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Quotes after the race at Silverstone

Ingolstadt/Silverstone, August 26, 2012 – Audi celebrated the fourth victory of the season in the FIA World Endurance Championship (WEC) at Silverstone.

Dieter Gass (Head of Racing Commitments): “An excellent result after an incredibly difficult race. From start to finish, there was an intensive battle with Toyota who were very strong. We mainly won the race due to the efficiency of our technology. So we were able to clinch victory in the race with the help of our strategy. The stop-and-go penalty for car number 1 was unfortunate because the contact between the GT car that pulled to the right and our R18 e-tron quattro that slightly drove toward the left could also have been viewed as a normal racing accident.”

Ralf Jüttner (Technical Director Audi Sport Team Joest): “That was a very interesting race. Toyota was even a bit faster than I’d been expecting. It was an intensive battle that pushed us to the limits. Our car number 1 also had that bit of luck which you simply need in racing, while number 2 suffered quite a bit of misfortune. All drivers drove brilliantly and left the cars undamaged. We saw a great fight for six hours straight. For us, too, it was nerve-wracking. ‘Thank you’ to the drivers and to our team for making it possible for us to continue our string of victories.”

Marcel Fässler (Audi R18 e-tron quattro #1): “This was a fantastic victory that wasn’t so easy. I’m extremely happy because this is my first victory in a 6-hour race. I had the lead twice before at Silverstone, and now – finally – we managed to clinch victory. Toyota was a very powerful challenger. Our squad did a perfect job at the stops and was really quick. Simply brilliant!”

André Lotterer (Audi R18 e-tron quattro #1): A fantastic day! Audi has pocketed the title and my two team-mates and I are leading the drivers’ standings. This was a nearly flawless race. There was only a stop-and-go penalty for Ben (Tréluyer) after which the situation became pretty tight. But since there was another safety car period we were spared from a brief refueling stop at the end. The car was running perfectly. It was a great weekend that I’m really happy with. I’m already looking forward to Brazil.”



Benoît Tréluyer (Audi R18 e-tron quattro #1): “I’m very pleased. I’ve never won a 6-hour race before. This was the next nice victory for the Audi R18 e-tron quattro. The team did an outstanding job. But our race was pretty strenuous due to the nice battle with Toyota. This makes the result even sweeter.”

Tom Kristensen (Audi R18 ultra #2): “Congratulations to Audi and to our sister car on having clinched victory. We were initially trying to save fuel to prevent having to come in for a last short refueling stop at the end of the race. But then, unfortunately, a few things interfered with our plan. Due to the safety car periods the other cars used less fuel as well. Unfortunately, Allan had to pit due to a puncture. We managed a nice recovery. Naturally, third place is not a dream result. It could have turned into a clearly much closer battle of our car with Toyota.”

Allan McNish (Audi R18 ultra #2): “The strategy played a major role today. Our car was very quick. But we also knew how to save fuel. So, theoretically, we would have had to have one pit stop less than our rivals. Unfortunately, a puncture deprived us of our chance. The safety car didn’t help us with our strategy either. And so, in the end, we finished in third place.”

– 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 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.