

2026 Japanese Grand Prix - Sunday

Suzuka, 29 March 2026 – Audi Revolut F1 Team finished just over one second away from a point as Nico Hulkenberg charged to P11 in a Japanese Grand Prix that delivered battles from lights to flag. The German recovered from 19th in the opening stages, and his fightback ended with him catching up the final point-scoring position, only for the laps to run out before an attack could be made. On the other side of the garage, Gabriel Bortoleto also had a busy afternoon, battling in the midfield but ultimately crossing the line in P13.

As Formula One goes on a hiatus until the Miami Grand Prix in May, the team will take the learnings of the opening three races of the season to continue working on its package. With a proven ability to fight around points-paying positions, the aim will be to return to action in Florida having made a further step forward.

Mattia Binotto, Head of Audi F1 Project: “The race leaves us with mixed feelings, with both positives and areas to improve. On the positive side, having both cars start the race and complete the full distance is an important step forward for the team. Reliability was strong throughout, and operationally the race was well executed, including consistent pit stops without issues.

“The pace of the car was also encouraging. We have shown that we can compete around the top ten, and Nico’s race in particular demonstrated that, fighting well through the field and making overtakes on some quick cars to finish just outside the points. It underlines the underlying potential of the package. Gabriel had a strong weekend, but today we didn’t put him in the conditions to express all his potential: he would have probably been up there on the cusp of the points with Nico, based on the good job he did yesterday and in practice.

“At the same time, there are clear areas where we need to improve. Our start performance is not yet where it needs to be, and we lost significant ground on the opening lap, which ultimately nullified the good work done yesterday and compromised the race for both drivers. More broadly, drivability and energy management remain key areas of focus. As a young package, which is what we are, we still have a lot to learn and refine.

“We now have some time ahead of us to analyse the data and continue developing the car. While we did not achieve the points we were targeting, there are solid foundations in place, and our focus is on coming back stronger in the next phase of the season.”

Nico Hulkenberg (Car 27):

Race result: 11th

Fastest lap: 1:33.732 (Lap 47)

Strategy & Pit Stops: Start (New Medium) - Lap 23 (New Hard)

“We had good pace and a realistic shot at scoring points, but our race was compromised by a poor start. Improving our race starts is something we need to focus on as a team over the upcoming weeks. I lost several positions on the opening lap, from P13 to P19, which made things difficult from there. Being stuck in traffic for most of the race limited our opportunities to make progress.

“These cars are still quite tricky to race with the current energy management and overtaking dynamics. Moves can be made, but you end up vulnerable immediately after, so it’s a bit of a trade-off at the moment.

“On the positive side, it was valuable to complete the race and gather a lot of data. There’s plenty for us to look at and improve, and with a month until Miami, we have time to analyse everything and come back stronger.”

Gabriel Bortoleto (Car 5)

Race result: 13th

Fastest lap: 1:34.164 (Lap 40)

Strategy & Pit Stops: Start (New Medium) - Lap 22 (New Hard)

“The race was quite okay overall: the Safety Car worked in our favour, as I had decided to stay out longer to avoid being stuck behind other cars on harder compounds; our pace wasn't too bad, although I had some struggles on the straights. What mainly affected us today, unfortunately, was the start: we've been knowing since the first race of the season it's something we need to work on, to try and put things back in place and not compromise the job we do on Saturday.

“Now, with almost five weeks away from racing, we'll keep our head down and make the most out of this time to work together across our bases and improve our car in order to come back in Miami in May in a better place.”

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About Audi Revolut F1 Team

Audi Revolut F1 Team is the official factory team of Audi, as the brand enters the FIA Formula 1 World Championship for the first time in 2026. This project, in which Audi will create its own hybrid drive system ('power unit') developed in Germany, represents the ultimate expression of the manufacturer's 'Vorsprung durch Technik' philosophy and embodies a long-term commitment to compete at the pinnacle of motorsport with the clear objective of challenging for world championships by 2030. Audi Revolut F1 Team is based in three locations: the power unit is developed by Audi Formula Racing GmbH at the Audi Competence Center Motorsport in Neuburg, Germany; the chassis is engineered and race operations are managed from the state-of-the-art facilities of Audi Motorsport AG in Hinwil, Switzerland; while the Audi Motorsport Technology Centre UK in Bicester, United Kingdom, provides a foothold in the heart of 'Motorsport Valley', with direct access to top F1 talent and key strategic partners. This integrated structure provides complete control over the project, embedding a culture of precision, innovation, and relentless performance. Audi's entry is strategically timed to coincide with new Formula 1 regulations focused on increased electrification, as the electric share of the hybrid drive is raised to almost 50%, and the introduction of 100% sustainable fuels. The entry into Formula 1, one of the most important platforms in the world, serves as a high-tech catalyst for the entire Audi brand, acting as a global stage to demonstrate technological leadership and connect with new, diverse audiences by creating cultural impact that resonates far beyond the race track.

