

**Communications Motorsport**

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## **Audi driver Timo Scheider about the EuroSpeedway**

- **Circuit version with varying demands**
- **Impressive, modern facility offers comfort and safety**
- **Slip stream duels on the long straight**

**Ingolstadt – The EuroSpeedway Lausitz is a facility that is second to none. The ultra-modern complex, which was only opened in 2000 and is thus the “youngest” race track on the DTM schedule, stands for state-of-the-art safety technology, comfort galore and ample space conditions. Audi driver Timo Scheider finds the various combinations of corners on the 3.478-kilometre circuit version highly attractive. The fourth round of the DTM season will be broadcast live on “Das Erste” on Sunday, starting at 1:45 p.m. (local time).**

### **What are the distinctive features of the EuroSpeedway Lausitz?**

“The circuit has a very special appeal. The huge grandstand across from the pit lane continues to impress me, even eight years after the circuit was opened. As soon as you leave your own garage, you take in this panoramic view. Better yet is that the grandstand is always crowded because the local fans really enjoy the DTM.”

### **How would you describe the circuit's characteristics?**

“I find the course very harmonious. The EuroSpeedway has got everything a race track needs. Quick corners at the beginning, where aerodynamics counts, very slow places in the rear part of the circuit, where mechanical traction is crucial, and a very long straight that enables slip stream duels.”



### **Do you benefit from the modern facility?**

“Everyone benefits from it – the drivers benefit from the good safety standards, the fans from the nice and clean facility and, last but not least, the teams and their mechanics do. There’s an extreme amount of space available for working inside and in front of the garages. This makes pitting safer and more relaxing, even when a large number of cars are stopping or accelerating again at the same time.”

### **How do you perceive the new first turn?**

“The idea behind it was to create a braking corner to make overtaking easier. In the actual racing situation that’s okay, but in the starting phase the idea is pretty theoretical, and the line is not typical at all. With two or three cars running side by side, you simply can’t see the kerbs along the edge of the race track any more and can find yourself out on the grass very quickly. Actually, that shouldn’t be the purpose of a modification.”

**Photographs and information available at [www.audi-motorsport.info](http://www.audi-motorsport.info)**

AUDI AG sold a total of 964,151 cars in 2007 and thus achieved its twelfth consecutive record year. With revenue of € 33,617 million and profit before tax of € 2,915 million, the company attained its best figures ever. Audi produces vehicles in Ingolstadt and Neckarsulm (Germany), Győr (Hungary), Changchun (China) and Brussels (Belgium). At the end of 2007, production of the Audi A6 started in Aurangabad, India. The company is active in more than 100 markets worldwide. AUDI AG’s wholly owned subsidiaries include Automobili Lamborghini Holding S.p.A. in Sant’Agata Bolognese, Italy, and quattro GmbH in Neckarsulm. Audi employs about 54,000 people worldwide, including 45,000 in Germany. The brand with the four rings invests more than €2 billion each year in order to sustain the company’s technological lead embodied in its “Vorsprung durch Technik” slogan. Audi plans to significantly increase the number of models in its portfolio by 2015, from the 26 currently on offer to 40.