



Communications Motorsport

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Premiere: Audi A5 DTM runs at Munich's Olympic Stadium

- **DTM visits Munich on July 14 and 15**
- **New layout with two mirrored tracks**
- **Ekström, Rockenfeller and Mortara placed in Sunday's table**

Ingolstadt/Munich, July 6, 2012 – For the second consecutive time, the DTM is visiting Munich's Olympic Stadium – a perfect opportunity for motorsport fans to enjoy a close-up experience of the new Audi A5 DTM in action and to get hold of autographs by the Audi drivers on July 14 and 15. An attractive supporting program makes the DTM race in Munich an event for the whole family.

Last year, a total of 54,000 spectators turned out for the premiere of the spectacular DTM race in Munich at which the DTM stars this year will be competing against each other on both days in a knockout system on a 614-meter synchronous track, which makes the stadium race in Munich a unique experience. A few improvements compared with last year are designed to further heighten suspense. For the first time, the race will be held on two mirrored tracks. The tarmac has higher grip and the run-off areas have been designed to allow the drivers to take their cars even closer to the limit than before. A unique advantage at a DTM race here is the fact that spectators have an unobstructed view of the track from any place in the stadium. Larger video walls and reference points on the track provide an enhanced overview.

The format of the competition on Saturday in which Audi, BMW and Mercedes-Benz will be battling for the manufacturers' title in the so-called "relay mode" is new. Two drivers of a manufacturer, respectively, will form a team that takes turns in the pits just like in a relay race. The handoff takes place twice per run.

On Sunday, direct duels in a knockout system will be fought for the drivers' title – pit stops and tire changes included. The leader of the standings – Gary Paffett – and the three drivers from each manufacturer with the highest point scores are placed in the table of the 22 participants and will receive a bye on the first lap.



In the Audi line-up, these drivers are Mattias Ekström (Audi Sport Team Abt Sportsline), Mike Rockenfeller (Audi Sport Team Phoenix) and Edoardo Mortara (Audi Sport Team Rosberg), which means one driver from each of the three Audi factory teams.

The two-time DTM Champion Mattias Ekström has won the “Race of Champions,” which is held in a sports arena as well, as many as three times and is regarded as a specialist for stadium races. Edoardo Mortara clinched the first victory of the Audi A5 DTM at Spielberg at the beginning of June. Last year, he was the best Audi racer in Munich. Mortara won the “race of marques” on Saturday and finished a thrilling final on Sunday as the runner-up behind Bruno Spengler.

The stadium premiere of the new Audi A5 DTM will not be the only attraction, though, to cause tens of thousands of fans to flock to the Olympiapark again on July 14 and 15. In Munich, the spectators can get into particularly close touch with the drivers and teams during autograph sessions, in open pit tents, at a pit stop challenge and guided paddock tours. An attractive supporting program ranging from the Red Bull X-Fighters, play makeup booths for children through to concerts in the paddock will make the DTM race in Munich an event for the whole family.

As at all DTM races, Audi will again showcase highlights from its current product range at the Olympiapark. DTM tickets can be obtained at www.audi.de/dtm. ARD will air extensive live coverage from Munich on both days on “Das Erste.”

Quotes by the officials

Dr. Wolfgang Ullrich (Head of Audi Motorsport): “Last year, response to our bringing the DTM in Munich to the city was very favorable. The Olympic complex is a perfect location for this. I think the event will again attract a large number of people who might not go to a race otherwise and may develop an interest in motorsport and the DTM this way. And of course every one of our drivers wants to achieve a good result there.”

Hans-Jürgen Abt (Team Director Audi Sport Team Abt Sportsline): “Obviously, as Bavarians, we are very much looking forward to the show event in the heart of Munich. Although no points are awarded there all the drivers and teams want to present themselves in top form to the crowd. The fans can expect a tremendous spectacle in the stadium and above all plenty of time for autographs and maybe the



opportunity for a bit of small talk with the drivers here and there. This proximity to the fans is a DTM hallmark and lived with particular intensity in Munich.”

Ernst Moser (Team Director Audi Sport Team Phoenix): “In Munich, we can draw on the experiences from last year when we were all very excited to see what we’d be in for. The track layout has been modified a bit to give the spectators a better view of who’s in front. As usual, we’ll go all out in the race without destroying the cars along the walls. That’ll be quite an art: to be quick but without having an accident.”

Arno Zensen (Team Director Audi Sport Team Rosberg): “After taking victory last year, we’re traveling to Munich highly motivated. We’re already looking forward to the fantastic stadium atmosphere.”

Facts and quotes by the Audi drivers

Filipe Albuquerque (27/P), TV Movie Audi A5 DTM #22 (Audi Sport Team Rosberg)

- Has scored points this year in as many as four of the five races
- In 2010, won the “Race of Champions” in Düsseldorf

“Munich is a unique event – and as the name says: it’s a great show for the fans. The race is not part of the championship, so you’ve got to find a good compromise: you’ve got to be quick without risking the car. The track is different from the way it was last year. We’re all excited about it.”

Mattias Ekström (34/S), Red Bull Audi A5 DTM #3 (Audi Sport Team Abt Sportsline)

- Celebrates his 34th birthday in Munich on Saturday
- Is the best-placed Audi driver after the first half of the season

“Driving in a stadium is always a very special feeling. I’ve already tried out the new track. I’ll let myself be surprised but think that the competition will even be closer than it was in 2011. I think it’s fantastic to go to Munich with the DTM. I like the city and the Olympiapark and will enjoy the event. As a driver you’re a bit more relaxed than usual because the race is not about scoring points.”

Rahel Frey (26/CH), E-POSTBRIEF Audi A5 DTM #17 (Audi Sport Team Abt)

- Is contesting her second DTM season
- Finished all of the five races in the first half of the season

“I’m delighted. This will probably be another great challenge. The track layout is new. This means that everyone will be starting from scratch again and will have the same chances. I hope that I can have a bit of a say in the action on the narrow track



between the walls. A lot has been done for the spectators in Munich. I'm sure there'll be of activities – I'm looking forward to it.”

Miguel Molina (23/E), Red Bull Audi A5 DTM #10 (Audi Sport Team Phoenix)

- Got in touch with the concrete wall last year
- Has been on pole twice in the DTM

“The race in Munich was held for the first time last year – it was an interesting experience and completely new for me to drive a race that is so similar to the Race of Champions. Driving in a stadium is fun. I'm convinced that it'll be a great event again.”

Edoardo Mortara (25/I/F), Playboy Audi A5 DTM #21 (Audi Sport Team Rosberg)

- Was winner of the day on Saturday in Munich last year
- Clinched the first victory of the Audi A5 DTM at Spielberg in early July

“Returning to Munich will be a thrill. That's where I celebrated my first victory in the DTM last year – even though it wasn't a championship round. So, I've got fond memories of the event. This year, the track will be different and pose a new challenge to everyone. I hope we'll be competitive again.”

Mike Rockenfeller (28/D), Schaeffler Audi A5 DTM #9 (Audi Sport Team Phoenix)

- After the first half of the season, is the second-best Audi driver in the standings
- Was on podium in mid-June at the Le Mans 24 Hours

“Munich is an exceptional event for us drivers. Last year, I drove a DTM car in a stadium for the first time – that's really not an easy feat. The track is very narrow and, accordingly, challenging. This leads to a lot of stress in the car. But the atmosphere is great, the mood is relaxed. It's fun and show – but of course, as always, I'm going to try and clinch the best possible result.”

Timo Scheider (33/D), AUTO TEST Audi A5 DTM #4 (Audi Sport Team Abt Sportsline)

- Has won the DTM title twice
- Experienced a difficult first half of the season

“Munich was a resounding success right on its premiere. The problems that existed last year have been addressed. The tarmac was changed and there are more flexible elements in the stadium – this means that contact doesn't automatically lead to retirement. So, you can take a higher risk of running closer to the walls. The new competition format sounds interesting too. I'm looking forward to it. It'll probably again be a huge family happening.”

Adrien Tambay (F/21), Audi ultra A5 DTM #18 (Audi Sport Team Abt)



- Is contesting his first DTM season in 2012
- Drove the fourth-fastest race lap at the Norisring

“I’m driving in a stadium of this kind for the first time. Of course that’ll be very special, particularly in front of such a large crowd. The direct competition with a rival will be another new experience for me that I’m already very excited about.”

The Audi drivers in the 2012 DTM

Filipe Albuquerque (P): * Jun 13, 1985 in Coimbra (P); residence: Coimbra (P); single; height: 1.74 m; weight: 64 kg; Audi driver since 2011; DTM races: 15; pole positions: 0; victories: 0 (best result: 2nd place); fastest laps: 0; points: 17; DTM titles: 0; best result, DTM Munich 2011: 12

Mattias Ekström (S): * Jul 14, 1978 in Falun (S); residence: Salenstein (CH); single (partner Heidi), one son (Mats); height: 1.83 m; weight: 77 kg; Audi driver since 1999; DTM races: 119; pole positions: 19; victories: 17; fastest laps: 12; points: 581; DTM titles: 2 (2004, 2007); best result, DTM Munich 2011: 5

Rahel Frey (CH): * Feb 23, 1986 in Niederbipp (CH); residence: Aedermannsdorf (CH); single; height: 1.63 m; weight: 50 kg; Audi driver since 2011; DTM races: 15; pole positions: 0; victories: 0 (best result: 12th place); fastest laps: 0; points: 0; DTM titles: 0; best result, DTM Munich 2011: 18

Miguel Molina (E): * Feb 17, 1989 in Girona (E); residence: Lloret de Mar (E); single; height: 1.75 m; weight: 62 kg; Audi driver since 2010; DTM races: 26; pole positions: 2; victories: 0 (best result: 3rd place); fastest laps: 1; points: 34; DTM titles: 0; best result, DTM Munich 2011: 9

Edoardo Mortara (I/F): * Jan 12, 1987 in Geneva (CH); residence: Geneva (CH); single; height: 1.82 m; weight: 75 kg; Audi driver since 2011; DTM races: 15; pole positions: 1; victories: 1; fastest laps: 0; points: 52; DTM titles: 0; best result, DTM Munich 2011: 2

Mike Rockenfeller (D): * Oct 31, 1983 in Neuwied (D); residence: Altnau (CH); single (partner Susanne); height: 1.75 m; weight: 67 kg; Audi driver since 2007; DTM races: 56; pole positions: 1; victories: 1; fastest laps: 2; points: 113; DTM titles: 0; best result, DTM Munich 2011: 10

Timo Scheider (D): * Nov 10, 1978 in Lahnstein (D); residence: Lochau (A); single (partner Jessica), one son (Loris); height: 1.78 m; weight: 74 kg; Audi driver since



2006; DTM races: 124; pole positions: 9; victories: 6; fastest laps: 9; points: 370;
DTM titles: 2 (2008, 2009); best result, DTM Munich 2011: 13

Adrien Tambay (F): * Feb 25, 1991 in Paris (F); residence: Aix-en-Provence (F);
single; height: 1.81 m; weight: 69 kg; Audi driver since 2012; DTM races: 5; pole
positions: 0; victories: 0; (best result: 12th place); fastest laps: 0; points: 0; DTM
titles: 0; best result, DTM Munich 2011: –

DTM drivers' standings after 5 of 10 rounds*

1 Gary Paffett (Mercedes-Benz)	95 points
2 Jamie Green (Mercedes-Benz)	69 points
3 Bruno Spengler (BMW)	58 points
4 Martin Tomczyk (BMW)	54 points
5 Mattias Ekström (Audi)	47 points
6 Mike Rockenfeller (Audi)	39 points
7 Edoardo Mortara (Audi)	31 points
8 Christian Vietoris (Mercedes-Benz)	24 points
9 August Farfus (BMW)	16 points
10 Timo Scheider (Audi)	16 points
11 David Coulthard (Mercedes-Benz)	14 points
12 Andy Priaulx (BMW)	14 points
13 Miguel Molina (Audi)	8 points
14 Filipe Albuquerque (Audi)	8 points
15 Ralf Schumacher (Mercedes-Benz)	7 points
16 Joey Hand (BMW)	2 points
17 Robert Wickens (Mercedes-Benz)	2 points
18 Dirk Werner (BMW)	1 point

DTM manufacturers' standings*

1 Mercedes-Benz	211 points
2 Audi	149 points
3 BMW	145 points

DTM team standings*

1 THOMAS SABO/Mercedes-Benz Bank AMG	119 points
2 Mercedes AMG	76 points
3 Audi Sport Team Abt Sportsline	63 points
4 BMW Team Schnitzer	59 points
5 BMW Team RMG	56 points
6 Audi Sport Team Phoenix	47 points



7 Audi Sport Team Rosberg	39 points
8 BMW Team RBM	30 points
9 DHL Paket/stern Mercedes AMG	16 points

* The race in Munich is not part of the championship.

Audi DTM statistics

Champion's titles: 8 (in 15 years)

Victories: 62 (in 199 races)

Pole positions: 66 (in 164 qualifying sessions)

Fastest laps: 54 (in 199 races)

All Munich winners

2011 Edoardo Mortara (Audi), Bruno Spengler (Mercedes-Benz)

2011 flashback: Edoardo Mortara takes victory on Saturday

54,000 spectators (throughout the weekend) watched a successful DTM show event on the 1.190-kilometer track. On both public days, despite different race formats, the finale saw Edoardo Mortara in the Audi being pitted against Bruno Spengler in the Mercedes-Benz. After the Audi driver had prevailed against Spengler with a 0.366-second advantage on Saturday he fought another close duel for victory against the Canadian on Sunday. The decision was made when Mortara touched the track barrier shortly before the finish of the first final race and was forced to retire.

About the circuit

Track info: 614 meters

Spectators in 2011: 54,000

Edoardo Mortara about Munich: "Munich stands for a completely different DTM than the rest of the calendar. A year ago, we drove at the Olympic Stadium for the first time. As racers, we're used to fighting duels against other racers but there you physically drive alone. You're constantly running in first and second gear and the speed is low. Technically, your drive has got to be extremely precise; otherwise it can quickly become a very costly one. In 2011, the walls were made of concrete. This year, plastic elements are being used as well. It takes a while to get used to the pit stops. Last year, I had mixed feelings. On the one hand I was the best Audi driver



there and held my first DTM trophy in my hands. On the other hand there was an accident at the end of the event on Sunday.”

Timetable

Friday, July 13

09:30–12:30 Free practice 1

13:30–16:30 Free practice 2

Saturday, July 14

12:15–12:45 Driver presentation

13:00–14:00 Prologue

14:30–14:50 Quarter-final

17:05–17:20 Semi-final

17:25–17:30 Final for 3rd place

17:35–17:45 Final

Sunday, July 15

11:00–11:30 Prologue

12:40–13:10 Driver presentation

13:25–13:55 Eighth-final

14:50–15:20 Quarter-final

15:30–15:40 Semi-final

15:50–16:00 Final

TV schedule (“Das Erste” live)

Saturday, July 14

13:30–15:00 Saturday’s race

Sunday, July 15

14:15–16:15 Sunday’s race

– End –



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., Automobili Lamborghini S.p.A. in Sant'Agata Bolognese (Italy), AUDI BRUSSELS S.A./N.V. in Brussels (Belgium) and quattro GmbH in Neckarsulm. Subject to a positive decision by the responsible competition authorities, the Italian sports motorcycle manufacturer Ducati Motor Holding S.p.A. will also belong to the Audi Group. 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.