



Communications Motorsport

Jürgen Pippig

Telephone: +49 (0)841 89 34200

E-mail: motorsport-media@audi.de

www.audi-motorsport.info

Home race for Audi driver Miguel Molina

- **First DTM round at Valencia, Spain**
- **100th DTM race for title defender Timo Scheider**
- **In-depth analysis of tire failures at Hockenheim**

Ingolstadt, May 15, 2010 – A debut for the DTM: after four races at Barcelona’s Circuit de Catalunya, the almost traditional Spanish round of the most popular international touring car series from May 21 to 23 will be held at Valencia for the first time. With the young, just 21-year-old Spaniard Miguel Molina, Audi has a local hero in its line-up.

During the official pre-season tests at Valencia the young Spaniard shone by posting the second-best time and immediately clinched a point in his DTM debut at Hockenheim at the end of April. Just the second DTM round in his career will be a home race to which “Magic” Molina, as his team has nicknamed him, is looking forward with particularly eager anticipation.

“A home round is always something special for a racer,” says the Catalanian, who calls Lloret de Mar, a town about 400 kilometers north of Valencia, home. “I’m hoping to be able to help make the DTM similarly popular in Spain as it is in Germany. I was amazed to see the level of enthusiasm for the DTM there. It was a completely new feeling for me to be driving in front of such a big crowd at Hockenheim and to write such a large number of autographs.”

Ever since Molina has been signed by Audi Sport, interest in the DTM has notably increased in Spain. For the first time, the TV channel Onda6 is airing live broadcasts of all DTM races this year. “In every interview with Spanish media I tell people: ‘join us at Valencia for the race! You’ll get to see a great show,’” says the DTM rookie.

With a population of 805,000, Valencia is Spain’s third-biggest city. The Mediterranean metropolis became world famous as the venue of the America’s Cup, the world’s most popular sailing regatta. Since 2008, Formula 1 has been racing on a city street circuit in Valencia’s harbor area. The DTM will hold its round at a 4,500-



kilometer permanent race track about 20 kilometers from Valencia that was named after the Spanish motorcycle racer Ricardo Tormo who died of leukemia in 1998.

100th DTM race for Timo Scheider

Valencia is not only a very special event for Miguel Molina. The reigning DTM Champion Timo Scheider will contest the 100th DTM race of his career in Spain. This makes the Audi “factory” driver the only active DTM racer in the “100 club” of the most popular international touring car racing series. His two team colleagues Mattias Ekström (94 races to date) and Martin Tomczyk (93) will reach the 100-mark in the course of the season as well.

“Obviously, this is a special number,” says Scheider, who is the only driver in the field to have raced in the DTM when the series was re-launched in 2000. In 2006 the German who lives in Austria took a break and since 2007 he has been driving for Audi – with consummate passion. “It was always my dream to compete for Audi,” says Scheider, whose private garage recently became home to a white Audi R8 Spyder. “This is another dream I’ve been able to fulfill ...”

After the season opener at Hockenheim, where Scheider started from position nine and finished seventh, did not go according to plan by any stretch of the imagination he can hardly wait to strike back at Valencia – provided the tires will let him.

The tire failures at Hockenheim continue to occupy Audi Sport and the DTM scene. “We’ve put a lot of effort into analyzing and reproducing the tire problems we had in the race at Hockenheim,” explains Head of Audi Motorsport Dr. Wolfgang Ullrich. Among other things, the track tests with Mattias Ekström and Timo Scheider at Almería (Spain) and tire rig tests at the universities in Hamburg and Aachen were conducted for this purpose. “We’ve gained a lot more knowledge about the new tire generation, but this hasn’t solved the problem yet, which is pretty complex. I would like to stress again that we clearly complied with the requirements specified by the tire manufacturer at Hockenheim. The problem is by no means just on our side of the house. But we’ll do everything within our means to ensure that the tire failures we had at Hockenheim won’t occur again at Valencia.”



Other topics of the weekend

- How important is qualifying at Valencia?
- Does the 4,005-kilometer circuit offer overtaking opportunities?
- How will the new Dunlop tires work in the summer temperatures to be expected?
- Will the 2008-spec vehicles again be on an equal footing with the 2009-spec models?
- How many spectators will turn out for the DTM debut at Valencia?

Quotes by the officials

Dr. Wolfgang Ullrich (Head of Audi Motorsport): “We’ve had an official test at Valencia, so we’ve got some data. I’m assuming, though, that we’ll have different weather conditions in May. We’ve tried to get a handle on the tire problems. That was a lot of work. Our goal is to recover the points we lost at the season opener. I’m eager to see the response to the DTM at its first round at Valencia. After all, with Miguel Molina contesting the series, the DTM field includes a Spanish racer for the first time. I’m hoping that a very large turnout of local fans will keep their fingers crossed for him.”

Hans-Jürgen Abt (Team Director Audi Sport Team Abt Sportsline): “Our goal is to strike back at Valencia. We’ve tried to learn from the problems we had at Hockenheim. The fact that we’ve tested at Valencia before will probably be helpful. With this year’s tire generation, it seems to be particularly difficult to combine performance and durability. The round at Valencia, no doubt, will be exciting.”

Ernst Moser (Team Director Audi Sport Team Phoenix): “That we were able to test at Valencia for four days suits us well. We learned a lot and completed a few qualification and race simulations. “We’re well sorted. Alex (Prémat) and ‘Rocky’ were both very fast during the test. I think that we’ll be able to run at the very front of the field again.”

Arno Zensen (Team Director Audi Sport Team Rosberg): “Valencia is a new race track on the DTM calendar, which I didn’t know before. We had the chance to get to know it during the test and I must say that it’s a fantastic facility. Depending on where you sit as a spectator, you may have a full view of the circuit. We’re already looking forward to a new challenge.”



Facts and quotes by the Audi drivers

Mattias Ekström (31/S), Red Bull Audi A4 DTM #5 (Audi Sport Team Abt Sportsline)

- Has never been on the podium in Spain
- Will celebrate his mother's 60th birthday at Valencia

"I don't think that anyone really knows what we'll be in for at Valencia because the circuit is new territory for all of us. It's true that we tested there and I had a pretty good feeling then. But tests are tests and races are races."

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

- Is hoping to clinch his first points after the disappointment at Hockenheim
- Contested his first 24-hour race at the Nürburgring before the weekend at Valencia

"My main goal at Valencia is to close the book on Hockenheim – by clinching a good result. Surely there are race tracks I like better. But Valencia is nice nevertheless. I'm hoping for a good qualifying and a good race."

Katherine Legge (29/GB), Glamour Audi A4 DTM #15 (Audi Sport Team Rosberg)

- Is still lacking a DTM race finish in Spain
- Recently assumed role as women's representative on FIA commission

"I'm looking forward to Valencia because it's a new race on the calendar and I'm really excited about it. I'm also looking forward to the Spanish fans. We've got some experience values regarding the set-up and the new tires from the tests there."

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

- Clinched his first point right away at Hockenheim
- Was fastest Audi driver in the pre-season tests at Valencia

"We need to continue doing what we did at Hockenheim. This should be possible, too, because I know the track at Valencia really well. A home round is always something special for a racer. I'm looking forward to it and am hoping for a lot of support from the Spanish fans."

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

- Lost possible points at Hockenheim due to tire failure
- Visited his sports car colleagues during the 1000-km race at Spa

"In the tests at Valencia I had one of the fastest cars. Points are my minimum goal, but maybe a podium or even victory will be possible. We were able to keep the pace of the other cars very well at Hockenheim. I think anything's possible."



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

- Competes in three current Audi race cars – R15 TDI (Spa), R8 LMS (Nürburgring), A4 DTM (Valencia) – on three consecutive weekends
- Will arrive at Valencia as Audi driver with the highest point score

“With a fifth-place finish, Hockenheim went pretty well for me. I immediately gelled with my new team. The tests at Valencia went well too. That’s why I’m very much looking forward to my second DTM race with Team Phoenix.”

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

- Will contest his 100th DTM race at Valencia
- Won at Barcelona last year

“A new track, a new challenge. We had a decent test at Valencia and are hoping to be able to put the results on the track in the race. I can hardly wait for the season to continue – particularly since the Hockenheim race didn’t go so well for me.”

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

- Celebrated his first DTM victory at Barcelona in 2006
- Was on pole twice at Barcelona

“We gathered initial information during the test at Valencia. It’ll be a challenge because the track is new to the DTM. It’s hard to say how we’ll be doing there. But after Hockenheim we’re hoping for a good performance.”

Markus Winkelhock (29/D), Playboy/GW:plus Audi A4 DTM #14 (Audi Sport Team Rosberg)

- Had the special honor of presenting the key to a brand new Audi A1 to the “playmate of the year,” Michaela Grauke

“I enjoy the track at Valencia. I’m eager to see whether we’ll have a nice turnout of spectators there and am hoping that things will be going better for me there than they did at Hockenheim – in any event, I’m highly motivated.”

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: 94; pole positions: 14; victories: 13; fastest laps: 9; points: 447; DTM titles: 2 (2004, 2007); best result, DTM in Spain: 4th.



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: 22; pole positions: 1; victories: 0 (best result: 2nd place); fastest laps: 0; points: 23; DTM titles: 0; best result at DTM in Spain: 9th.

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: 22; pole positions: 0; victories: 0 (best result: 12th place); fastest laps: 1; points: 0; DTM titles: 0; best result, DTM in Spain: –

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: 1; pole positions: 0; victories: 0; (best result: 12th place); fastest laps: 0; points: 0; DTM titles: 0.

Alexandre Prémat (F): * Apr 05, 1982 in Juvisy-sur-Orge (F); residence: Ermatingen (CH); single (partner Cléo), one daughter (Zoe); height: 1.82 m; weight: 74 kg; Audi driver since 2007; DTM races: 31; pole positions: 0; victories: 0 (best result: 2nd place); fastest laps: 0; points: 29; DTM titles: 0; best result, DTM in Spain: 6th.

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: 32; pole positions: 0; victories: 0 (best result: 3rd place); fastest laps: 0; points: 25; DTM titles: 0; best result, DTM in Spain: 5th.

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: 99; pole positions: 7; victories: 5; fastest laps: 4; points: 267; DTM titles: 2 (2008, 2009); best result, DTM in Spain: 1st.

Martin Tomczyk (D): * Dec 07, 1981 in Rosenheim (D); residence: Aesch/Basel (CH); single (partner Christina); height: 1.88 m; weight: 75 kg; Audi driver since 2001; DTM races: 93; pole positions: 7; victories: 4; fastest laps: 5; points: 229; DTM titles: 0; best result, DTM in Spain: 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: 40; pole positions: 0; victories: 0 (best result: 4th place); fastest laps: 0; DTM titles: 0; points: 17; best result, DTM in Spain: 11th.



2010 DTM point standings

1 Gary Paffett (Mercedes)	10 points
2 Bruno Spengler (Mercedes)	8 points
3 Jamie Green (Mercedes)	6 points
4 Paul Di Resta (Mercedes)	5 points
5 Mike Rockenfeller (Audi)	4 points
6 Mattias Ekström (Audi)	3 points
7 Timo Scheider (Audi)	2 points
8 Miguel Molina (Audi)	1 point

2010 DTM season interim statistics

Victories: Mercedes 1; Audi 0
Pole positions: Mercedes 1; Audi 0
Fastest laps: Mercedes 1; Audi 0
Leading laps: Mercedes 29; Audi 10
Points: Mercedes 29; Audi 10

Audi DTM statistics

Pole positions: 54
Victories: 52
Fastest laps: 39
Champion's titles: 7 (1990, 1991, 2002, 2004, 2007, 2008, 2009)

All winners of DTM races in Spain

2006 Martin Tomczyk (Audi)
2007 Jamie Green (Mercedes)
2008 Paul Di Resta (Mercedes)
2009 Timo Scheider (Audi)

Track info

Track length: 4.005 km
Race distance: 45 laps = 180.225 km
Fast lap, 2010 track tests: Ralf Schumacher (Mercedes), 1m 28.566s = 162.7 km/h
(March 27, 2010)
Turnout 2009 (Barcelona): 31,000



TV live rating, ARD 2009 (Barcelona): 1.21 million (source: ARD)

Miguel Molina about Valencia: “Driving at Valencia is very special. Obviously, because it’s a debut for the DTM but for me as a Spanish driver this is also my home round. So far, I’ve mounted the podium twice in a junior formula series. Basically, the track is neither particularly slow nor very fast. Of course there are some tight places like the second turn, but there are many fast bends as well. Arguably, the most unusual aspect is that we’re driving counter-clockwise. Physically, this is definitely unusual for a racer because on most circuits we drive clockwise. For the spectators the circuit is perfect because you can basically see every place of the track from all the stands.”

DTM statistics in Spain since 2004 (Audi “factory” commitment)

Races: 4

Audi victories: 2

Pole positions: 3

Fastest laps: 2

2009 Barcelona flashback

Audi took the whole podium in the 2009 DTM for the fourth time, in the eighth race. At the Circuit de Catalunya Timo Scheider, Tom Kristensen and Martin Tomczyk secured a commanding Audi one-two-three victory. The exploit enabled Scheider to extend his overall lead to twelve points before the final two rounds. Mattias Ekström defended his second place in the overall standings with a sixth-place finish. With Alexandre Prémat and Oliver Jarvis on positions eight and nine, Audi also had the two best cars with prior-year specifications at Barcelona.

2009 results (Barcelona)

1 Timo Scheider (Audi A4 DTM) 59 laps in 1h 08m 38.739s

2 Tom Kristensen (Audi A4 DTM) + 2.157s

3 Martin Tomczyk (Audi A4 DTM) + 4.033s

4 Gary Paffett (Mercedes) + 23.469s

5 Bruno Spengler (Mercedes) + 23.992s

6 Mattias Ekström (Audi A4 DTM) + 24.463s

...

8 Alexandre Prémat (Audi A4 DTM) + 42.329s

9 Oliver Jarvis (Audi A4 DTM) + 42.719s

12 Mike Rockenfeller (Audi A4 DTM) + 55.274s



Timetable

Friday, May 21

12:15–12:45	Roll-out
16:25–17:55	Free practice 1
17:55–18:00	Starting practice

Saturday, May 22

09:30–11:00	Free practice 2
13:24–14:22	Qualifying

Sunday, May 23

09:35–10:05	Warm-up
14:00	Race

TV schedule (ARD live)

Saturday, May 22

13:30–15:00	Qualifying
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Sunday, May 23

13:45–15:35	Race
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AUDI Group sold around 950,000 cars 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. 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 in order to sustain the Company's technological lead embodied in its "Vorsprung durch Technik" slogan. By 2015, Audi plans to significantly 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.