

Communications Motorsport

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Mattias Ekström again spearheads Audi squad at Lausitz

- **Position three for runner-up in the standings at the EuroSpeedway**
- **Four Audi A4 DTM cars on top seven grid positions**
- **Mike Rockenfeller and Timo Scheider on third row**

Ingolstadt/Klettwitz, June 5, 2010 – With four vehicles on the top seven grid positions Audi starts to the third race of the 2010 DTM season at the EuroSpeedway Lausitz (Sunday live on “Das Erste” starting at 1:45 p.m. local time). Valencia winner Mattias Ekström, who posted the third-best time in Saturday’s qualifying, again spearheads the squad.

With a time of 1m 18.973s, the Swede from Audi Sport Team Abt Sportsline merely had to admit a narrow defeat to the two Mercedes drivers Paul Di Resta (1m 18.772s) and Bruno Spengler (1m 18.807s) in the battle for the pole position. “My car wasn’t quite as good on used tires any more as it had been before on new tires in Q3,” explained Ekström. “In addition, I made a small mistake. Still, I’m quite happy with grid position three because we’ve clearly made progress on this track which has never been easy for us. I’m very excited about the race.”

The second-best Audi driver in qualifying was Mike Rockenfeller in the 2008-spec A4 of Audi Sport Team Phoenix, who had set the fastest times in both free practice sessions on Friday afternoon and on Saturday morning and missed the shoot-out for the top four grid positions in fifth place by merely 62 thousandths of a second.

“As at the previous two events, my team again gave me a good Audi in which even Q4 would have been possible. I’m very optimistic about the race,” said Rockenfeller, who will share the third row with Timo Scheider. The reigning DTM Champion clinched position six as his so far best qualifying result in the current season. Rockenfeller’s team colleague Alexandre Prémat secured seventh place.

Martin Tomczyk (grid position ten), Miguel Molina (grid position eleven) and Oliver Jarvis (grid position 13) were eliminated in Q2, Markus Winkelhock (15) and Katherine Legge (18) as early as in the first qualifying segment.

“Obviously we’re not happy with the fact that Mattias (Ekström) was the only one of our drivers to make it into Q4 and that two of our current-specification cars were eliminated as early as in Q2,” said Head of Audi Motorsport Dr. Wolfgang Ullrich. “This shows how tough the DTM is. Mercedes was a bit stronger in qualifying on this difficult circuit. We’re continuing to work hard on putting our cars on the track so that they’ll be consistently fast across the whole distance. We’ve seen many great races here at the EuroSpeedway – and the fans can look forward to seeing a great race again this time too.”

Audi’s last victory at the EuroSpeedway to date was clinched in 2005 by Mattias Ekström. The Swede had started from position five at that time.

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.