weekend

- Will the new track layout meet expectations?
- Will Mattias Ekström maintain his small title chance and postpone the decision yet again?
- Will Martin Tomczyk make an equally strong showing as he did at the season opener when he commandingly led the race until suffering a puncture?
- Will Markus Winkelhock's unlucky streak finally end at the team's and driver's home round?

Quotes by the officials

Dr. Wolfgang Ullrich (Head of Audi-Motorsport): "Due to the new track layout we ran a preliminary test at which we got to know the new circuit for the first time. Only one part of the track was modified – so the major portion will be the same as it was in the first race. We had a very good performance then – not only in terms of a single showing but by the whole team. The development potential we've shown in the most recent races should also enable us to use the chance of finally achieving the desired victory at Hockenheim."

Hans-Jürgen Abt (Team Director Audi Sport Team Abt Sportsline): "We've got to take the positive aspects with us, in other words the notion that we are and will remain capable of winning. And I'm hoping for that little bit of racing luck to return to us as well. What happened at Oschersleben was a very bitter pill for us. But we won't allow ourselves to drop back. We will look at each individual race as a kind of final championship round. We want to really shine in the remaining three races and show that we haven't lost our ability to win."

Ernst Moser (Team Director Audi Sport Team Phoenix): "It's a little unusual to drive a race that feels like a finale but will be followed by two more races. This time we'll simply contest one of eleven races but hopefully in front of a crowd that we've typically just seen at the finales. Audi was always strong at Hockenheim in recent years. At the season opener we were really good with Team Phoenix. I can't really assess the modified track layout yet. I'm a little sad that the hairpin is gone because overtaking was possible there and there was always a lot of action. Now there will be more laps which could make the race more interesting to the spectators. After having scored points with both cars at Oschersleben we want to try and continue that at Hockenheim."



Arno Zensen (Team Director Audi Sport Team Rosberg): “Hockenheim marks the German finale for the DTM. It was always a great event in the past years due to the atmosphere there and, by the way, it’s our home race as well. Obviously, we want to make a really strong showing on our departure from Germany and finally finish in the points.”

Facts and quotes by the Audi drivers

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

- In his past five runs at Hockenheim started four times from the first row including three starts from the pole position
- In his DTM career has celebrated seven podium places at Hockenheim so far, including two victories

“I’ve always felt very comfortable at Hockenheim. Hopefully that’ll be the case again this time. Mentally it feels a little like the finale and for the local fans in Germany it is the finale. I always enjoy being there. I’ll give everything to win. One turn is new now and the Parabolica is shorter. There’s no reason why that should keep us from achieving a good result.”

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

- Finished on the podium at Hockenheim in May 2009 as the driver of a year-old car
- After finishing in 13th place at Oschersleben wants to regain his pace

“I really liked the long track layout at Hockenheim and think it’s a shame that the circuit has been shortened. But be that as it may, we definitely have to improve our performance there. We need to try and understand why Oschersleben went so poorly for me. At Hockenheim I was good in previous events. I’m hoping to return to a position in the points there.”

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

- After retiring at Oschersleben aims for a race finish at Hockenheim
- For her race team, Audi Sport Team Rosberg, this is a home round

“The atmosphere at Hockenheim is simply fantastic. A lot has already been said about the new track layout. I’m happy to be returning to this circuit. Obviously, the new track section is a new challenge too. I’m approaching the upcoming weekend with a positive mindset and am hoping that we’ll have a good start into it. It seems like a good start into a weekend makes it easier to achieve a good result as well.”



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

- Started his DTM career at Hockenheim in April
- Has scored points four times in his debut season and is in ninth place of the DTM standings

“I’m very much looking forward to Hockenheim and am hoping to experience a successful race weekend there. I’ve got very fond memories of this track where I not only contested my first DTM race but also scored my first point. Compared with the beginning of the year, the track has been slightly modified, the laps will be shorter. It’s important for us to be similarly competitive as we were in the rounds at Zandvoort and Brands Hatch.”

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

- Clinched his best result at Hockenheim in fourth place at the 2009 finale
 - In the standings ranks as the second-best driver of a 2008-spec Audi A4 DTM
- “I really enjoy the track at Hockenheim. I’ll do everything within my means to score as many points as possible in order to move up some more in the standings. I’m looking back on the season opener where I was running in second place when I suffered a puncture. It would be great if we could show another good performance and had the chance to achieve a podium finish.”

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

- Is the best driver of a 2008-spec Audi A4 DTM in the DTM standings
- Most recently started from third place at Oschersleben and finished fifth
- Has never achieved a point result in a finale at Hockenheim

“We’re driving a shorter track version at Hockenheim than we did at the season opener. So let’s see what happens. Actually, I think it’s a bit of a shame because the track had been pretty good before. Now we’re driving on increasingly shorter tracks. At least this is new for everyone. My car was very good on the old layout in the first race. I think we’ll be in a good position again.”

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

- Celebrated the title win at Hockenheim in both of the past two years
- Since 2007 has been the runner-up twice and the winner once in the finale
- Was last fighting for victory at Oschersleben until suffering a puncture

“In qualifying and particularly in the race at Oschersleben we showed that we were doing well with our performance. But this year and the past race have also shown what can happen to a racer. If things aren’t going well, fortune won’t be on your side either. Now we’re returning to the venue of the big emotions in the DTM, to



Hockenheim. I'm hoping to be able to finally turn the tables there. We'd truly deserve a victory by now."

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

- Started from row one at the 2010 season opener at Hockenheim
- Was leading the opening race up to the time of suffering a puncture
- Contested his 100th DTM race at Oschersleben

"I got to know the new track layout for the first time at a test. I'm looking forward to Hockenheim. Actually, I'm not such a great fan of the modification. But basically I've always enjoyed driving at Hockenheim. I drove a great opening race there – except for the puncture. I'm hoping to be able to continue this good performance."

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

- Achieved eighth place in the finale at the South German circuit last year
- Will experience his home race and that of his team at Hockenheim

"Because Hockenheim is my home race I look forward to it every time. I'm eager to see how the new track will suit me and the car. This will be a new experience for all the drivers, which is pretty good. I'm hoping to finally be more fortunate now. But I've got to be honest: four times in a row I was struck by misfortune but at Oschersleben I had no one to blame but myself. I made a mistake in a race that I could have finished in sixth place because I was running in front of Alex (Prémat). I could have scored my first points of the year there. My wish for Hockenheim is to finish the race, and if points were awarded for it, that would be perfect."

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: 101; pole positions: 16; victories: 14; fastest laps: 10; points: 481; DTM titles: 2 (2004, 2007); best result, DTM finale Hockenheim: 2nd

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: 29; pole positions: 1; victories: 0 (best result: 2nd place); fastest laps: 0; points: 34; DTM titles: 0; best result, DTM finale Hockenheim: 6th

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: 28; pole



positions: 0; victories: 0 (best result: 12th place); fastest laps: 1; points: 0; DTM titles: 0; best result, DTM finale Hockenheim: 17th

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: 8; pole positions: 0; victories: 0; (best result: 4th place); fastest laps: 1; points: 11; DTM titles: 0; best result, DTM finale Hockenheim: -

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: 38; pole positions: 0; victories: 0 (best result: 2nd place); fastest laps: 0; points: 41; DTM titles: 0; best result, DTM finale Hockenheim: 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: 39; pole positions: 0; victories: 0 (best result: 3rd place); fastest laps: 1; points: 37; DTM titles: 0; best result, DTM finale Hockenheim: 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: 106; pole positions: 8; victories: 5; fastest laps: 6; points: 295; DTM titles: 2 (2008, 2009); best result, DTM finale Hockenheim: 1st

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: 100; pole positions: 7; victories: 4; fastest laps: 5; points: 237; DTM titles: 0; best result, DTM finale Hockenheim: 2nd

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: 46; pole positions: 0; victories: 0 (best result: 4th place); fastest laps: 0; DTM titles: 0; points: 17; best result, DTM finale Hockenheim: 8th

2010 DTM point standings

1 Bruno Spengler (Mercedes)	60 points
2 Paul Di Resta (Mercedes)	53 points
3 Gary Paffett (Mercedes)	44 points
4 Mattias Ekström (Audi)	34 points



5 Timo Scheider (Audi)	29 points
6 Jamie Green (Mercedes)	28 points
7 Mike Rockenfeller (Audi)	16 points
8 Alexandre Prémat (Audi)	12 points
9 Miguel Molina (Audi)	11 points
10 Oliver Jarvis (Audi)	11 points
11 Martin Tomczyk (Audi)	8 points
12 Ralf Schumacher (Mercedes)	3 points
13 Susie Stoddart (Mercedes)	2 points
14 Maro Engel (Mercedes)	1 point

2010 DTM season interim statistics

Victories: Mercedes 7; Audi 1
Pole positions: Mercedes 5; Audi 3
Fastest laps: Mercedes 3; Audi 5
Leading laps: Mercedes 376; Audi 73
Points: Mercedes 191; Audi 121

Audi DTM statistics

Pole positions: 57
Victories: 53
Fastest laps: 44
Champion's titles: 7 (1990, 1991, 2002, 2004, 2007, 2008, 2009)

All winners of the DTM final races at Hockenheim

2000 Uwe Alzen (Opel), Uwe Alzen (Opel)
2001 Bernd Mayländer (Mercedes-Benz)
2002 Bernd Schneider (Mercedes-Benz)
2003 Jean Alesi (Mercedes-Benz)
2004 Bernd Schneider (Mercedes-Benz)
2005 Bernd Schneider (Mercedes-Benz)
2006 Bruno Spengler (Mercedes-Benz)
2007 Jamie Green (Mercedes-Benz)
2008 Timo Scheider (Audi)
2009 Gary Paffett (Mercedes-Benz)



Track info

Track length: 3.736 km

Race distance: 47 laps = 175.592 km

DTM qualifying record on this track: new track layout, no previous statistics

DTM race record on this track: new track layout, no previous statistics

Pole position in 2009: Mattias Ekström (Audi), 1m 32.525s = 177.967 km/h
(October 25, 2009)

Fastest lap in 2009: Gary Paffett (Mercedes-Benz), 1m 34.351s = 174.523 km/h
(October 25, 2009)

Spectators in 2009: 155,000

TV live viewers, ARD 2009: 1.63 million (source: ARD)

Markus Winkelhock about Hockenheim: “Racing at Hockenheim is like coming home for me as I just live 120 kilometers away. The circuit layout has always suited me well. There are two or three spots where you can overtake. We have a lot of data for the Audi A4 DTM at Hockenheim as we used to test them there and we also compete in two DTM races there every year. The first bend after the start/finish is slightly tricky as there is a red mark you are not allowed to drive over. The views for the spectators have always been impressive, and that’s something we even notice as drivers. When my uncle Jockel used to participate in the DTM, I liked to sit in the grandstand on the Sachs bend, and this is still one of the best spots for spectators on this circuit.”

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

Races: 6

Audi victories: 1

Pole positions: 5

Fastest laps: 1

Hockenheim 2009 flashback

Audi was the first ever automobile manufacturer to achieve a title hat-trick in the DTM: after 2007 and 2008 the brand with the four rings clinched the coveted trophy for the third consecutive time. At the finale at the Hockenheimring in front of 155,000 spectators Audi driver Timo Scheider stayed immediately on the heels of his only remaining rival for the title, Gary Paffet, throughout the entire 39 laps and successfully defended his title from the previous year by finishing the race as the runner-up.



2009 results

- 1 Gary Paffett (Mercedes) 39 Rd. in 1h 06m 01.702s
- 2 Timo Scheider (Audi A4 DTM) + 1.043s
- 3 Paul di Resta (Mercedes) + 1.792s
- 4 Alexandre Prémat (Audi A4 DTM) + 5.234s
- 5 Jamie Green (Mercedes) + 5.994s
- 6 Oliver Jarvis (Audi A4 DTM) + 7.737s
- ...
- 8 Markus Winkelhock (Audi A4 DTM) + 9.847s
- 9 Mike Rockenfeller (Audi A4 DTM) + 10.355s
- 11 Tomas Kostka (Audi A4 DTM) + 16.744s
- 12 Christian Bakkerud (Audi A4 DTM) + 20.574s
- 13 Johannes Seidlitz (Audi A4 DTM) + 23.587s
- 15 Tom Kristensen (Audi A4 DTM) + 2m 23.250s
- 17 Katherine Legge (Audi A4 DTM) - 9 laps

Schedule

Friday, October 15

- | | |
|-------------|-------------------|
| 12:25–12:55 | Roll-out |
| 12:55–13:00 | Starting practice |
| 15:00–16:30 | Free practice 1 |
| 16:30–16:35 | Starting practice |

Saturday, October 16

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

Sunday, October 17

- | | |
|-------------|---------|
| 09:30–10:00 | Warm-up |
| 14:00 | Race |

TV schedule (ARD live – local time)

Saturday, October 16

- | | |
|-------------|------------|
| 13:30–15:00 | Qualifying |
|-------------|------------|

Sunday, October 17

- | | |
|-------------|------|
| 13:45–15:35 | Race |
|-------------|------|



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.