

Communications Motorsport

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First match ball for Audi in the DTM

- **Martin Tomczyk travels to Valencia with a nine-point advantage**
- **With six victories, Audi is the most successful brand of the season**
- **Last year's winner Mattias Ekström is still in the title race too**

Ingolstadt, September 23, 2011 – Advantage for Audi in the DTM: Martin Tomczyk is traveling to the penultimate race of the season at Valencia, Spain (Sunday, October 2, starting at 1:45 p.m. – local time – live on “Das Erste”) as the leader of the standing and with a nine-point advantage over his immediate rival Bruno Spengler (Mercedes). This means that the Audi driver will have the first match ball.

If he scores two more points than Bruno Spengler at the Circuit de la Comunitat Valenciana Ricardo Tormo he would be the early DTM Champion – and the first one in the history of the most popular international touring car series at the wheel of a year-old car, as Tomczyk's Schaeffler Audi A4 DTM with chassis number R14-506 has been in use for four years. In 2008 it was the car in which Mattias Ekström raced for Audi Sport Team Abt Sportsline and in which he clinched three victories in that season. In 2009 Audi Sport Team Phoenix took over the vehicle which was then driven by Mike Rockenfeller for two years and could now help Martin Tomczyk to achieve the biggest success in his career.

Past events speak in favor of the Bavarian from Rosenheim who lives in Switzerland. Four times in the history of the new DTM an Audi factory driver was heading the standings two races before the end of the season. And not once did the competition manage to turn the tables in the final sprint. Mattias Ekström won the title early at Brno in 2004. In 2007 (Ekström again), 2008 and 2009 (Timo Scheider in both years) the decision was made at the Hockenheim finale, after memorable penultimate races at Barcelona (2007), Le Mans (2008) and Dijon (2009).

A nine-point advantage means that Tomczyk can wrap it all up at Valencia on his own power. If he wins, he'll be champion. If he finishes as the runner-up in front of Bruno Spengler, he'll be champion too. If the Canadian, as he most recently did at



Oschersleben, scores no points, Tomczyk would only need to finish in seventh place to achieve the early title win.

The track record of the season so far speaks in favor of the 29-year-old as well. He is the only driver to have finished all eight races in the points. Three of them he won, at six events he mounted the podium, and not once did he finish below fifth place. 7.25 points Tomczyk has so far scored on average – an impressive rate.

Last year, “MT” proved that the 4005-kilometer circuit on the outskirts of Valencia, which is driven in counter-clockwise direction, suits him. From ninth on the grid he pushed forward to second place in the race.

His team, Audi Sport Team Phoenix, has fond memories of the Spanish race track as well. Alexandre Prémat finished third last year, Mike Rockenfeller took sixth place – this meant that Ernst Moser’s team scored points with both cars in 2010.

In total, Audi showed a strong performance at Valencia last year. In qualifying, eight A4 DTM cars took the top eleven grid positions and five Audi vehicles finished in the points.

The interim statistics of the 2011 season reflect similar results. The brand with the four rings won six out of eight races and four Audi drivers, Martin Tomczyk, Mattias Ekström, Timo Scheider and Mike Rockenfeller, are in the top five of the standings. Edoardo Mortara follows them closely in eighth place, as the best rookie.

From a purely mathematical perspective, Mattias Ekström still has title chances as well. The Swede from Audi Sport Team Abt Sportsline won two of the last three races and is traveling to Valencia as last year’s winner. By clinching two victories Ekström could still become champion if Tomczyk scored only one point at the last two races. But that is not what the Swede is wishing for with respect to Tomczyk. Ekström and Tomczyk have been team-mates for many years and are also personal friends. Mattias Ekström would be happy, too, to see a DTM champion named Tomczyk.

Other topics of the weekend

- Will Miguel Molina be able to shine at his home race?
- Will Edoardo Mortara overtake Mercedes drivers Green and Schumacher in the standings?

- Will Audi manage to clinch the fourth consecutive victory after the Nürburgring, Brands Hatch and Oschersleben?

Quotes by the officials

Dr. Wolfgang Ullrich (Head of Audi Motorsport): “The DTM visited Valencia for the first time last year. We were very good there on the whole and our A4 DTM was extremely strong. Due to a few mistakes in the race we didn’t squeeze the maximum result out of it though. I’m hoping that our cars will again have the same performance capabilities as last year. And we’ll definitely not make the same mistakes again. That’s why I’m optimistic about Spain and hope that Martin (Tomczyk) will be able to convert his first match ball right away.”

Hans-Jürgen Abt (Team Director Audi Sport Team Abt Sportsline): “You could see at the last races that we are a team that sticks together and can handle pressure. We’ve shown that before with the total of five DTM titles we clinched with and for Audi. Now the moment of truth has come again. We’ll continue to try and help as best we can to bring great pleasure to the Audi brand, the fans and the team. Things were already going very well last year at Valencia. That means we’ve got optimum prerequisites.”

Ernst Moser (Team Director Audi Sport Team Phoenix): “With so much tailwind, and such a good performance over the whole season we’re obviously aiming for the decision at Valencia. Martin (Tomczyk) was extremely quick there in the race last year. We want to be at the very front. Naturally, that builds up mental pressure but our work remains the same. We know the capabilities of our Audi A4 DTM. We’re going to analyze the data from last year once more and go into the weekend directly with that set-up. The team believes that the title is achievable, and so do I. I wish Rahel (Frey) an even luckier race. Hardly anyone takes note of how fast she is.”

Arno Zensen (Team Director Audi Sport Team Rosberg): “After two consecutive podiums we’re particularly motivated. Now we’re traveling to Spain. I must admit that I’m definitely hoping for rain at the two remaining races. And I’m hoping for Filipe (Albuquerque) to finally shake off his misfortune. Valencia is a fabulous city with a nice atmosphere. And, naturally, the weather will be good there more than likely...”

Facts and quotes by the Audi drivers

Filipe Albuquerque (26/P), TV Movie Audi A4 DTM #18 (Audi Sport Team Rosberg)

- Proved his skills at Oschersleben by setting the best times in both free practice sessions
- Is shooting for his second points finish of the season at Valencia
- A week later will contest the finale of the Blancpain Endurance Series in the Audi R8 LMS in third place of the standings

"I know Valencia pretty well. This track on the DTM calendar is also the one most closely located to my native Portugal. I want to make a strong showing with a good race rhythm there. Apparently, the lap times per se aren't a big problem for me at the moment. I've got to just keep cool and concentrate on my task."

Mattias Ekström (33/S), Red Bull Audi A4 DTM #8 (Audi Sport Team Abt Sportsline)

- With a track record of 16 wins and two titles is the most successful Audi driver
- Travels to Valencia as last year's winner

"I clinched victory at Valencia last year. I liked the track straight from the start. I've also learned that every weekend is a new experience. I'm determined to give my best again. If it's good enough for victory, I'll be very happy. If it's not enough for victory I'll take what I get. But this much is sure: we'll again do everything to show top performances from Friday to Sunday."

Rahel Frey (25/CH), Glamour Audi A4 DTM #15 (Audi Sport Team Phoenix)

- At her eighth DTM race, at Oschersleben, achieved twelfth place as her so far best result
- Finished a race yet again in extremely difficult track conditions

"Valencia is the penultimate race of my first DTM season. It'll probably be a great challenge and I'm already looking forward to it. Everyone's making an effort to recommend themselves for the next season. And so am I! It would be important for me to make another step forward as I did at Brands Hatch. We'll do everything to make this happen and definitely attack. I know the track and am eager to see what will be possible in the end."

Oliver Jarvis (27/GB), Audi Sport performance cars A4 DTM #5 (Audi Sport Team Abt)

- Third place at Oschersleben was his second-best qualifying result after position two at Spielberg
- Contested his 40th DTM race at Oschersleben



- Was running in third place at Valencia last year when he was forced to retire due to a fuel pressure problem

“I had a nice race at Valencia last year until a fuel pressure problem thwarted our chances for success. I’ve got to show a good race at Valencia because we’ve had four difficult weekends. I definitely want to mount the podium again before the end of the season.”

Miguel Molina (22/E), Red Bull Audi A4 DTM #22 (Audi Sport Team Abt Junior)

- Clinched the first pole position in his career at Oschersleben
- Has started scoring points
- Is contesting his 20th DTM race at Valencia

“Since Valencia is my home race I’m looking forward to it very much. You’re particularly motivated for such a race. Last weekend we showed that we’re really good in qualifying. In the race I’ve got to improve some more. I’ve got the feeling that Valencia will be a good weekend.”

Edoardo Mortara (24/I/F), Playboy Audi A4 DTM #19 (Audi Sport Team Rosberg)

- After third place at Brands Hatch, mounted the podium again at Oschersleben
- In eighth place of the standings, is by far the best rookie of the year

“I don’t have any idea yet what to expect at Valencia. But I’m hoping that another nice result will be possible there. Last year, the event there went really well for Audi. The A4 DTM can be set up really well. In 2010 I won the first race of the Formula 3 Euro Series after starting from pole. I like the layout of the circuit very much, even though it’s not my very favorite track. But after the good weekends at the Norisring, in Munich, at the Nürburgring, at Brands Hatch and at Oschersleben I’m hoping for the next good result.”

Mike Rockenfeller (27/D), E-POSTBRIEF Audi A4 DTM #9 (Audi Sport Team Abt Sportsline)

- Previously improved at Oschersleben by four positions to sixth place
- In sixth place, was the second-best driver at Valencia last year in a year-old car

“Valencia is a circuit I like very much. That’s why I’m looking forward to it again. I’m hoping for us to manage a flawless weekend there from the beginning to the end. I’m very confident. Audi was very strong there a year ago. Martin (Tomczyk) in particular was very quick there with my current car. I’d like to manage that this year as well and score important points. I want to move forward a bit more in the championship.”

Timo Scheider (32/D), AUTO TEST Audi A4 DTM #4 (Audi Sport Team Abt)

- Posted the second-fastest race lap at Oschersleben

- Last year, started into his 100th DTM race with number 100 at Valencia and in the end took fourth place

“A year ago Valencia unfortunately wasn’t really my track. After two zero rounds it’s time for us to clinch some decent points there. I’ve already had two frustrating weekends. The way it looks, we won’t see any rain there. I want to score some valuable points.”

Martin Tomczyk (29/D), Schaeffler Audi A4 DTM #14 (Audi Sport Team Phoenix)

- Has extended his lead of the standings by eight to nine points
- Was the runner-up at the Valencia circuit last year but was disqualified due to a tire from the wrong batch
- Has driven 111 DTM races in his career

“Valencia is a tremendous circuit. We drove there for the first time last year. Audi clinched a fantastic victory with Mattias Ekström. It’s a very balanced track. The chances are probably very high that we’ll have dry conditions at Valencia. We didn’t experience that in the past two DTM races. Arriving at Valencia with a nine-point advantage is a nice buffer. But we need to continue to work hard and in a focused manner. Oschersleben showed how quickly something can happen.”

The Audi drivers in the 2011 DTM

Filipe Albuquerque (P): * Jun 13, 1985 in Coimbra (P); residence: Coimbra (P); single; height: 1.74 m; weight: 64 kg; Audi driver since 2011; DTM races: 8; pole positions: 0; victories: 0 (best result: 8th place); fastest laps: 0; points: 1; DTM titles: 0; best result, DTM Valencia: –

Mattias Ekström (S): * Jul 14, 1978 in Falun (S); residence: Salenstein (CH); single (partner Heidi), one son (Mats); height: 1.83 m; weight: 79 kg; Audi driver since 2001; DTM races: 112; pole positions: 17; victories: 16; fastest laps: 12; points: 521; DTM titles: 2 (2004, 2007); best result, DTM Valencia: 1

Rahel Frey (CH): * Feb 23, 1986 in Niederbipp (CH); residence: Aedermannsdorf (CH); single; height: 1.63 m; weight: 50 kg; Audi driver since 2011; DTM races: 8; pole positions: 0; victories: 0 (best result: 12th place) fastest laps: 0; points: 0; DTM titles: 0; best result, DTM Valencia: –

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: 40; pole positions: 1; victories: 0 (best result: 2nd place); fastest laps: 0; points: 51; DTM titles: 0; best result, DTM Valencia: 14

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: 19; pole positions: 1; victories: 0 (best result: 4th place); fastest laps: 1; points: 16; DTM titles: 0; best result, DTM Valencia: 8

Edoardo Mortara (I/F): * Jan 12, 1987 in Geneva (CH); residence: Geneva (CH); single; height: 1.82 m; weight: 75 kg; Audi driver since 2011; DTM races: 8; pole positions: 0; victories: 0 (best result: 3rd place); fastest laps: 0; points: 21; DTM titles: 0; best result, DTM Valencia: –

Mike Rockenfeller (D): * Oct 31, 1983 in Neuwied (D); residence: Altnau (CH); single; height: 1.75 m; weight: 67 kg; Audi driver since 2007; DTM races: 49; pole positions: 1; victories: 1; fastest laps: 2; points: 66; DTM titles: 0; best result, DTM Valencia: 6

Timo Scheider (D): * Nov 11, 1978 in Lahnstein (D); residence: Lochau (A); single, (partner Jessica), one son (Loris); height: 1.78 m; weight: 74 kg; Audi driver since 2006; DTM races: 117; pole positions: 9; victories: 6; fastest laps: 7; points: 348; DTM titles: 2 (2008, 2009); best result, DTM Valencia: 4

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: 111; pole positions: 8; victories: 7; fastest laps: 6; points: 307; DTM titles: 0; best result, DTM Valencia: –

2011 DTM point standings

1 Martin Tomczyk (Audi A4 DTM)	58 points
2 Bruno Spengler (Mercedes-Benz)	49 points
3 Mattias Ekström (Audi A4 DTM)	39 points
4 Timo Scheider (Audi A4 DTM)	29 points
5 Mike Rockenfeller (Audi A4 DTM)	26 points
6 Jamie Green (Mercedes-Benz)	25 points
7 Ralf Schumacher (Mercedes-Benz)	21 points
8 Edoardo Mortara (Audi A4 DTM)	21 points
9 Gary Paffett (Mercedes-Benz)	20 points
10 Oliver Jarvis (Audi A4 DTM)	10 points
11 Maro Engel (Mercedes-Benz)	5 points
12 Christian Vietoris (Mercedes-Benz)	4 points



13 Tom Kristensen (Audi A4 DTM)	2 points
14 David Coulthard (Mercedes-Benz)	1 point
15 Filipe Albuquerque (Audi A4 DTM)	1 point
16 Miguel Molina (Audi A4 DTM)	1 point

2011 DTM season interim statistics

Victories: Audi 6; Mercedes-Benz 2
Pole positions: Mercedes-Benz 4; Audi 4
Fastest laps: Mercedes-Benz 4; Audi 4
Leading laps: Audi 270; Mercedes-Benz 145

Audi DTM statistics

Pole positions: 62
Victories: 60
Fastest laps: 51
Champion's titles: 7 (1990, 1991, 2002, 2004, 2007, 2008, 2009)

All Valencia winners

2010 Mattias Ekström (Audi)

Track info

Track length: 4.005 km
Race distance: 45 laps = 180.225 km
DTM qualifying record on this track: Mattias Ekström (Audi), 1m 29.565s = 160.978 km/h (May 22, 2010)
DTM race record on this track: Mattias Ekström (Audi), 1m 30.971s = 158.490 km/h (May 23, 2010)
Pole position 2010: Mattias Ekström (Audi), 1m 29.565s = 160.978 km/h (May 22, 2010)
Fastest lap 2010: Mattias Ekström (Audi), 1.30,971 Min. = 158,490 km/h (May 23, 2010)
Turnout 2010: 21,000
TV live rating 2010: 0.91 million/9.8 % market share (source: ARD)

Miguel Molina about Valencia: "There is such a great atmosphere at this circuit that I'm very much hoping to be able to welcome a large crowd this year. For a driver, no doubt, the

most significant characteristic of this track is the fact that we're running counter-clockwise, whereas the majority of the race tracks are clockwise. The first and eighth turn are driven at particularly high speeds, while the braking points are crucial in front of the second and the last corners. The final turn, and perhaps the second one, offers the best opportunities for overtaking. I've got very fond memories of my home race due to the nice battle I fought there with Gary Paffett last year. I learned a lot in the process that I benefited from during the further course of the season."

2010 flashback

On the DTM's debut at Valencia Mattias Ekström managed a perfect weekend: In front of 21,000 spectators (throughout the weekend) the Swede in the Audi A4 DTM took the pole position, set the fastest race lap and clinched a commanding victory. His team-mate Martin Tomczyk recovered from ninth to second place in the hot battle but was retroactively disqualified because his A4 DTM had accidentally been fitted with a tire from the wrong batch at the second pit stop. Still, with five Audi A4 DTM cars in the points, Audi was the strongest brand at Valencia.

2010 results

- 1 Mattias Ekström (Audi A4 DTM) 45 laps in 1h 09m 56.290s
DQ Martin Tomczyk (Audi A4 DTM) + 0.435s
- 2 Bruno Spengler (Mercedes) + 3.547s
- 3 Alexandre Prémat (Audi A4 DTM) + 4.614s
- 4 Timo Scheider (Audi A4 DTM) + 5.264s
- 5 Paul Di Resta (Mercedes) + 8.639s
- 6 Mike Rockenfeller (Audi A4 DTM) + 12.812s
- ...
- 8 Miguel Molina (Audi A4 DTM) + 17.116s
- 14 Oliver Jarvis (Audi A4 DTM) - 8 laps
- 15 Markus Winkelhock (Audi A4 DTM) - 11 laps



Timetable

Friday, September 30

09:00–09:30	Roll-out
09:30–09:35	Starting practice
13:15–14:45	Free practice 1
14:45–14:50	Starting practice

Saturday, October 1

09:25–10:55	Free practice 2
13:40–14:50	Qualifying

Sunday, October 2

09:40–10:10	Warm-up
14:00	Race

TV schedule

Saturday, October 1

13:25–15:00	Qualifying
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Sunday, October 2

13:45–15:35	Race
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– End –

The Audi Group delivered around 1,092,400 cars of the Audi brand to customers in 2010. The Company posted revenue of €35.4 billion and an operating profit of €3.3 billion in 2010. In the first half of 2011, the Audi Group sold 652,970 vehicles bearing the four rings worldwide and achieved record figures in terms of revenue (€21.5 billion) and operating profit (€2.5 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, of the Audi A4 in early October 2008 and of the Audi Q5 in July 2010. Production of the new Audi A1 has been running at the Brussels plant since May 2010. The Audi Q3 has been built in Martorell (Spain) since June 2011. 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 60,000 people worldwide, including around 46,600 in Germany. Between 2011 and 2015 the brand with the four rings is planning to invest more than €11 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. Under the heading of "Audi balanced mobility," the Company is directing its activities toward a major goal – comprehensive CO₂-neutral mobility.