



Communications Motorsport

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Quotes after the race at the Nürburgring

Ingolstadt/Nürburg, August 19, 2012 – Podium place for Audi and Edoardo Mortara at the Nürburgring. Quotes after the race.

Dr. Wolfgang Ullrich (Head of Audi Motorsport): “It was a difficult and strenuous race for everyone. We put four Audi cars into the top 10. That’s the best manufacturers’ result. We’d been hoping to be able to win the race. ‘Edo’ (Mortara) drove a perfect race but more than that wasn’t possible. We had the disadvantage that he didn’t have new tires for the race like Bruno Spengler. That clearly made a difference. But on the whole, you could see that we’ve made a step forward. With that, we now want to prepare for the next race.”

Edoardo Mortara (Playboy Audi A5 DTM), 2nd place

“It was a good result for me, for Audi Sport and for Audi Sport Team Rosberg. This provides new motivation after difficult race weekends in the past. But we’re not perfect yet. In the beginning, I was able to keep Bruno’s (Spengler) pace but then he drove off and was incredibly quick. Bruno had two sets of new tires, I only had one. I gave everything but he was a bit quicker – not much but around a tenth of a second per lap. That was enough. I hope that for Zandvoort we’ll find something else so that our starting base will be even better then.”

Mike Rockenfeller (Schaeffler Audi A5 DTM), 5th place

“After our starting base on the grid, fifth place at our home round is not satisfactory. My main problem was the brake set-up. That’s a bit regrettable. A podium would have been possible. We’ve got to get a handle on this problem and then we’ll be able to achieve better results in the race. I’m happy that we’ll be running again as early as next Sunday at Zandvoort. We’ve got a few ideas and I’m hoping for us to be able to implement them by then.”



Filipe Albuquerque (TV Movie Audi A5 DTM), 8th place

“Too bad, I overheated the clutch at the start when I was warming up my tires. For the first time in my career, I stopped at the start. ‘Sorry’ to my squad. The team had a good strategy and the car was good. The race then was okay.”

Timo Scheider (AUTO TEST Audi A5 DTM), 9th place

“Position nine – the race was a bit unfortunate but at least we scored two points. The start was pretty good. We had difficulties before with the clutch and I wasn’t sure if I’d even be able to drive off. On lap one, I had a few contacts but my car remained undamaged. I was running in eighth place and didn’t have good performance after the first pit stop on the first set of tires. At the second pit stop, we lost two seconds and I lost another position on track later. After that, there were no more duels and I drove my position home.”

Mattias Ekström (Red Bull Audi A5 DTM), 11th place

“It’s a long race when you start from position twelve. I had a bad start. The first lap wasn’t optimal. I overtook a few drivers but then was slowed.”

Rahel Frey (E-POSTBRIEF Audi A5 DTM), 14th place

“I’m pleased. It was a tough but fair battle with Ralf (Schumacher). That’s the way racing should be; that’s why I love motorsport. Unfortunately, I botched the start a bit. That was my mistake. I also overshot at my first pit stop. There are a few things to improve yet. Now we’ve got to take these dynamics and this momentum in the crew to Zandvoort.”

Miguel Molina (Red Bull Audi A5 DTM), 15th place

“It was a difficult race. The first lap was good. I was able to overtake two or three cars. Then Adrien (Tambay) pushed me out. I think he missed his braking point. After that, my race over. For Zandvoort, I’m very motivated now.”

Adrien Tambay (Audi ultra A5 DTM), retirement

“I’ve got to apologize to Miguel (Molina) for our contact. I thought he’d see me, but apparently he didn’t and that’s why our cars touched. Something like this shouldn’t happen as it ruined the race for both of us. I had to park my car in the pits with a defect after my drive-through penalty.”

Hans-Jürgen Abt (Team Director Audi Sport Team Abt Sportsline): “The team did a good job. In view of our starting base it was clear that you can’t move all the way to the front when the situation is as tight as it was. But you can at least finish in the points. In Timo’s (Scheider) case, it worked out. With Mattias Ekström, we



unfortunately didn't manage to do this. We thoroughly enjoyed Rahel Frey's duel with Ralf Schumacher. She showed that she's made a considerable step forward."

Ernst Moser (Team Director Audi Sport Team Phoenix): "Our start was good. Both cars were able to make up positions. The situation between 'Rocky' and (Edo) Mortara was very close in the beginning. At the start, we wanted to attack on new tires. That worked out for a few laps but then the car's balance deteriorated. We were no longer able to attack, so we changed our strategy and responded to the pit stops of the competition. Miguel (Molina) had a good race speed but then was 'turned around' and with good lap times still finished in 15th place."

Arno Zensen (Team Director Audi Sport Team Rosberg): "Naturally, this was a great weekend for us – except, perhaps, for Filipe's start when he stalled the engine. 'Edo's' second place was strong and never in jeopardy during the race either. We had a good strategy and delivered sensational pit stops. So, 'thank you' to the whole team."

– 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.