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Donington Park in the eyes of the Audi Juniors

Audi Junior Martin Tomczyk (21) knows the Donington Park track from last year, but Team colleague Peter Terting (19) took his first laps on Friday on the 4.023 km long natural circuit. Below are the two juniors' impressions.

How do you like the track in Donington Park?

Terting: "I like it quite a bit, especially the first part – it goes uphill and downhill. It's certainly a special track, yet very difficult to learn. There are two blind curves to traverse. There I come across as the Donington greenhorn in comparison to my more experienced colleagues."

Tomczyk: "As we saw today, the course is certainly a challenge, especially in the rain. You could say it has two different sections. In the first section, there's a very fast, wavy part with some daunting curves and then later a chicane along with two hairpin curves."

Where are the key points?

Tomczyk: "Of course the first fast sector, as well as the switchback turn. That is where good traction and a lot of mechanical grip are demanded."

Terting: "It's also very important to properly execute the Coppice Corner, the curve before the straight piece to the chicane, so as to be able to pick up some momentum. This is also true for the two hairpin curves. Like Martin already said, you have to have everything well as well sorted out for the first part of the course."

Are there good chances for overtaking?

Tomczyk: "Generally speaking, that's difficult, though it should be possible by breaking in the chicane and in the switchback turn."

Terting: "That's exactly right. There you can get into position by waiting to break at the last possible moment."

What do you have to pay attention to when tuning your vehicle?

Terting: "In qualifying, you need a car for two fast rounds, but during the race it is important that your car is tuned to preserve the tires."

Tomczyk: "I think it's important to strike a balance. For one thing, you need to be set up to achieve the highest possible speed. The aerodynamics have to fit with the first section. But in doing so you should make adjustments that would sacrifice traction, otherwise you will notice this in the narrow corners of the last part of the course."

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