



Change at Bugatti – Finance and Procurement under new management

MOLSHEIM 04 10 2019

RICO KREYENBERG AND DOMINIQUE KÜNZEL REPORT TO BUGATTI PRESIDENT WINKELMANN

Bugatti is positioning itself for the future. Rico Kreyenberg will head the Finance and IT departments from 1 October. He succeeds Dr. Jörg Mull. Dominique Künzel now heads the Procurement department. Both report directly to Bugatti President Stephan Winkelmann.

Dr. Jörg Mull, former Chief Financial Officer at Bugatti, is relocating within the Volkswagen Group. After five years with Bugatti, Dr. Mull is leaving the French hyper sports car manufacturer to take on a newly created strategic leadership role at Volkswagen China Investment Corporation. Dr. Mull already worked in Asia for several years before joining Bugatti. "I would like to thank Jörg Mull for his extensive support and excellent work at Bugatti. In recent years, he has helped to make the Bugatti brand what it is today: a successful French manufacturer of exceptional hyper sports cars," says Stephan Winkelmann, President of Bugatti.

Dr. Jörg Mull's work will be taken over by Rico Kreyenberg. Going forward, he will head the Finance and IT departments, reporting directly to Bugatti President Stephan Winkelmann. The industrial and mechanical engineer and economist has held a variety of positions at the Volkswagen Group over the past 20 years and is a proven expert in finance. Bugatti has known Rico Kreyenberg for quite a long time: he has been responsible for cost control at Bugatti for the last four years.

There is also a structural change for Dominique Künzel, Head of Procurement. He will also report directly to Bugatti President Stephan Winkelmann from now on. Dominique Künzel has many years of experience in the automotive industry, including 18 years with the Volkswagen Group. Before joining Bugatti, he worked in different managerial positions within the Group Procurement until 2018.

"Realigning our organisation is allowing us to streamline our structures so that we can work more quickly and more efficiently. Hence we are positioning ourselves robustly for the future," says Stephan Winkelmann. "I am really pleased for Rico Kreyenberg and Dominique Künzel, two experienced automotive enthusiasts who are perfect for Bugatti and who will help to shape our future in their new positions, taking on even more responsibility."

About Bugatti

Bugatti Automobiles S.A.S. manufactures the world's fastest, most powerful, most exclusive and luxurious production hyper sports car. Since its foundation in 1909, the French luxury brand has been based in Molsheim, Alsace, apart from a short interruption. The Veyron was made there between 2005 and 2015, the first modern-day hyper sports car, of which 450 vehicles were built by hand. Since autumn 2016, the staff in Molsheim have been producing the Chiron¹ models.

With an output of 1,500 PS, which has never before been achieved by production vehicles, a torque of 1,600 newton metres at 2,000 to 6,000 rpm and numerous technical innovations, the Chiron sets new standards in automotive engineering.

Bugatti delivered 70 vehicles to customers in 2017, and this increased to 76 vehicles in 2018. More than 80

vehicles are set to be delivered to customers in 2019. Bugatti announced the construction of 500 models – currently fewer than 100 Chiron cars can be ordered. Production of the Divo², a vehicle optimised for lateral acceleration, will follow soon.

Bugatti has been part of the Volkswagen Group since 1998 and employs more than 300 people worldwide. The majority of these work in Molsheim in Alsace. With 37 dealers and service partners in 18 countries in Europe, North America, the Middle East and Asia-Pacific, Bugatti is a global player.

PRESS CONTACT

Tim Bravo
Head of Communications
+33 640 151969
tim.bravo@bugatti.com

Nicole Auger
Communications
+49 152 588 888 44
nicole.auger@bugatti.com

¹ CHIRON: Fuel consumption, l/100km: urban 35.2 / extra urban 15.2 / combined 22.5; CO₂ emissions (combined), g/km: 516; efficiency class: G*

² DIVO: This model is not subject to Directive 1999/94/EC, as type approval has not yet been granted.