



Communications Motorsport

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Audi driver Mattias Ekström commandingly wins

- **Fourth success for Audi in the 2011 DTM**
- **Impressive performance by the two-time DTM champion**
- **Five Audi A4 DTM cars on the top seven positions**

Ingolstadt/Nürburg, August 7, 2011 – In the duel against Mercedes-Benz Audi has raised the score of victories to 4-2. In front of 86,500 spectators (throughout the weekend) Mattias Ekström in the Audi A4 DTM of Audi Sport Team Abt Sportsline was in a class of his own at the Nürburgring. From the pole position the Swede achieved an advantage of 5.533 seconds over the leader of the standings, Bruno Spengler, and celebrated his 15th DTM victory that was never at risk in the race.

Exactly 63 weeks or 441 days Mattias Ekström had to wait for this day. The last DTM race won by the Audi driver had been at Valencia at the end of May 2010. “That was a very long time,” said the Swede after his triumph at the Nürburgring. “This success feels incredibly good. I’m very happy for the team that suffered a great deal of misfortune in the first half of the season. This weekend Audi Sport and Abt were right on the mark. All I had to do was drive ...”

Almost up to the end of the race Audi Sport Team Abt Sportsline was even heading for a one-two result at the Nürburgring. Up to the penultimate lap Mike Rockenfeller was running in second place before, under pressure from Bruno Spengler, the wheels of his Audi A4 DTM locked as he was braking into turn one. “I was having problems with grip on the rear wheels and changed the brake balance,” explained Rockenfeller. “But that’s not meant to be an excuse. I’m sorry for the team – something like this simply mustn’t happen on the penultimate lap.”

Places four and five went to Timo Scheider and Martin Tomczyk (Audi Sport Team Phoenix) who switched positions in a fierce duel on the 20th lap. The runner-up in the standings, Tomczyk, had started well from position seven on the grid but was hit by Mercedes driver Jamie Green in the commotion on lap one. The front end of his Audi



A4 DTM was damaged in the incident. Tomczyk nonetheless managed to secure fifth place and as the best driver of a year-old car scored important points in the title fight. Before the remaining four races the German as the best Audi driver remains within a striking distance to Bruno Spengler, ranking seven points behind him in the overall classification.

With Edoardo Mortara on position seven a fifth Audi driver scored points. Audi Sport Team Rosberg had to repair the Italian's A4 DTM after an incident in the morning's warm-up session when a kerb along the track had come loose and caused considerable damage to the left-hand side of the vehicle. The two points which Mortara clinched as the best DTM rookie in the field were a nice reward for the extra work.

Mortara's team-mate Filipe Albuquerque in ninth place just barely missed scoring a point. Oliver Jarvis managed to recover from position 15 on the grid to tenth place. Miguel Molina and Rahel Frey occupied places twelve and 16 in the race that was very turbulent at times.

"Overall, it was a great team performance," said Head of Audi Motorsport Dr. Wolfgang Ullrich. "Mattias Ekström and his A4 DTM were in a league of their own this weekend. And Team Abt showed perfect pit stops. It's a shame that Martin Tomczyk lost a few points. But we're happy that after the body contact with Jamie Green on lap one he was able to even finish the race."

The Audi Group delivered around 1,092,400 cars of the Audi brand to customers in 2010. The Company posted revenue of €35.4 billion and an operating profit of €3.3 billion in 2010. In the first half of 2011, the Audi Group sold 652,970 vehicles bearing the four rings worldwide and achieved record figures in terms of revenue (€21.5 billion) and operating profit (€2.5 billion). Audi produces vehicles in Ingolstadt and Neckarsulm (Germany), Győr (Hungary), Changchun (China) and Brussels (Belgium). Aurangabad in India saw the start of CKD production of the Audi A6 at the end of 2007, of the Audi A4 in early October 2008 and of the Audi Q5 in July 2010. Production of the new Audi A1 has been running at the Brussels plant since May 2010. 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 Holding S.p.A. in Sant'Agata Bolognese (Italy) and quattro GmbH in Neckarsulm. Audi currently employs around 60,000 people worldwide, including around 46,600 in Germany. Between 2011 and 2015 the brand with the four rings is planning to invest more than €11 billion, mainly in new products, in order to sustain the Company's technological lead embodied in its "Vorsprung durch Technik" slogan. By 2015, Audi plans to increase the number of models in its portfolio to 42.

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 newly established Audi Environmental Foundation. Under the heading of "Audi balanced mobility," the Company is directing its activities toward a major goal – comprehensive CO₂-neutral mobility.