



Communications Motorsport

Stefan Moser

Tel: +49 841 89-32260

E-mail: stefan1.moser@audi.de

www.audi-mediacyenter.com/en

Audi Motorsport Newsletter 33/2016

- **ABT Schaeffler Audi Sport completes final tests before Formula E start**
- **Brace of wins in Australian GT Trophy Series finale**
- **Hans-Joachim Stuck and René Rast drive Audi race taxi**

Ingolstadt, September 11, 2016 – Successes in races and titles for two Audi customer teams in Down Under: In the season finale of the Australian GT Trophy Series both victories and the title in the Trophy Class went to the Audi R8 LMS. At Donington, the final pre-season tests for Formula E took place. And as part of the DTM at the Nürburgring, Hans-Joachim Stuck and René Rast drove the Audi race taxis.

ABT Schaeffler Audi Sport completes final tests before Formula E start

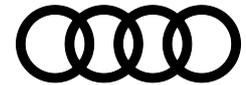
Team ABT Schaeffler Audi Sport prepared for the new Formula E season in tests at Donington. Daniel Abt and Lucas di Grassi completed 269 trouble-free laps on three days on the 4.003-kilometer track in the United Kingdom. While the four race cars will be loaded and flown to Asia next week, the drivers are familiarizing themselves on the simulator with the short city street circuit in Hong Kong with a length of barely two kilometers. There the first in a total of twelve races will be held on October 9. At the beginning of the third season of the electric racing series, Audi has intensified its involvement in the only German team and is planning to incorporate Formula E into a factory-backed motorsport program as of the 2017/2018 season.

Double victory and title win in Australia

Double victory in the finale of the Australian GT Trophy Series on Phillip Island: Greg Taylor in the Audi R8 LMS of Team GT Motorsport secured pole position and triumphed in both races. For Rob Smith, also in an Audi R8 LMS, a fourth place in the final race was enough to secure the title in the Trophy Class of the Australian GT Trophy Series.

Audi presents racing TDI at conference

Ten years ago, Audi's TDI engine celebrated its premiere in racing. Since then, the brand with the four rings has won the 24-hour race at Le Mans eight times with such an engine. On Thursday, Ulrich Baretzky, Head of Engine Development at Audi Sport, presented the technological innovations of diesel power at a conference in England. The British Institution of Mechanical Engineers had invited renowned representatives of the automotive industry and motorsport to Coventry. Although the current V6 TDI engine of the Audi R18 uses 46.4 percent less fuel at Le Mans than the V12 TDI from 2006, today's race car, thanks to its more efficient overall concept, achieves better lap times.



Kristensen wins at Goodwood Revival

Tom Kristensen has won a race of the Goodwood Revival historic motorsport spectacle. The Dane, who triumphed in the legendary 24 Hours of Le Mans nine times, competed in the new Kinrara Trophy for closed pre-1963 GT race cars. Kristensen, who had clinched pole position, claimed victory in the one-hour race together with Joe Macari. This win marked Tom Kristensen's fifth one in five Goodwood Revival participations.

Excursion into the past

Frank Biela made a 20-year time leap this weekend. On the Knockhill race track in the United Kingdom, the long-standing Audi driver returned to the cockpit of an Audi A4 quattro. The German won the British Touring Car Championship (BTCC) in the super touring car two decades ago and in July 1996 celebrated a victory at Knockhill as well. In front of an enthusiastic audience, Biela did some demo laps in the near-300-hp race car. In addition, selected guests had the opportunity to sit in the passenger's seat of an Audi R8, enjoying some fast laps alongside the five-time Le Mans winner.

Audi Sport supports DTM school project

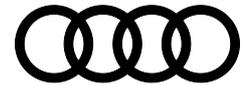
During the race weekend in the Eifel, Audi Sport provided junior high school students with insight into the professional world of motorsport. 32 eighth-graders from Brohltalschule in Niedertzissen visited the DTM at the invitation of the Nürburgring and the ITR and met with representatives of various professional fields. Markus Michelberger, a race engineer with Audi Sport Team Abt Sportsline, and Patrick Schneider, a mechanic with Audi Sport Team Phoenix, answered the students' questions. Subsequently, the teenagers had the opportunity to take a peek behind the scenes of the DTM during a pit lane tour.

Surprise for Nico Müller

Audi driver Nico Müller was surprised by his mechanics at the Nürburgring. The crew headed by chief mechanic Fritz Südecum made a clock from a brake disc intended to always remind the young Swiss of his first ever victory in the DTM. The gift was also a way of saying thank you by the crew for an invitation by Müller to a driving experience with old cars in a gravel pit.

Ekström meets his buddy Mayr at the Nürburgring

Mattias Ekström met with his old friend Benedikt Mayr during the DTM weekend at the Nürburgring and introduced the three-time freestyle skier of the year to the world of the DTM. The 27-year-old had the opportunity to sit in Ekström's Audi RS 5 DTM and was obviously impressed by the Swede's 460-hp race car. Ekström and Mayr have known each other for years and were jointly on camera for the short movie "Steepest Street" at the end of 2015. For Mayr, the trip to the Eifel not only served the purpose of seeing Ekström again. The resident of Austria was on the grid of the Audi Sport TT Cup as a guest entrant and clinched a podium finish in the one-make cup.



Hans-Joachim Stuck and René Rast drive race taxi

On the seventh DTM race weekend in the Eifel, Hans-Joachim Stuck and René Rast drove guests across the 3.629-kilometer Nürburgring in the Audi RS 5 DTM race taxi. Passengers included Thomas Röhler, who had won gold in the javelin throw in Rio. “It’s simply great to experience this first-hand. The speed is truly impressive,” said Röhler. Stuck most recently drove a race taxi at Oschersleben last year. René Rast made his debut in the Audi RS 5 DTM less than two months ago when he stood in for the injured Adrien Tambay at Zandvoort.

Audi Sport TT Cup meets Bundesliga

The Audi Sport TT Cup visited the Bundesliga home match of FC Schalke 04 vs FC Bayern München (0-2). At the sold-out game held at the Veltins-Arena in Gelsenkirchen, the leading car in the Audi one-make cup and the race car of the permanent entrant Gosia Rdest were presented to the crowd of around 62,300 spectators in front of the stadium. As part of the supporting program of the DTM at the Nürburgring, the Pole finished on podium for the first time in her career in the Audi Sport TT Cup. In the first race, the 23-year-old finished third.

A word from ... Mattias Ekström

Mattias Ekström was one of the protagonists once more in the DTM’s 50th event at the Nürburgring.

In race one on Saturday, you were moving forward from position 19 toward a place in the points. But then an on-track encounter with Maximilian Götz caused a major stir ...

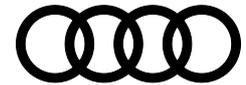
I’m really fed up. I simply shouldn’t be starting behind this guy anymore. He doesn’t drive the way I think a race should be driven. Yes, he occasionally drives fast. He occasionally finishes, too. But I simply don’t like the way he drives. That’s it.

All the sweeter was your comeback drive on Sunday, when everything was fair – especially the duel with leader of the standings Marco Wittmann at the very end.

Driving with people that let you live is fun. Everyone in the DTM can drive fast – there’s no point in discussing that. But how you drive a race, what type of show you deliver, that’s something not everyone is capable of. Marco Wittmann is one of the clever ones, a driver who always finishes as well, and with whom you can fight a fair battle. He’s currently the man to be beaten.

Following the race on Sunday, you were one of the first people to congratulate Edoardo Mortara. Were you happy for him?

Edo is another fighter. I respect that. He battled superbly on Sunday. It’s definitely an art to continue to be fast even when the tires are beginning to degrade somewhat. But we clearly need to work on our qualifying performance – we still need to catch up in that respect.



Next weekend, you're continuing to race in the World Rallycross Championship. What chances are you expecting to have at Barcelona?

I think my chances are good. I feel very comfortable with the most recent update in terms of development. Now, a smaller aspect will be added. I'm very much looking forward to Barcelona. With respect to the atmosphere, it's one of the top three events besides Lohéac and Höljes. It's going to be a highlight.

The question of whether you'll be competing in the DTM finale at Hockenheim or in the World Rallycross Championship at Estering is coming closer. When will the decision be made?

For now, I'll try to have a good weekend at Barcelona. If that's worked out, I'm going to talk to my bosses the following week to see what we're going to do.

Coming up next week

15-17/09 Austin (USA), round 6, WEC

15-18/09 Austin (USA), round 10, IMSA WeatherTech SportsCar Championship

16-18/09 Sonoma (USA), races 18 and 19, Pirelli World Challenge

17-18/09 Nürburgring (D), round 5, Blancpain GT Series Endurance Cup

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The Audi Group, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 16 locations in twelve countries. In the second half of 2016, the production of the Audi Q5 will start in San José Chiapa (Mexico). 100-percent subsidiaries of AUDI AG include quattro GmbH (Neckarsulm), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese, Italy) and Ducati Motor Holding S.p.A. (Bologna, Italy).

In 2015, the Audi Group delivered to customers approximately 1.8 million automobiles of the Audi brand, 3,245 sports cars of the Lamborghini brand and about 54,800 motorcycles of the Ducati brand. In the 2015 financial year, the Audi Group achieved total revenue of €58.4 billion and an operating profit of €4.8 billion. At present, approximately 85,000 people work for the company all over the world, about 60,000 of them in Germany. Audi focuses on new products and sustainable technologies for the future of mobility.