

Communications Motorsport

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Quotes after the race at the Norisring

Ingolstadt/Nuremberg, July 1, 2012 – Mike Rockenfeller on position six was the best Audi driver at the Norisring. Quotes after the race.

Dr. Wolfgang Ullrich (Head of Audi Motorsport): “That was a weekend to forget. For us, right after turn one it was clear that this wouldn’t be our day. ‘Rocky’s’ (Mike Rockenfeller) car was pretty much the only one of our vehicles that got out of this unharmed. Everyone else was involved in the scrapping, and Edo (Mortara) and Mattias (Ekström) were even forced to retire because of it. Most of the other cars had suffered some damage and as a result were no doubt unable to draw on their full performance potential. Now there’s just one thing to do: quickly forget the whole thing and look ahead.”

Mike Rockenfeller (Schaeffler Audi A5 DTM), 6th place

“From grid position eleven, my expectations hadn’t been very high. The changeable weather of course benefited me to some extent but, still, my race wasn’t optimal in every respect. The key toward advancing was turn one, which I managed to get through unharmed on the inside in all the commotion. Afterward, I only concentrated on driving fast laps. Sixth place was the maximum for my team and me that was possible.”

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

“My start was very good. I was able to recover three positions. I was running behind Edo (Mortara); then we both got stuck in turn one and I dropped far behind. Afterward, I made up ground from 17th place and then we both got stuck in turn one and I lost a lot of ground. I then recovered from 17th place all the way to eleventh. Unfortunately, that made me the first driver without points.”

Miguel Molina (Red Bull Audi A5 DTM), 12th place

“My race was pretty good. I started from position 20 and finished on twelfth. Our strategy and the pace in the race were good but I’ve got to get better in qualifying. For the next races we need to particularly work on that.”

Adrien Tambay (Audi ultra A5 DTM), 15th place

“An eventful race. I had a great start and a good first lap. I was running on position seven and then was hit. My car was damaged in the incident. Later, Merhi turned me around and that cost a lot of time. Then I unfortunately touched Susie (Wolff) while overtaking and received a drive-through penalty. My speed on the last laps was good. I’m looking forward to the next race.”

Timo Scheider (AUTO TEST Audi A5 DTM), 16th place

“That was no doubt the worst weekend I’ve ever had in the DTM. I started from the last row and had a good start. I couldn’t see anything in the road spray. In the traffic jam in turn one I had contact with the car in front of me. I lost a few aero parts and afterward the car felt bad. It was difficult to finish the race that way.”

Rahel Frey (E-POSTBRIEF Audi A5 DTM), 17th place

“That was a race to forget. Not I was driving the car but the car was driving me. We need to analyze now what caused that. It doesn’t seem to have been the weather because I was running well in the rain during the warm-up.”

Edoardo Mortara (Playboy Audi A5 DTM), retirement

“In turn one, after the start, I was shoved from behind. That ruined my hopes for a good result early on. At least I was able to continue to battle at first and also gave everything to recover some places. But the car just couldn’t be driven well anymore and I was ultimately forced to retire.”

Mattias Ekström (Red Bull Audi A5 DTM), retirement

“It doesn’t take long to tell the story of my race. Some guys obviously thought that they could win a DTM race right in the first turn. One of the victims was my Audi that had been too heavily damaged for me to be able to continue to drive.”

Hans-Jürgen Abt (Team Director Audi Sport Team Abt Sportsline): “That was a very unfortunate race. The situation which ‘Eki’ (Mattias Ekström) became entangled in after the start was definitely borderline. It’s a shame, as that of course kicked us out of the race completely. But as the saying goes in motorsport: chalk it up to experience and concentrate on the next race.”

Ernst Moser (Team Director Audi Sport Team Phoenix): “A turbulent race with changeable weather. We advanced from position eleven to six. Our aim had been to move forward by a few more places but the competition was very strong – and it took a long time for the tires to develop grip. Our set-up was good. ‘Rocky’ and the squad did a superb job. Miguel (Molina), too, had a flawless race and a good speed.”



Arno Zensen (Team Director Audi Sport Team Rosberg): “What happened in turn one was a bit of disaster. We don’t know exactly what happened there. We still need to check that. But finishing on position eleven with the second-best Audi does not make me very happy.”

– 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 AUDI HUNGARIA MOTOR Kft., Automobili Lamborghini S.p.A. in Sant’Agata Bolognese (Italy), AUDI BRUSSELS S.A./N.V. in Brussels (Belgium) and quattro GmbH in Neckarsulm. Subject to a positive decision by the responsible competition authorities, the Italian sports motorcycle manufacturer Ducati Motor Holding S.p.A. will also belong to the Audi Group. 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” slogan. Audi is currently expanding its site in Győr (Hungary) and will start production in Foshan (China) in late 2013 and in 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.