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Audi quintet to battle for World Championship title

- **Championship leaders Kristensen/McNish compete as a duo**
- **Le Mans winners Fässler/Lotterer/Tréluyer remain united**
- **Dindo Capello ends career as factory driver after 19 years**

Ingolstadt, July 23, 2012 – On August 26, Audi will start into the second half of the FIA World Endurance Championship (WEC) season at Silverstone with two strong driver squads.

Audi managed to make a brilliant start into the new World Endurance Championship. After three victories at the three rounds held so far, at Sebring (USA), Spa (B) and Le Mans (F), Head of Audi Motorsport Dr. Wolfgang Ullrich's team is now focused on defending its lead in the standings. As announced at the time of submitting the entries in February the line-up after Le Mans will be reduced to two vehicles. The Audi R18 e-tron quattro – car number "1" – will be shared by Marcel Fässler (CH), André Lotterer (D) and Benoît Tréluyer (F), the trio with whom Audi achieved its eleventh victory at the Le Mans 24 Hours in June. "Our three drivers have found a perfect rhythm and celebrated their second consecutive Le Mans victory, so it's a good idea to continue letting them run as a threesome," says Dr. Wolfgang Ullrich. The Swiss, the German and the Frenchman are currently sharing second place in the standings with a 6.5-point gap.

The leaders of the standings are competing in a new formation. Allan McNish (GB) and Tom Kristensen (DK), the winners of the Sebring 12 Hours that opened the season, will now start to drive the number "2" Audi R18 ultra as a team of two. On the expiration of Dindo Capello's driver contract at the end of the year, the 2012 season marks the end point of an unusually successful partnership. The Italian had an agreement with Audi to quit after Le Mans. Dindo Capello served Audi as a factory driver for 19 years. Yet the Italian will continue to be closely associated with the brand – not only as an Audi dealer and racer.



Dindo Capello has achieved a rare feat in racing. For almost two decades, the professional driver celebrated countless race victories, prestigious champion titles and numerous other successes in sports cars and touring cars – and all of them for a single group of carmakers.

The family father from Canelli scored almost all of his major successes since 1994 together with Audi. In 1996, he was Italian Super Touring Car Champion in the Audi A4 quattro. As well as two of his three Le Mans victories he celebrated all five wins of the Sebring 12 Hours and the two champion titles in the American Le Mans Series at the wheel of Audi LMP sports prototypes. His first success at La Sarthe was clinched in 2003 for the group's Bentley brand. As late as in March 2012, he achieved a hard-fought overall victory at the Sebring 12 Hours alongside his long-standing team-mates Allan McNish and Tom Kristensen.

“This is an extremely unusual string of successes and a very emotional moment. On behalf of Audi I would like to express a huge thank you to Dindo,” says Dr. Wolfgang Ullrich whose initial driver signings included Capello. “Dindo was at the top of the sport for 19 years and all employees at Audi Sport were pleased to make this possible for him. I am proud of both. In terms of the sport as well as in a personal and professional sense – it has always been a pleasure to work with Dindo and to know that he was part of our team. He is a valuable brand ambassador and we are delighted to see him continue to be associated with Audi after the end of his active career.”

Capello, who celebrated second place at Le Mans plus his 48th birthday on June 17, holds an interest in three Audi centers in his native Piedmont. In parallel to his sports car program, Capello established a second pillar in motorsport. For Audi Sport Italia, he has continually been competing in the Italian GT Championship in an Audi R8 LMS since 2009.

“I would like to address a really, really big thank you to Audi on my part,” stresses Capello. “Audi has become my brand – professionally and based on my personal conviction. Together, we have achieved so much and demonstrated pioneering achievements again and again. The support from Audi, all employees at Audi Sport and the teams was fantastic, just like in a big family. Naturally, there is a feeling of sadness too, as this departure from the factory team is not easy. But I remain associated with the brand and will continue to contest races because the Audi R8 LMS ultra is a wonderful GT3 vehicle. I am saying goodbye with a clear conscience because I have no unfinished business with my sport. In all disciplines and categories, Audi and I together have achieved the maximum with victories and titles.



As late as in March, we won at Sebring and I'm currently ranking in first place of the WEC standings. I wanted to quit at a time when I was still able to show top performances. This is a pleasant feeling. Should Audi ever get into a situation in which I'm needed I'll of course be ready to assist."

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The Audi Group delivered 1,302,659 cars of the Audi brand to customers in 2011. In 2011 the Company posted revenue of €44.1 billion and an operating profit of €5.3 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 July 2010, CKD production of the Audi Q5 was added to the existing Audi A4 and A6 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 motorcycle manufacturer Ducati Motor Holding S.p.A. (Bologna/Italy). Audi currently employs around 65,000 people worldwide, including around 48,000 in Germany. Between 2012 and 2016 the brand with the four rings is planning to invest a total of €13 billion – mainly in new products and the extension of production capacities – in order to sustain the Company's technological lead embodied in its "Vorsprung durch Technik" slogan. Audi is currently expanding its site in Győr (Hungary) and will start production in Foshan (China) in late 2013 and in Mexico in 2016.

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 Audi Environmental Foundation. Within the context of "Vorsprung durch Technik," which extends far beyond its products, the Company is directing its activities toward a major goal – comprehensive CO₂-neutral mobility.