

Communications Motorsport

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Quotes after the race at Hockenheim

Ingolstadt/Hockenheim, October 21, 2012 – Edoardo Mortara was the best Audi driver in the DTM season finale at the Hockenheimring. Quotes after the race.

Dr. Wolfgang Ullrich (Head of Audi Motorsport): “First of all, congratulations to BMW. It was a strong performance; we experienced a thrilling finale. For us, it’s been a disappointing season but we’re looking ahead. Next year, there’ll be new opportunities and that’s what we’re preparing for.”

Edoardo Mortara (Playboy Audi A5 DTM), 6th place

“It’s been a tough season with a number of highs and lows. I was the only Audi driver who was able to win races and I’m a bit proud of this. I’m hoping that we’ll be able to make the car more competitive next year. We mainly have to deliver more consistent performances because there were a few races in which we were really good with the Audi A5 DTM.”

Filipe Albuquerque (TV Movie Audi A5 DTM), 11th place

“My start wasn’t perfect. In turn one ‘Rocky’ spun and I put him on a straight line again. My car was damaged a bit at the front in the process and as a result of this started understeering. Team Rosberg had a good strategy afterwards and I was able to drive very solid times. In eleventh place, I’m one position short of the points. On the whole, it was a difficult race.”

Timo Scheider (AUTO TEST Audi A5 DTM), 12th place

“Starting from position 22 and making it through the first lap without trouble was a difficult job. But we managed it pretty well. After that, I had a good car, but I got stuck in traffic and wasn’t able to drive freely. That’s why we tried a different strategy. Unfortunately, that didn’t gain us a position. Later in the race, I had contact with (David) Coulthard and received a drive-through penalty. Finishing in twelfth place meant that I managed to recover ten positions. That sounds good but as Audi squads we had a totally different aim here: we wanted to win the manufacturers’ championship.”

Rahel Frey (E-POSTBRIEF Audi A5 DTM), 16th place

“I’m definitely not happy with my race. My start was great, and so was the first lap, but then I had contact with (Christian) Vietoris, who had started a few positions in front of me. That, too, proved how well I was running. But after the body contact the car was no longer in balance. I then fought up to the finish but wasn’t really able to do anything. Looking at the year as a whole, I’ve achieved my two most important aims: making it into Q2 and scoring points. It took a little while until I gelled with my new team and the communication was optimal. After that, I continually improved and felt comfortable.”

Miguel Molina (Red Bull Audi A5 DTM), retirement

“This wasn’t a good weekend. We had a brake problem today. That’s why I wasn’t able to finish the race. In addition, my pace wasn’t good. We tried to overtake a couple of drivers with a different strategy but that didn’t work out the way we’d been hoping it would either. The past season wasn’t good. Especially at the beginning of the season I was lacking performance in qualifying. Now I’m pinning my hopes on next year.”

Mattias Ekström (Red Bull Audi A5 DTM), retirement

“It was a short race. My start was okay, but unfortunately I had a small incident of body contact in turn one and the car was damaged. After that, I wasn’t able to keep the pace from the warm-up and pitted early. Something wasn’t working at the right front and that was the end of it. This race in a way reflects my season, which wasn’t optimal either.”

Mike Rockenfeller (Schaeffler Audi A5 DTM), retirement

“The finale was a disappointment for me. I had a very good start and then Martin Tomczyk pushed me into a spin in turn one. That’s a real shame because I’d left enough room. But when you’re in mid-field, the situation is always tight. Filipe (Albuquerque) then hit a front corner of my car and put me in a straight line again – that was my luck because it meant that I wasn’t standing at a right angle to the field any more. My car was so heavily damaged that I had to pit and was forced to retire. Fourth place in the championship – we can be proud of that to some extent. The DTM is very rough. We probably weren’t good enough but I’m happy to be the best Audi driver. In the winter we need to work hard so that we’ll be in a totally different position next year.”



Adrien Tambay (Audi ultra A5 DTM), retirement

"I didn't have the best start in the world but made up ground on the first lap. But then I was hit by Robert Wickens and the race was over. But that's racing. For me, it's been a great first DTM season. I'm looking forward to the future."

Hans-Jürgen Abt (Team Director Audi Sport Team Abt Sportsline): "It was a grand finale today for the DTM! Congratulations of course to Bruno Spengler, who really gave everything today and deserves the title. Congratulations also to BMW who had the best car and the best package this year. Now we're going to do everything within our means to superbly prepare for 2013 so that we'll be in contention for the championship again."

Ernst Moser (Team Director Audi Sport Team Phoenix): "Congratulations to Bruno (Spengler), who's a worthy champion. And to BMW too, who clinched the title right on their comeback. For us, today was a disappointment. We competed today to win the manufacturers' title with Audi. Unfortunately, we didn't achieve this aim. Now we've got to do our homework during the winter in order to be in contention for the title again next year."

Arno Zensen (Team Director Audi Sport Team Rosberg): "BMW came, saw and conquered. That's got to be recognized without envy. We achieved a personal goal in 2012: we wanted to be the best Audi team and we managed that. My thanks and congratulations go to my team and my drivers. Both gave everything again but more wasn't possible today. I'm proud to be part of the Audi family even though there's a lot of work in store for us now."

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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.