

Communications Motorsport

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Quotes after the race at the Lausitzring

Ingolstadt/Lausitzring, September 14, 2014 – In a turbulent race, Audi driver Timo Scheider clinched a podium result at the Lausitzring. Quotes after the race.

Dr. Wolfgang Ullrich (Head of Audi Motorsport): “I’m incredibly disappointed that at the Lausitzring we again failed to convert our good qualifying results into a victory. At least we didn’t lose any ground in the manufacturers’ standings. The manufacturers’ title continues to be our aim and our chances are still intact. We’ve got to consider the Lausitzring as over and done with and concentrate on delivering a perfect performance at Zandvoort in two weeks from now.”

Dieter Gass (Head of DTM): “Congratulations to Marco Wittmann on winning the title. He’s been on a similar roll this year as Mike Rockenfeller was in the past season. Of course we’re disappointed about the results because we were in a very good position after qualifying; at least we were set for a solid team showing. Unfortunately, two of our people at the front had to start on the left-hand side, which obviously had clearly less grip. That certainly didn’t help matters. But we’ve also got to note that our pace in the wet conditions at the beginning of the race was not consistently good enough to pose a threat to the Mercedes drivers. Finally, a few individual mistakes slipped in as well. All of this resulted in the situation that, in spite of a better starting base, we scored the same number of points in the manufacturers’ classification as BMW did instead of taking advantage of the slight weakness our rival showed here.”

Timo Scheider (AUTO TEST Audi RS 5 DTM), 3rd place

Tires: rain/option

“It’s great to be on podium again after a long time. It was really a special race with all the conditions you can experience as a race driver. We started on rain tires. On a drying track it was difficult to properly manage the tires and not go overboard after changing to slicks. That worked out, the performance curve pointed upwards and we were able to close the gap to the second-placed car. Two more race laps would have been great – in that case I’d have been able to try a more realistic attack on Christian Vietoris.”

Miguel Molina (Audi Sport Audi RS 5 DTM), 9th place

Tires: rain/option

“It was a difficult race. In the beginning I was lacking pace, so I lost a few places. On the laps before the tire change, the car felt better but I was slowed a bit in traffic. On the option tires, I was able to battle for a top-10 result. Ninth place isn’t what we expected before the race but at least it means two more points and now we’re concentrating on the last two races.”

Mike Rockenfeller (Schaeffler Audi RS 5 DTM), 10th place

Tires: rain/option

“It was a turbulent race. In the end, I only finished in tenth place. That was frustrating. My car was damaged because a few others ran into me. That robs you of any further chances. Bruno Spengler slowed me once, which allowed Marco Wittmann to get past me. Although that was a clever move it would actually call for a penalty. Situations like that have major consequences and you lose a lot of time. Now we’re traveling to Zandvoort and are going to try our best again.”

Edoardo Mortara (Audi Sport Audi RS 5 DTM), 16th place

Tires: option/standard

“A super-difficult race. We had a different strategy than the other drivers. We started on option tires, which wasn’t optimal. We were hoping for the track to dry off after a few laps, but it stayed wet. We made the wrong decision but have a good car for Zandvoort and are hoping for top results in the last two races.”

Jamie Green (Hoffmann Group Audi RS 5 DTM), 17th place

Tires: rain/option

“That was a tough and very eventful race for me. My speed after the start was good and I was running in third place. At the exit of turn seven I spun and lost a few places. But I was still at the front of the field until I again had problems in turn seven and had to take an excursion into the gravel trap. I then battled my way back, but had contact with Martin Tomczyk and we both spun. I received a drive-through penalty for that. Still, I was aiming for a top-10 result but started having a technical problem with the car and was forced to retire.”

Adrien Tambay (Playboy Audi RS 5 DTM), 18th place

Tires: rain/option

“It was an eventful race. My pace on rain tires was good. I received a drive-through penalty for a violation under yellow flags. That was tough. It meant my race was over. I subsequently had slight body contact with Jamie (Green). I’m sorry about that because it was a misunderstanding in difficult track conditions. I wasn’t able to finish the race today. We’ve got to look ahead now. I’m now hoping for two good races at the end of the season.”

Mattias Ekström (Red Bull Audi RS 5 DTM), retirement

Tires: rain/option

“Not a good race for me. I had a poor start, slipped off track once and, after the pit stop, the front left wheel nut wasn’t properly tightened. As a result, the race ended very quickly for me.”

Nico Müller (Audi Financial Services RS 5 DTM), retirement

Tires: rain

“I had a nice start, the pace was good and I was able to make up a few places. Then Gary Paffett bumped into me and the rear wheels were no longer tracking correctly. Afterwards, Antonio Félix da Costa was a bit too optimistic in the first sector and I subsequently had shifting problems and was forced to park the car.”

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

“Congratulations to Marco Wittmann on winning the Championship. He made no mistakes and was the best throughout the season.”

Ernst Moser (Team Director Audi Sport Team Phoenix): “It was a very difficult race and you could tell how many drivers made mistakes. Our two drivers put up a good fight and were running fast. In the beginning, Mike Rockenfeller was hit by Timo Glock, after which his car was no longer in really optimal condition. That’s why I’m happy with his tenth place. Timo (Scheider) made no mistakes, did a good job of managing his tires and in the end, on option tires, approached Christian Vietoris. It’s a shame for Audi that we again didn’t manage to clinch victory but, to win, everything’s got to fit from the first to the last lap. But I’m pleased with our team performance.”

Arno Zensen (Team Director Audi Sport Team Rosberg): “This wasn’t our Sunday. Nico (Müller) had to retire with transmission problems. Things hadn’t been looking so bad up to that point. Jamie (Green) had no grip, but then neither did anybody else. He was very quick but with two spins, an excursion into the gravel trap and a drive-through penalty a better result wasn’t possible. Our expectations were certainly different.”

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The Audi Group delivered approximately 1,575,500 cars of the Audi brand to customers in 2013. As one of the most successful models, the Audi A3 has been awarded the title of “World Car of the Year 2014” by an international jury of journalists (combined fuel consumption in l/100 km: 7.1 – 3.2; combined CO₂ emissions in g/km: 165 – 85). In 2013, the company reported revenue of €49.9 billion and an operating profit of €5.03 billion. The company operates globally in more than 100 markets and has production facilities in Ingolstadt and Neckarsulm (Germany), Győr (Hungary), Brussels (Belgium), Bratislava (Slovakia), Martorell (Spain), Kaluga (Russia), Aurangabad (India), Changchun (China) and Jakarta (Indonesia). Since the end of 2013, the brand with the Four Rings has also been producing cars in Foshan (China). In 2015, Audi will start production in São José dos Pinhais (Brazil), followed by San José Chiapa (Mexico) in 2016. Wholly owned subsidiaries of AUDI AG include quattro GmbH (Neckarsulm), Automobili Lamborghini S.p.A. (Sant’Agata Bolognese, Italy) and Ducati Motor Holding S.p.A. (Bologna, Italy), the sports motorcycle manufacturer. The company currently employs approximately 76,000 people worldwide, thereof more than 53,400 in Germany. Total investment of around €22 billion is planned from 2014 to 2018 – primarily in new products and sustainable technologies. Audi is committed to its corporate responsibility and has anchored the principle of sustainability for its products and processes in its strategy. The long-term goal is CO₂-neutral mobility.