

Communications Motorsport

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Sheer suspense: Audi RS 5 DTM at Lausitz

- DTM round about 130 kilometers south of Berlin
- Audi driver Mike Rockenfeller in second place of the standings
- DTM more thrilling than in a long time thanks to DRS and option tires

Ingolstadt/Klettwitz, June 7, 2013 – Three races, three winners, eight different drivers on the podium: The 2013 DTM season has so far surpassed all expectations. From June 14 to 16, Europe's fastest touring cars, including the Audi RS 5 DTM, will visit the Lausitzring, which is located about 130 kilometers south of Berlin.

72,000 spectators watched the DTM round at the Lausitzring last year. This year, the crowd may even be larger, as option tires and DRS wing flaps add further spice to the race. The DTM has not seen such a large number of really fierce duels, overtaking maneuvers and tussles in a long time.

Particularly coveted are the seats in the grandstands at the end of the start-finish straight. At a speed of 240 km/h, the driver's possibility to flatten the angle of the rear wing by pushing a button during the race should be particularly effective and make for plenty of overtaking action. The increase in speed that can be gained by the Drag Reduction System (DRS) amounts to around 6 km/h, according to simulations performed by the engineers at Audi Sport.

Among the eight drivers who are competing for Audi in the DTM this year are the three that have been on podium at the Lausitzring before: Mattias Ekström (winner in 2004 and 2005), Timo Scheider and Jamie Green. Mike Rockenfeller, the runner-up in the standings with his Schaeffler Audi RS 5 DTM after three races, was the best Audi driver in qualifying at Lausitz in 2012. His Audi Sport Team Phoenix, in 2011, celebrated one of four DTM victories so far.

Tickets for all DTM races of the 2013 are available at www.audi-motorsport.com/dtm. Fans around the world can watch qualifying and the race live on the DTM's new YouTube channel at www.youtube.com/dtmint live. A total of 39 TV channels air live DTM coverage in 141 countries.

In Germany, as usual, ARD will broadcast live on “Das Erste:” Qualifying on Saturday (June 15) starting at 14:30, the race on Sunday (June 16) starting at 13:15.

Quotes by the officials

Dieter Gass (Head of DTM): “The first three races were incredibly close. This means that it’s crucial to be perfectly prepared, concentrate on the smallest detail and to get everything together at the decisive moment in order to achieve a good race result in the end. That the performance of the Audi RS 5 DTM is basically on the mark was obvious at Hockenheim, Brands Hatch and Spielberg.”

Hans-Jürgen Abt (Team Director Audi Sport Team Abt Sportsline): “My wish for the Lausitzring is that we’ll be showing a cohesive team performance, be on the button in every respect, that racing luck will return and that the drivers will be making use of their real potential – if that’s the case, a top result should finally be possible for us again.”

Ernst Moser (Team Director Audi Sport Team Phoenix): “The Lausitzring has never been an Audi track but two years ago we managed to break this spell and win there. We’d like to continue this. In any case, we aim to be in contention for the Championship, that’s why we’ve got to position ‘Rocky’ as far at the front as possible at Lausitz – and to score the first points with Miguel (Molina), whose curve is pointing upward. That would also be important with a view toward the team classification.”

Arno Zensen (Team Director Audi Sport Team Rosberg): “So far, our season has been marked by plenty of mishaps and misfortune. But we’ve also had a few positive things. At the last event at Spielberg, we were at least able to show that we can still be fast. At the Lausitzring, we aim to convert that into results and score our first points of the year.”

Facts and quotes by the Audi drivers

Filipe Albuquerque (27/P), Audi Financial Services RS 5 DTM #6 (Audi Sport Team Rosberg)

- At Lausitz in 2011, scored his first point in a DTM race
 - Most recently, started from the third row at the Red Bull Ring in Spielberg
- “At the Lausitzring, I clinched my first DTM points, so I’m particularly motivated. In Team Rosberg, we now know how to set up the car in qualifying as well. Now it’s about running the right strategy in the race. My aim is to score the first points this season.”

Mattias Ekström (34/S), Red Bull Audi RS 5 DTM #11 (Audi Sport Team Abt Sportsline)

- Celebrated two victories (2004 and 2005) before at Lausitz
- Most recently, shone with a recovery in the race at the Red Bull Ring

“I’ve got many fond memories of the Lausitzring. Subjectively, I feel like it’s the track I’ve raced on more often than on any other one in my DTM career – and I was always running well there. The aim is to have a good, clean race weekend from the beginning to the end for the first time this year – irrespective of the position.”

Jamie Green (30/GB), Red Bull Audi RS 5 DTM #12 (Audi Sport Team Abt Sportsline)

- Drove the fastest race lap at the Lausitzring last year
- Last mounted the podium at Lausitz, in third place, in 2010

“I’m not sure what’s awaiting me at Lausitz. I’m driving there with Audi for the first time, but I think that if we’re as fast there as we last were at Spielberg in the race we’ll have a good chance of achieving a top-ten result and thus score points. In any case, that’s my aim.”

Miguel Molina (24/E), Audi RS 5 DTM #20 (Audi Sport Team Phoenix)

- Is advertising the 2013 Audi Cup in Munich on his Audi RS 5 DTM
- Lives near his team at the Nürburgring during the season

“I know that the Lausitzring wasn’t the best track for Audi in the past, but I like the layout of the Lausitzring. I’ve got a good feeling and and hope that I’ll be able to show our potential there.”

Edoardo Mortara (26/F/I), Playboy Audi RS 5 DTM #5 (Audi Sport Team Rosberg)

- Was the fastest Audi driver in qualifying at Spielberg
- In 2012, celebrated two victories with the Audi A5 DTM

“I really don’t know what to expect of the Lausitzring. I think it’s the DTM track I like the least. Still, we were really competitive there last year – and of course that’s what I want to be again this year.”

Mike Rockenfeller (29/D), Schaeffler Audi RS 5 DTM #19 (Audi Sport Team Phoenix)

- Made it into Q4 in qualifying last year
- Won at Brands Hatch this season

“Qualifying at the Lausitzring was pretty good for me last year, but the race wasn’t at all – aside from my retirement at the Hockenheim finale, it was the worst race of the year. The season has been going pretty well so far, the car has been functioning well. Let’s see what result we’ll be clinching at Lausitz.”

Timo Scheider (34/D), AUTO TEST Audi RS 5 DTM #23 (Audi Sport Team Abt)

- Was on the podium several times before at the Lausitzring
- Started from the pole position at the 2013 season opener

“After three difficult weekends, it’s really about time to score a good result. The positive thing is: in terms of performance, we were in contention for a podium finish in all three races. The negative part: we weren’t able to convert this into good results. At the Lausitzring, I’ve experienced everything, from good to bad. I like the track as a driver. I hope my RS 5 DTM will like it too.”

Adrien Tambay (22/F), Audi ultra RS 5 DTM #24 (Audi Sport Team Abt)

- At 22 years of age is the youngest Audi factory driver
- Finished in the top ten in qualifying at the Lausitzring in 2012

“Last year, I made it into Q3 at the Lausitzring. I’d like to continue where I left off there as well as the good race speed we had at Spielberg. There, I just barely missed scoring points due to misfortune.”

The Audi drivers in the 2013 DTM

Filipe Albuquerque (P): * June 13, 1985 in Coimbra (P); residence: Coimbra (P); single (partner Joana); height: 1.74 m; weight: 65 kg; Audi driver since 2011; DTM races: 23; pole positions: 0; victories: 0 (best result: 2nd place); fastest laps: 0; points: 35; DTM titles: 0; best result DTM Lausitzring: 8 (2011)

Mattias Ekström (S): * July 14, 1978 in Falun (S); residence: Salenstein (CH); single (partner Heidi), one son (Mats); one daughter (Hanna); height: 1.83 m; weight: 79 kg; Audi driver since 1999; DTM races: 127; pole positions: 19; victories: 17; fastest laps: 12; points: 631; DTM titles: 2 (2004, 2007); best result DTM Lausitzring: 1 (2004/2005)

Jamie Green (GB): * June 14, 1982 in Leicester (GB); residence: Monaco (MC); married to Ginny, two sons (Zachary and William); height: 1.78 m; weight: 70 kg; Audi driver since 2013; DTM races: 86; pole positions: 6; victories: 8; fastest laps: 13; points: 361.5; DTM titles: 0; best result DTM Lausitzring: 3 (2010)

Miguel Molina (E): * February 17, 1989 in Barcelona (E); residence: Lloret de Mar (E); single; height: 1.75 m; weight: 64 kg; Audi driver since 2010; DTM races: 34; pole positions: 2; victories: 0 (best result: 3rd); fastest laps: 1; points: 34; DTM titles: 0; best result, DTM Lausitzring: 13 (2010)

Edoardo Mortara (I/F): * Jan 12, 1987 in Geneva (CH); residence: Geneva (CH); engaged; height: 1.82 m; weight: 75 kg; Audi driver since 2011; DTM races: 23; pole

positions: 1; victories: 2; fastest laps: 0; points: 103; DTM titles: 0; best result DTM Lausitzring: 8 (2012)

Mike Rockenfeller (D): * Oct 31, 1983 in Neuwied (D); residence: Landschlacht (CH); single (partner Susanne); height: 1.75 m; weight: 68 kg; Audi driver since 2007; DTM races: 64; pole positions: 2; victories: 2; fastest laps: 2; points: 200; DTM titles: 0; best result DTM Lausitzring: 4 (2010)

Timo Scheider (D): * Nov 10, 1978 in Lahnstein (D); residence: Lochau (A); single (partner Jessica), one son (Loris-Romeo); height: 1.78 m; weight: 72 kg; Audi driver since 2006; DTM races: 132; pole positions: 11; victories: 6; fastest laps: 9; points: 383; DTM titles: 2 (2008, 2009); best result DTM Lausitzring: 2 (2008/2011)

Adrien Tambay (F): * Feb 25, 1991 in Paris (F); residence: Lochau (A); single; height: 1.81 m; weight: 69 kg; Audi driver since 2012; DTM races: 13; pole positions: 0; victories: 0 (best result: 2nd); fastest laps: 0; points: 28; DTM titles: 0; best result DTM Lausitzring: 18 (2012)

DTM drivers' standings after three of ten rounds

1 Bruno Spengler (BMW)	53 points
2 Mike Rockenfeller (Audi)	41 points
3 Augusto Farfus (BMW)	33 points
4 Marco Wittmann (BMW)	32 points
5 Christian Vietoris (Mercedes-Benz)	25 points
6 Dirk Werner (BMW)	22 points
7 Gary Paffett (Mercedes-Benz)	22 points
8 Mattias Ekström (Audi)	16 points
9 Joey Hand (BMW)	16 points
10 Robert Wickens (Mercedes-Benz)	15 points
11 Timo Glock (BMW)	15 points
12 Timo Scheider (Audi)	10 points
13 Pascal Wehrlein (Mercedes-Benz)	2 points
14 Roberto Merhi (Mercedes-Benz)	1 point

DTM manufacturers' standings

1 BMW	171 points
2 Audi	67 points
3 Mercedes-Benz	65 points

DTM team standings

1 BMW Team Schnitzer	75 points
2 BMW Team RBM	49 points

3 BMW Team MTEK	47 points
4 Audi Sport Team Phoenix	41 points
5 STIHL/AMG Mercedes	40 points
6 EURONICS/THOMAS SABO Mercedes AMG	23 points
7 Audi Sport Team Abt Sportsline	16 points
8 Audi Sport Team Abt	10 points
9 stern/AMG Mercedes	2 points

Audi DTM statistics (since 1990)

Champion's titles: 8 (in 16 years)
Victories: 64 (in 201 races)
Pole positions: 69 (in 165 qualifying sessions)
Fastest laps: 54 (in 201 races)
Podium positions: 201 (in 201 races)

All Lausitzring winners since 2001

2001 Peter Dumbreck (Mercedes-Benz)
2002 Bernd Schneider (Mercedes-Benz)
2003 Bernd Schneider (Mercedes-Benz)
2004 Mattias Ekström (Audi)
2005 (1) Gary Paffett (Mercedes-Benz)
2005 (2) Mattias Ekström (Audi)
2006 Bernd Schneider (Mercedes-Benz)
2007 Mika Häkkinen (Mercedes-Benz)
2008 Paul Di Resta (Mercedes-Benz)
2009 Gary Paffett (Mercedes-Benz)
2010 Bruno Spengler (Mercedes-Benz)
2011 Martin Tomczyk (Audi)
2012 Bruno Spengler (BMW)

2012 flashback: Four Audi cars in the top ten

In 2012, Mattias Ekström and Timo Scheider took positions five and six in front of 72,000 spectators (throughout the weekend) at the Lausitzring, thus scoring important points for Audi. Four Audi A5 DTM cars in total made it into the top ten. At extremely low temperatures, the two drivers from Audi Sport Team Abt Sportsline advanced from grid positions eight (Ekström) and twelve (Scheider) – thanks also to the quickest pit stops in the entire field and consistently good lap times.

Track info

Track length: 3.478 km

Race distance: 52 laps = 180.856 km

DTM qualifying record on this track: Paul Di Resta (Mercedes-Benz), 1m 17.628s = 161.292 km/h (May 17, 2008)

DTM race record on this track: Paul Di Resta (Mercedes-Benz), 1m 18.938s = 158.616 km/h (May 18, 2008)

Pole position 2012: Bruno Spengler (BMW) 1m 18.777s = 158.940 km/h

Fastest lap 2012: Jamie Green (Mercedes-Benz), 1m 19.025s = 158.441 km/h

Turnout 2012: 72,000 (throughout the weekend)

Timo Scheider about the Lausitzring: “I still remember exactly when I was driving out of the pit lane at the Lausitzring and standing in front of this incredibly impressive main grandstand for the first time – that was an initial impression which sticks in my mind. The layout of the track is very unusual and the surroundings and the atmosphere are different from other venues you come across. I always like returning to Lausitz and have had many nice moments there – in the DTM just like in the A1 Grand Prix Series or while shooting a TV commercial. I’ll never forget the first DTM race at the Lausitzring in 2000 either when the rain water wouldn’t run off the new tarmac. After a few laps behind the safety car, the race had to be stopped. Since then, a lot of different track configurations have been tried with the DTM – including turn 1 in the oval. The thing I like best at the Lausitzring is the ultra-fast long right-hand turn in the infield. You can really feel the downforce of a DTM car there – and that’s always nice again.”

Timetable

Friday, June 14

18:45–19:00 Roll-out

Saturday, June 15

09:20–10:50 Free practice

14:40–15:50 Qualifying

Sunday, June 16

10:05–10:35 Pit stop practice

13:30 Race



TV Schedule (“Das Erste” live)

Saturday, June 15

14:30–16:00 Qualifying

Sunday, June 16

13:15–14:55 Race

– End –

The Audi Group delivered 1,455,123 cars of the Audi brand to customers in 2012. In 2012, the company posted revenue of €48.8 billion and an operating profit of €5.4 billion. Audi produces vehicles in Ingolstadt and Neckarsulm (Germany), Győr (Hungary), Changchun (China) and Brussels (Belgium). The Audi Q7 is built in Bratislava (Slovakia). In November 2012, CKD production of the Audi Q7 was added to the existing Audi A4, A6 and Q5 manufacturing operations in Aurangabad (India). At the Brussels plant, production of the Audi A1 has been running since 2010, while production of the new A1 Sportback began in 2012. 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. (Győr, Hungary), Automobili Lamborghini S.p.A. (Sant’Agata Bolognese, Italy), AUDI BRUSSELS S.A./N.V. (Brussels, Belgium), quattro GmbH in Neckarsulm and the sports motorcycle manufacturer Ducati Motor Holding S.p.A. (Bologna, Italy). Audi currently employs more than 70,000 people worldwide, including around 50,000 in Germany. The brand with the four rings plans to invest a total of around €11 billion by 2015 – mainly in new products and the expansion of production capacities – in order to sustain the company’s technological lead embodied in its “Vorsprung durch Technik” claim. Audi is currently expanding its site in Győr (Hungary) and will start production in Foshan (China) in late 2013 and in San José Chiapa (Mexico) in 2016.

Audi lives up to its corporate responsibility and regards sustainability not only as a basis for financial success, but also as essential to ensure a worthwhile future for the generations to come. The company has therefore strategically established sustainability as a principle for its products and processes. Corporate responsibility includes fuel-efficient products, resource-efficient production processes, a future-oriented and fair personnel policy, effective involvement in society and responsible business operations in general. This gives the motto of “Vorsprung durch Technik” a new dimension that extends far beyond the products. The ultimate goal is CO₂-neutral mobility.