

Communications Motorsport

Jürgen Pippig

Tel: +49 (0)841 89 34200

E-mail: juergen.pippig@audi.de

www.audi-motorsport.info

Daniel Schuster

Tel: +49 (0)841 89 38009

E-mail: daniel2.schuster@audi.de

Quotes after qualifying at Oschersleben

Ingolstadt/Oschersleben, September 15, 2012 – Four Audi A5 DTM cars are starting into the DTM race at Oschersleben from the four front rows of the grid. Quotes after qualifying.

Dr. Wolfgang Ullrich (Head of Audi Motorsport): “After qualifying at Zandvoort was really brilliant it’s obviously disappointing to experience the worst qualifying session of the season here. We’ve again got four Audi cars in the top ten but only on positions five to eight. This doesn’t match our expectations. I think that tomorrow in the race we’ll be in a better position than in qualifying and am hoping for us to convert this into a better race result.”

Mattias Ekström (Red Bull Audi A5 DTM), grid position 5

“Qualifying was pretty tough. I never had the feeling of running well. Fifth place is okay. Obviously, not having made it into Q4 is a bit disappointing. But more was not possible today. In the race, I’m going to give everything and fight like a lion to advance.”

Edoardo Mortara (Playboy Audi A5 DTM), grid position 6

“In qualifying, the car was better than it was this morning and yesterday. We had made a few changes since the free practice. We were competitive in Q1 and Q2 and were thus able to save a set of tires. In Q3, I made a mistake on my fastest lap. Tomorrow, we’ll see what we can achieve from this situation in the race.”

Mike Rockenfeller (Schaeffler Audi A5 DTM), grid position 7

“Seventh place is a disappointing grid position. I knew that it would be difficult. The time should have been enough for fifth place if I’d managed the lap well. More than that, though, wasn’t possible. Now we’ve got to see to doing a better job tomorrow.”

Miguel Molina (Red Bull Audi A5 DTM), grid position 8

“This qualifying session was one of my best ones this season. I’m happy to have made it into Q3. We’ve got a good starting base for the race.”

Filipe Albuquerque (TV Movie Audi A5 DTM), grid position 14

“My qualifying wasn’t good. I knew that it would be difficult but had expected more than this. 14th place is disappointing for me. I would have liked making it into Q3 and the top ten. At Oschersleben, it’s very difficult to make up positions in the race from 14th on the grid.”

Timo Scheider (AUTO TEST Audi A5 DTM), grid position 15

“A strange qualifying session. The car was better than in free practice. But we knew that it would be tough because we were losing time in the first sector the whole weekend and weren’t able to significantly improve this sector in qualifying either. On the one hand, that’s disappointing. But tomorrow in the race we’ll try and convert this into a better result than at Zandvoort.”

Adrien Tambay (Audi ultra A5 DTM), grid position 17

“I was eliminated in Q1 for the first time. That was a bit disappointing. On the first set of tires I was running well. On the second set, I made a mistake and missed Q2 by a very narrow margin. But tomorrow is a new day. I’m hoping for a great race with a good strategy.”

Rahel Frey (E-POSTBRIEF Audi A5 DTM), grid position 18

“I was happy with my Audi in qualifying. I gave my best. I very barely missed Q2. Still, it was my second-best qualifying session this season.”

Hans-Jürgen Abt (Team Director Audi Sport Team Abt Sportsline): “Obviously, we’re not happy with position five. We’d been hoping to make it into Q4 and in the end weren’t lacking much to do so. Now, we want to try and achieve a good result for Audi over the whole distance.”

Ernst Moser (Team Director Audi Sport Team Phoenix): “Like all other qualifying sessions this year, this one today was truly a thriller all the way up to the last minute. It’s a shame that because of a lacking tenth we didn’t manage to put an Audi into the top four. I’m quite happy with my team. We wanted to make it into the third qualifying segment at all cost and managed to do this with both cars. Grid positions seven and eight are a starting base for the race that makes us hopeful. Now we’ve got to see to getting our race speed right in the warm-up. Then we’ll attack.”



Arno Zensen (Team Director Audi Sport Team Rosberg): “You could see that the situation today was incredibly tight and quick, too. This morning we didn’t think that we’d be able to drive a deep 1m 21. Now, Edo (Mortara) even managed 1m 20.9s. In Filipe’s (Albuquerque) case, we’d certainly been hoping for more than 14th place but we’re happy with Edo (Mortara) on grid position six. That means there’s quite a bit possible tomorrow.”

– 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 amongst others AUDI HUNGARIA MOTOR Kft. (Győr/Hungary), Automobili Lamborghini S.p.A. (Sant’Agata Bolognese/Italy), AUDI BRUSSELS S.A./N.V. (Brussels/Belgium), quattro GmbH in Neckarsulm and the sports bike manufacturer Ducati Motor Holding S.p.A. (Bologna/Italy). 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” claim. Audi is currently expanding its site in Győr (Hungary) and will start production in Foshan (China) in late 2013 and in San José Chiapa (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.