



**Communications Motorsport**  
Jürgen Pippig  
Tel: +49 160 90430634  
E-mail: [juergen.pippig@audi.de](mailto:juergen.pippig@audi.de)  
[www.audi-motorsport.info](http://www.audi-motorsport.info)

## **Dieter Gass Head of DTM at Audi**

- **Audi Sport optimizes its organizational structure**
- **DTM and Le Mans Prototype areas reinforced**
- **Head of Development Wolfgang Dürheimer: “Reaction to the increasing demands”**

**Ingolstadt, April 18, 2013 – Audi tackles the 2013 DTM season with an optimized organizational structure. Dieter Gass is responsible with immediate effect as ‘Head of DTM’ for the commitment of the eight Audi RS 5 DTM cars in the popular touring car race series. Christopher Reinke assumes the corresponding role for the Le Mans Prototypes (LMP). Both report directly to Head of Audi Motorsport Dr. Wolfgang Ullrich.**

“With the new structure at Audi Sport, we react to the growing demands and the increasingly tough competition in the DTM and in the FIA World Endurance Championship,” explains Wolfgang Dürheimer, Board Member for Technical Development at AUDI AG. “Both programs are of great importance for our company and this forward-looking arrangement will be the base for future motorsport projects.”

Within the new structure, Dieter Gass (50) takes responsibility for the company’s DTM program and will represent the brand with the four rings in the DTM. The engineer, born in Gießen, was previously active at Audi Sport as a technician between November 1994 and March 2001. He subsequently worked in leading positions for Formula 1 teams before rejoining Audi Sport last year in January. As ‘Head of Racing Commitments’ he got to know the brand’s two motorsport projects in great detail.

“Dieter Gass was a logical choice for the new position owing to the extent of his experience,” says Dr. Wolfgang Ullrich, who in addition to his overall responsibility for all ‘factory’ programs, will put his focus on the WEC events. He will support Christopher Reinke (41), who as ‘Project Leader LMP’, is set to assume a similar function in the WEC as Gass has in the DTM.



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The Audi Group delivered more than 1,455,100 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 68,000 people worldwide, including around 50,000 in Germany. The brand with the four rings plans to invest a total of €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 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.