



Communications Motorsport

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Quotes after the race at Hockenheim

Ingolstadt/Hockenheim, October 17, 2010 – Two Audi drivers on the podium, four Audi A4 DTM cars in the top six places, Mattias Ekström without points and thus out of the title fight – quotes from the Audi camp after the German finale of the DTM.

Dr. Wolfgang Ullrich (Head of Audi Motorsport)

“With two cars on the front row you obviously hope for victory. We put two guys on the podium. No doubt that’s not a bad result. But Paul Di Resta was a little quicker and able to decide the race in his favor. As a team, we were strong again this weekend. We keep pursuing our aim of working hard so that we can use the next race for a victory.”

Timo Scheider (GW:plus/Top Service Audi A4 DTM #1), 2nd place

“On the first few meters everything went according to plan. The start was good. The fact that I had a small gap was pretty good. Mike (Rockenfeller) kept Gary (Paffett) busy. As far as turn three goes: I figured that if anything could go wrong on the starting lap, that’s where it would be. And then something did happen. Thank God there was a lot of room behind me so that nothing happened to me. I was able to drive away a bit, but then the safety car period started right away. After the restart I created another gap to Mike. After that I was running at the pace that was possible for us today. At that time Paul (Di Resta) was beginning to indirectly put us under pressure, so we had to choose a relatively aggressive strategy so that we’d at least still have a chance after the first stop. Even after the second stop we almost made it, but unfortunately we were short of half a car length. I’d have tremendously enjoyed going into battle with him. On my used tires I’d have more than likely had a hard time against him. But as a candidate for the champion’s title he probably wouldn’t have taken a really big risk.”

Mike Rockenfeller (S line Audi A4 DTM #10), 3rd place

“I’m happy with my performance this weekend. Needless to say I’d have also liked to have won the start from position two on the grid. But I didn’t manage to do this. From then on it was clear that I had to defend myself at the rear, against Gary



(Paffett). I managed to do that well. Then I was even able to build up a little bit of a distance. I didn't see Paul (Di Resta) at any time during the race. When he came out in front of Timo (Scheider) after his second stop I knew that third place would be the maximum. I then concentrated on securing this position. I'm pleased. The team performed two great stops. It's been a good day for us."

Martin Tomczyk (Red Bull Cola Audi A4 DTM #6), 5th place

"In the beginning the race was turbulent. My start was good. After the safety car period I had serious problems with the tires and wasn't able to keep the pace. After the first pit stop things were going really well, and even better after the second one. I caught Paffett and attacked him. I almost got past him. Then Oliver Jarvis came up from behind and got involved, which is basically okay too. But, unfortunately, neither of us profited from the situation as a result of this."

Oliver Jarvis (Tabac Original Audi A4 DTM #2), 6th place

"My start was really bad. I took the second turn from the outside. That way I gained one or two positions again. After that I went around the chaos on lap one. Later, I was running fast – faster than Martin (Tomczyk). I overtook him at the pit stop but then he was quicker again on his next set of tires and passed me. In the end there was a big battle between Martin, Gary and me. This was a race I truly enjoyed!"

Alexandre Prémat (TV Movie Audi A4 DTM #9), retirement (suspension)

"I started in fourth place and then Paul Di Resta heavily attacked me. We were driving door to door. His maneuver was aggressive, afterwards I was fifth. The pace in our group was good. Unfortunately, my first pit stop took longer than usual. When I drove off and was in the left lane, Jamie Green came out of his place in the pits. He touched my right front wheel, which then started losing air. The suspension was probably damaged too. I slid into the gravel and my race was over. That's really a shame because today we could have scored a lot of points."

Mattias Ekström (Red Bull Audi A4 DTM #5), retirement (suspension)

"If you start from the rear you almost expect a hairy situation. But that even happened at times when I started farther from the front. Discipline at the rear of the field is not as good as it is farther toward the front. But the main factor was the poor performance in qualifying. Of course it's disappointing to retire all of a sudden on lap one. But I'm already looking forward to the next race."

Markus Winkelhock (Playboy/GW:plus Audi A4 DTM #14), retirement (accident)

"My start was good because I got off better than (Alex) Prémat and (Paul) Di Resta. Unfortunately, there was no room for me anywhere, so I had to lift again. At least I



was able to defend my position despite of that. At the entrance to turn 3 I was running on the outside, wanted to turn in and felt a huge impact on the side. That meant another one of my races was over.”

Miguel Molina (Audi Bank A4 DTM #18), retirement (accident)

“My start was good, albeit conservative, but I still gained one position. I braked too late into turn three and was hit – I think it was (Bruno) Spengler. I braked late but apparently he didn’t brake at all. That meant the end of my race. I’m unhappy, but that’s part of this racing discipline too. We’ve got to focus on the positive aspects.”

Katherine Legge (Glamour Audi A4 DTM #15), retirement (accident)

“My start was okay even though the wheels were spinning. But that made no difference after all because just three turns later there was a big crash party. That ended my race – unfortunately, I’ve got nothing else to report today.”

Hans-Jürgen Abt (Team Director Audi Sport Team Abt Sportsline)

“Obviously, it’s a bit disappointing not to win after having started from the pole position. Timo (Scheider) drove really well and didn’t make any mistakes. You’ve simply got to accept that Paul (Di Resta) was driving in a different league today. Our team made no mistakes but we weren’t quick enough with our car. We need to continue to work on this. We need to become quicker.”

Ernst Moser (Team Director Audi Sport Team Phoenix)

“I’m extremely happy with Mike Rockenfeller’s podium place. Our pace was very good. It’s too bad we couldn’t keep Paul Di Resta at bay despite this. All the other drivers who were running behind us at first stayed there as well. It’s a shame that we lost our second car. Alex (Prémat) was running well. Our strategies were clear. Unfortunately, a wheel nut got lost during the pit stop, which cost us some time. On leaving the pits (Jamie) Green failed to do what he should have done – respect the right of way. This resulted in a puncture and a suspension problem. It’s a shame because today a place in the top five would have been possible.”

Arno Zensen (Team Director Audi Sport Team Rosberg)

“Markus’s (Winkelhock) grid position was a promising one and his start was good too. He was already running in fifth place, albeit for just a short time. If he had been just a bit farther toward the rear, maybe he would have gotten around the accident. But this way, it was all over right in the beginning. Katherine’s (Legge) race was over as early as in turn three too. I can’t remember the last time I was sitting in our hospitality lounge again so early. Now we’ve got a lot of work to do before Adria. We’ve got to do the repairs in a hurry because we’ll be leaving early in the following



week. But we're not giving up and will try and make the best possible use of the last two races.”

The Audi Group sold around 950,000 cars of the Audi brand in 2009. The Company posted revenue of €29.8 billion and an operating profit of €1.6 billion. Audi produces vehicles in Ingolstadt and Neckarsulm (Germany), Győr (Hungary), Cangchun (China) and Brussels (Belgium). Aurangabad in India saw the start of CKD production of the Audi A6 at the end of 2007 and of the Audi A4 in early October 2008. Production of the new Audi A1 has been running at the Brussels plant since May 2010. 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 58,000 people worldwide, including 45,500 in Germany. Between 2010 and 2012 the Audi Group is planning to invest around €5.5 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.