



**Motorsport Communications**

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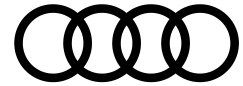
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**MOTORSPORT INFORMATION**

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Audi in the DTM 2020

## **“Vorsprung” through efficiency technology**

**The motorsport program of AUDI AG is based on three pillars in 2020: DTM, Formula E and customer racing. DTM’s spectacular Class 1 racing cars feature highly efficient four-cylinder turbo engines with a displacement of two liters. This type of drive is used by Audi in many production models with various performance levels worldwide and is a pillar for increasing efficiency and reducing fleet emissions. Audi has impressively demonstrated the superiority of this technology in the 2019 season by winning the titles in all categories. The brand’s first three-year involvement in the DTM began in 1990, at the end of 2020 Audi will retire from the DTM after a total of 20 spectacular years crowned by many successes.**

“We want to leave the DTM with a valuable sporting result and again prove our technological competence,” says Head of Audi Motorsport Dieter Gass. “That’s why we’re giving everything once again this season to defend our titles.”

In the first year of the new Class 1 racing cars, Audi impressively underpinned its leading position in the field of highly efficient turbocharged engines with successes on the race track. Audi prematurely secured all three titles in the Drivers’, Manufacturers’ and Teams’ Championships in 2019. The brand thus clinched the DTM triple for the third time in the DTM after 2004 and 2017. Audi won the Manufacturers’ Championship by 582 points – the biggest lead in the history of the DTM. Audi was the first manufacturer ever to collect more than 1,000 points in a DTM season. In 2019, Audi scored the maximum possible points in the Manufacturers’ Championship in three races. With twelve wins, twelve pole positions, twelve fastest laps, 40 of 54 possible podium positions and all three championship titles, the brand achieved its most successful DTM season overall.

The four-cylinder turbo of the Audi RS 5 DTM is the most efficient and powerful engine in the company’s DTM history. The Audi engineers extracted over 610 hp from the engine, which is only two liters in size, in its first year of racing. For 2020, there are partly new specifications: For example, the fuel flow rate has been reduced from 95 to 90 kilograms per hour. This will reduce engine output by around five percent. Nevertheless, the races are to become even more spectacular for the fans in 2020. By pushing a button (“Push-to-Pass”) the drivers can now call up around 60 additional horsepower. By doubling the additional power, the DTM organizers hope to achieve even more overtaking. “Push-to-Pass” and the DRS adjustable wing may be used in qualifying for the first time.



Further detailed changes to the regulations are intended to ensure that the DTM 2020 offers even more action and excitement and to further increase TV ratings. “In its first year with the Class 1 racing cars, DTM has increased in these areas against the general trend,” says Dieter Gass. “The new turbo engines have been well received by drivers and fans alike. In addition, there were strong new events, which – also thanks to the good work of the local promoters – took place right away in front of large spectator crowds.” However, the corona pandemic will force a highly restricted calendar in the 2020 season: at nine events in three European countries, the teams will contest a total of 18 individual races in the second half of the year.

For the DTM, Audi continues to rely on the RS 5 DTM, which has been optimized in details compared to last year. Major modifications are prohibited by the regulations, which are designed for a level playing field and cost efficiency. The six factory Audi RS 5 DTM cars are entered by the proven Audi Sport Teams Abt Sportsline, Phoenix and Rosberg. The same drivers will be in the cockpits as in the past two years: Loïc Duval (F), Robin Frijns (NL), Jamie Green (GB), Nico Müller (CH), René Rast (D) and Mike Rockenfeller (D).

The Belgian outfit WRT Team Audi Sport will field three instead of two Audi RS 5 DTM cars in the 2020 DTM season under its own direction. With the Austrian Ferdinand Habsburg, the Briton Harrison Newey and the Swiss Fabio Scherer, WRT gives three young drivers a chance in the DTM.

As last year, two of the leading German premium brands, Audi and BMW, are fighting for the prestigious DTM championship title. The DTM wants to offer spectacular racing at the highest level where the drivers make the difference – see René Rast: In his first three DTM years with Audi, the reigning DTM Champion has clinched two championship titles, one runner-up and 17 victories and is currently the driver to beat in the DTM.



Audi RS 5 DTM

## Master of its class

**Audi Sport has been relying on the RS 5 Coupé in the DTM since 2013. Last season's championship winning car will contest the 2020 season in accordance with the new regulations with a number of detailed changes aimed at making the DTM even more exciting and cost-effective. All DTM cars will be equipped with the HYLO system developed by Audi and thus receive a new technology for DTM in the field of active safety.**

Fundamental technical changes are not allowed by the Class 1 regulations introduced for the DTM in 2019, which are designed for a level playing field and cost-efficiency. Therefore, the basis of the 2020 model year Audi RS 5 DTM corresponds to the 2019 champion's car. With the Class 1 regulations, which will also form the basis for the Japanese SUPER GT Championship from 2020, DTM last year technically started a new era. The V8 naturally aspirated engines used until the end of the 2018 season were replaced in 2019 by newly designed combustion engines with four cylinders, two liters displacement plus exhaust gas turbocharger, which offer a good mixture of performance and efficiency. The four-cylinder, two-liter turbocharged engines in particular continue to be important drive units worldwide for Audi's road cars.

The introduction of turbo technology has given DTM a stronger connection to road car development. The TFSI engine of the Audi RS 5 DTM of model year 2020 has an engine output reduced by around five percent compared to the previous year. Background: For the 2020 season, DTM has reduced the amount of fuel that may flow to the engine per hour from 95 kilograms to 90 kilograms. By means of the "Push-to-Pass" function, the engine output can be increased to around 640 hp in the short term, as in 2019. This should make the races even more exciting.

Therefore, in 2020, DTM drivers will be able to use the "Push-to-Pass" system – for overtaking, for example – twice as often during the race as before. During 24 race laps (previously twelve) the additional power may be switched on for up to five seconds at a time. In addition, "Push-to-Pass" is also permitted in qualifying from the 2020 season onwards. This new qualifying rule also applies to the use of the "DRS" function ("Drag Reduction System"), which flattens the rear wing, reduces the car's drag and increases top speed. From 2020, DRS may be used in races more often than before. With the combined use of "DRS" and "Push-to-Pass", the Audi RS 5 DTM reaches a top speed of almost 300 km/h, depending on the track.

To further reduce costs, DTM has reduced the total number of certain standard



components permitted per season for 2020. The most important are clutches, brake discs and brake pads on the rear axle. In addition, for the 18 races, only 15 wooden panels may be used on the underbody of the cars to check the ground clearance. Previously, the number of so-called “skid pads” was not limited.

In 2020, another new rule comes into effect: It is forbidden to preheat the transmission of a DTM car. Previously, this was done via an external heating system to bring the transmission oil to operating temperature before starting off and to optimize efficiency.

In the 2020 DTM season, additional brake cooling is also no longer permitted. In the past, it worked like this: by pushing a button, via a pump and hoses, the driver could bring water from a tank placed in his car to all four wheels and spray the brake calipers. This additional brake cooling was activated at defined sections of the track.

The driver and his work in the cockpit thus become even more important. The DTM is consistently pursuing this path, which was already adopted in 2018 with common aerodynamics, the associated reduction of downforce and a uniform chassis.

The standard tires of exclusive DTM tire partner Hankook remained unchanged compared to 2018 and 2019. Good tire management had already become more important in the 2019 season due to the more powerful and torquey turbo engines and the resulting higher load.

The DTM has been setting standards in safety for many years: In the Audi RS 5 DTM, the drivers sit in a carbon-fiber monocoque, which is identical in all Class 1 racing cars and is combined with a solid steel cage. CFRP crash elements on the flanks as well as at the rear and front absorb energy in the event of an accident. The body of the Audi RS 5 DTM is made of carbon fiber.

A new system is the HYLO device. The abbreviation stands for “High Yaw Lift-Off”. If a DTM car is positioned crossways at an angle of 135 degrees or more, there is a risk that the wheels will lose contact with the ground at speeds of 180 km/h and above. The aerodynamic lift that counteracts the downforce generated by the racing car is then too massive – the car takes off. New rear wing supports now generate a higher dynamic pressure when the air flows sideways against the car. This reduces the dangerous lift. The ground contact of the wheels is improved, they can transmit more braking force, and therefore the car can brake better even when riding into a gravel trap, for example.

As before, the Audi RS 5 DTM is driven via the rear wheels. The semi-automatic six-



speed transmission is operated by paddle shifters on the steering wheel. Driving aids such as ABS or traction control are traditionally prohibited in the DTM. The turbocharger of the front-mounted high-efficiency four-cylinder engine with Audi's proven TFSI technology operates with an absolute boost pressure of maximum 3.5 bar.



Technical data

## Audi RS 5 DTM (2020)

Model	Audi RS 5 DTM (2020)
<b>Vehicle</b>	
Vehicle type	Class-1 racing car
Chassis	CFRP monocoque with integrated tank, combined with tubular steel frame, CFRP crash elements on the side, CFK crash elements front and rear
<b>Engine</b>	
Engine	In-line four-cylinder gasoline engine with gasoline direct injection (TFSI), four-valve technology, two overhead camshafts, efficiency combustion process, exhaust gas turbocharging with intercooling limited to 3.5 bar absolute, max. engine speed 9,500 rpm
Engine management	Bosch MS 7.4
Fuel system	Central high-pressure injection, rail pressure 350 bar, fuel flow limited to 90 kg/h (Push-to-Pass: 100 kg/h)
Engine lubrication	Dry sump, Castrol EDGE
Cubic capacity	2,000 cc
Performance	Approx. 580 HP (426 kW) Approx. 60 HP extra power through Push-to-Pass function
Torque	Over 650 Nm
Motor weight	85 kg
Fuel	ARAL Ultimate 102
Season duration	Approx. 6,000 km
<b>Electrics</b>	
Power Management	Bosch PBX 190
Display	Bosch DDU 10
<b>Drive/power transmission</b>	
Engine	Front, mounted longitudinally
Power transmission	Rear drive via drive shaft (transaxle)
Clutch	4-plate CFK clutch
Transmission	Semi-automatic 6-speed transmission with paddle shift
Differential	Adjustable plate-type limited slip differential
Drive shafts	Tripod drive shafts
<b>Chassis/steering/brake</b>	
Steering	Servo-assisted rack and pinion steering
Chassis	Independent front and rear suspension, Double wishbone suspension, pushrod system with spring/damper unit, adjustable gas pressure shock absorbers
Brakes	Hydraulic dual-circuit brake system, monobloc light alloy brake calipers, ventilated carbon-fiber brake discs front and rear, brake force distribution between front and rear infinitely adjustable by the driver
Rims	Forged aluminum rims, front: 12 x 18 inch; rear: 13 x 18 inch
Tires	Hankook, front: 300-680-18; rear: 320-710-18
<b>Weight/Dimensions</b>	
Length	4,958 mm (including rear wing)
Width	1,950 mm
Height	1,150 mm
Minimum weight	986 kg (without driver)
Tank capacity	120 l
<b>Driving performance</b>	
0-100 km/h	Approx. 2.8 seconds
Maximum speed	Approx. 300 km/h



## 2.0 TFSI engine

### **Compact, powerful, highly efficient**

**With the two-liter four-cylinder version of the Audi RS 5 DTM, Audi has underscored its leading position in the field of highly efficient turbocharged engines. In its first season, the compact engine was the measure of all things.**

The four-cylinder turbo of the Audi RS 5 DTM is the most efficient and powerful engine in the company's DTM history. The Audi engineers extracted over 610 hp from the engine, which is only two liters in size, in its first year of operation. In terms of reliability, too, the new engine was exemplary from the outset: Audi was the only manufacturer to make do with the engine quota of 1.5 units per car allocated by the regulations. At the end of the season, one engine had a mileage of about 6,000 kilometers.

The DTM's Class 1 regulations focus on maximum efficiency. High efficiency and low fuel consumption are decisive factors for success in DTM: Whoever has the more efficient engine can get more power out of the available fuel. Just like in road car production, the task is to get the maximum out of the available fuel with high compression and very good efficiency.

In the DTM 2020, the fuel quantity is limited to 90 kilograms per hour. "That sounds like a lot, but in view of the power output of about 580 hp it's not really much," says Stefan Dreyer, Head of Powertrain Development at Audi Motorsport. "The DTM engine has an extremely low specific fuel consumption, which is now moving into regions where it used to typically be for diesel engines. In terms of weight and lightweight construction – particularly with regard to CO<sub>2</sub> avoidance – we're showing ways that will hopefully find their way onto the road in the future – like the first TFSI for Le Mans and the TDI."

The compact four-cylinder turbocharged engine with direct petrol injection (TFSI) weighs only 85 kilograms and thus almost half as much as the naturally aspirated V8 engine that was used in the DTM from 2000 to 2018. As a result, the dry weight of the Audi RS 5 DTM dropped to under 1,000 kilograms. The power-to-weight ratio is now around 1.7 kg per hp.

A DTM engine has to last for a complete season, just like before. Therefore, the mileage is designed for about 6,000 kilometers. "The DTM format is a major challenge," says Dreyer. "The long mileage, spread over many events with short runs,



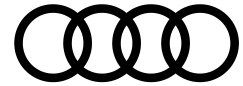


is rock-hard. In addition, the four-cylinder engine has a completely different vibration behaviour than the V8. This was a huge challenge in the development of the engine, but also for our test beds.” More than 100 hp additional power and also the higher torque mean an additional load for the complete drive train.

Thanks to a so-called “Push-to-Pass” system, the driver can even call up additional engine power at short notice at the push of a button, for example for an overtaking maneuver. A bypass of the Fuel Flow Restrictor (FFR) provides an additional 10 kg of fuel per hour for a period of up to five seconds, resulting in an increase in output of approx. 60 hp.

The DTM is driven with standard filling station fuel (Aral Ultimate 102). This favors the technology transfer from motorsport to series production. In addition, the engine is ready for the use of alternative fuels as Audi has already successfully tested them during the 2019 DTM finale at Hockenheim. As a result, the CO<sub>2</sub> emission of combustion engines can be further reduced significantly.

Audi has a lot of experience with turbo engines in motorsport from the legendary original quattro to the successful Le Mans prototypes. Each of the approximately 2,000 components of the DTM engine was redesigned on this basis. The compact four-cylinder in-line engine is installed longitudinally at the front in the Audi RS 5 DTM. The turbocharger, which operates with a maximum absolute boost pressure of 3.5 bar, is located on the right-hand side of the vehicle and is kept at speed by means of an anti-lag system (ALS) even when the driver is not on the gas. The red-hot manifold of the engine, which glows red under full load, protrudes artistically upwards in the engine compartment. The maximum permitted engine speed is 9,500 rpm.



Drivers

## **„Never change a winning team!“**

**Audi will compete in the 2020 DTM season with a proven driver line-up: Loïc Duval (F), Robin Frijns (NL), Jamie Green (GB), Nico Müller (CH), René Rast (D) and Mike Rockenfeller (D) were confirmed as drivers again after 2018 and 2019. The previous pairings with the three Audi Sport teams Abt Sportsline, Phoenix and Rosberg also remained unchanged as in the two previous years. In addition, there are three customer cars entered by the Belgian WRT Team Audi Sport.**

After the most successful DTM season in the company's history, with all three championship titles, twelve victories, twelve pole positions, twelve fastest laps and 40 of 54 possible podium positions, the task was pretty easy for Head of Audi Motorsport Dieter Gass. "After such a great season as we completed in 2019, only the famous motto can apply: Never change a winning team! From my point of view we had by far the strongest driver squad in the DTM last year."

The spearhead of the line-up is the reigning DTM Champion René Rast. In his first three DTM years with Audi, the German has clinched two championship titles, one runner-up title and 17 victories and is currently the driver to beat in the DTM.

Jamie Green also has 17 DTM victories to his credit. The Briton is already tackling his 16th DTM season. With 193 starts, he is the most experienced driver on the DTM grid.

With the German Mike Rockenfeller another DTM champion is on board. The Le Mans winner in 2010 and DTM Champion in 2013 has won six DTM races so far – all of them with Audi.

Nico Müller is also a multiple DTM race winner. The Swiss was René Rast's toughest rival in the title fight last season and ultimately secured the runner-up spot in the championship.

Dutchman Robin Frijns was on the podium several times in his first two DTM years with Audi and only narrowly missed his first DTM victory at the Nürburgring in 2019.

The factory line-up of the four rings in the 2020 DTM is completed by Loïc Duval. The Frenchman looks back on his strongest DTM season to date, which he crowned with a pole position and a podium finish in the first joint "Dream Race" of the DTM and the SUPER GT in Fuji, Japan.



The breakdown into the three Audi Sport teams Abt Sportsline (Frijns/Müller), Phoenix (Duval/Rockenfeller) and Rosberg (Green/Rast) remained unchanged.

The Belgian team WRT Team Audi Sport will field three Audi RS 5 DTM cars under its own direction in 2020. With the DTM rookies Harrison Newey (Great Britain) and Fabio Scherer (Switzerland) as well as Ferdinand Habsburg (Austria), who contested his first DTM season in 2019, WRT will again give youngsters a chance.

### **The Audi teams in the 2020 DTM**

#### **Audi Sport Team Abt Sportsline**

#4 Robin Frijns (NL), Aral Ultimate Audi RS 5 DTM (Engineer: Michael Petit)  
#51 Nico Müller (CH), Castrol EDGE Audi RS 5 DTM (Felix Fechner)

#### **Audi Sport Team Phoenix**

#28 Loïc Duval (F), BMC Air Filter Audi RS 5 DTM (Philipp Kluth)  
#99 Mike Rockenfeller (D), Twin Busch Audi RS 5 DTM (Jamie Gomeche)

#### **Audi Sport Team Rosberg**

#33 René Rast (D), Audi Sport RS 5 DTM (Florian Rinkes)  
#53 Jamie Green (GB), Akrapovič Audi RS 5 DTM (Erich Baumgärtner)

#### **WRT Team Audi Sport**

#10 Harrison Newey (GB), WRT Audi RS 5 DTM (Marc-André Côté)  
#13 Fabio Scherer (CH), WRT Audi RS 5 DTM (Sébastien Viger)  
#62 Ferdinand Habsburg (A), WRT Audi RS 5 DTM (Jonas Vanpachtenbeke)



## Statistics: The Audi drivers in the DTM 2020

**#28 Loïc Duval (F):** \* 12/06/1982 in Chartres (F); place of residence: Prangins (CH); married to Gaëlle, two sons (Hugo and Martin); height: 1.78 m; weight: 70 kg; Audi driver since 2012; 1st DTM race: 2017; DTM races: 60; pole positions: 1; victories: 0 (best result: 2nd place); fastest laps: 1; points: 230; DTM titles: 0.

**#4 Robin Frijns (NL):** \* 07/08/1991 in Maastricht (NL); place of residence: Lanaken (B); single; height: 1.71 m; weight: 65 kg; Audi driver since 2015; 1st DTM race: 2018; DTM races: 40; pole positions: 1; victories: 0 (best result 2nd place); fastest laps: 4; points: 263; DTM titles: 0.

**#53 Jamie Green (GB):** \* 14/06/1982 in Leicester (GB); place of residence: Leicester (GB); married to Ginny, one daughter (Georgiana), two sons (Zachary and William); height: 1.78 m; weight: 67 kg; Audi driver since 2013; 1st DTM race: 2005; DTM races: 195; pole positions: 15; victories: 17; fastest laps: 23; points: 1081.5; DTM titles: 0.

**#62 Ferdinand Habsburg (A):** \* 21/06/1997 in Salzburg (A); place of residence: London (GB); single; height: 1.85 m; weight: 69 kg; Audi driver since: 2020; 1st DTM race: 2019; DTM races: 18; pole positions: 0; victories: 0; fastest laps: 0; points: 3; DTM titles: 0.

**#10 Harrison Newey (GB):** \* 25/07/1998 in Oxford (GB); place of residence: Ascot (GB); single; height 1.80 m; weight: 66 kg; Audi driver since 2020; 1st DTM race: 2020; DTM races: 2; pole positions: 0; victories: 0; fastest laps: 0; points: 0; DTM titles: 0.

**#51 Nico Müller (CH):** \* 25/02/1992 in Thun (CH); place of residence: Blumenstein (CH); single (partner Victoria), one son; height: 1.85 m; weight: 75 kg; Audi driver since 2014; 1st DTM race: 2014; DTM races: 104; pole positions: 3; victories: 5; fastest laps: 9; points: 596; DTM titles: 0.

**#33 René Rast (D):** \* 26/10/1986 in Minden (D); Place of residence: Bregenz (A); single (partner Diana), one son (Liam); height: 1.79 m; weight: 64 kg; Audi driver since 2009; 1st DTM race: 2016; DTM races: 61; pole positions: 14; victories: 18; fastest laps: 8; points: 799; DTM titles: 2 (2017, 2019).

**#99 Mike Rockenfeller (D):** \* 31/10/1983 in Neuwied (D); Place of residence: Landschlacht (CH); married to Susanne, two sons (Phil and Paul); height: 1,75 m; weight: 69 kg; Audi driver since 2007; 1st DTM race: 2007; DTM races: 175; pole positions: 6; victories: 6; fastest laps: 9; points: 945; DTM titles: 1 (2013).

**#13 Fabio Scherer (CH):** \* 13/06/1999 in Aarau (CH); place of residence: Engelberg (CH); single; height: 1.79 m; weight: 67 kg; Audi driver since: 2020; 1st DTM race: 2020; DTM races: 2; pole positions: 0; victories: 0; fastest laps: 0; points: 0; DTM titles: 0.



Loïc Duval (BMC AIR FILTER Audi RS 5 DTM #28)

## Arrived in the DTM

**Loïc Duval has already celebrated many great successes in motorsport. These include a victory at the Le Mans 24 Hours in 2013 and winning the FIA World Endurance Championship WEC in the same year. After two hard years of learning he also made his mark in the DTM in 2019. In his fourth season, the Frenchman wants even more.**

“Despite my experience in motorsport I was practically a rookie again in 2017,” says the Frenchman. “I knew that the DTM is not an easy series. But the first season was nevertheless tougher than expected. There were highlights like my first DTM podium at Zandvoort, but nevertheless it was an extremely difficult season.”

From 2017 to 2018 he has taken a big step, he says. “Unfortunately, however, we at Audi had a bit of a hard time at the beginning. Only in the second half of the season were we really competitive again,” says Duval. Last season, with the switch from the naturally aspirated V8 engines to the in-line four-cylinder turbocharged engines and the 2019 version of the Audi RS 5 DTM, he made significant progress. This is documented by a second grid position at Brands Hatch and a third place at Fuji in the joint DTM and SUPER GT Series event in Japan. Loïc Duval clinched fourth place four times in the past DTM season.

“That’s why a podium finish for 2020 is a realistic goal,” says the Frenchman. Especially the good cooperation with his race engineer Phlipp Kluth gives him confidence. “For the first time, I don’t have to start to the new DTM season with a new race engineer but can build on the basis we created together in 2019,” says Duval.

Prior to his move to the DTM, the FIA Endurance World Championship (WEC) with its season highlight at Le Mans was Loïc Duval’s professional home for five years. “With the victory at Le Mans and the title win in the WEC together with Allan McNish and Tom Kristensen, 2013 was a fabulous season,” says the Frenchman.

One year later, he made the headlines with a serious accident at Le Mans – a story that has parallels to his current DTM team-mate Mike Rockenfeller. Just like “Rocky”, Duval returned to the cockpit after a brief recovery break and, in 2016, sat in the victorious Audi R18 in each of the last two Audi triumphs in the WEC.

“I’m very pleased that I’m forming a team with Mike in the DTM for the fourth year now,” says Duval. “We’ve always got along very well. Mike is a good, open-minded guy



and knows what is important in DTM. And although I joined ‘his’ team at Phoenix and that certainly wasn’t easy for him, he always shared all the important information and insights with me.”

The DTM scene was not entirely new for Duval. In 2004 and 2005 he contested the Formula 3 Euro Series as part of the supporting program. He followed the DTM races with excitement and also got to know most of the race tracks where the DTM is held. After his Formula 3 time, Duval was drawn to Japan for almost a decade, where he was active in the SUPER GT Championship parallel to Formula Nippon, which he won in 2010. “I drove cars there that were similar to those in the DTM, which is one of the reasons why I felt immediately comfortable during the first test in the Audi RS 5 DTM.”

For a long time, the Frenchman lived in Tokyo. In the meantime, the Audi driver lives with his wife Gaëlle and their two sons Hugo and Martin on Lake Geneva in Switzerland. In the summer of 2018, the Duval family moved from Nyon to the neighboring town of Prangins. The garage currently houses an Audi Q8 50 TDI (combined fuel consumption in l/100 km: 6.9–6.6; combined CO<sub>2</sub> emissions in g/km: 182–175; information on fuel consumption and CO<sub>2</sub> emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used). “A perfect family car,” enthuses Duval.

Besides racing, soccer is one of the passions of the Frenchman. Whether at official PR events, celebrity team matches or in private life – Loïc Duval is a passionate kicker and has been a supporter of Audi partner FC Bayern Munich since childhood. “I also love tennis. All in all, I am a big sports fan and follow many sports events on television.”

Duval keeps fit mainly by cycling and swimming. He rides hoverboard and trains with a private fitness coach. In the DTM, his car bears the starting number 28, because: “This is the number of the French department where I was born. It has accompanied me all my life.”



Biography

## Loïc Duval (F)

**Date of birth:** June 12, 1982

**Place of birth:** Chartres (F)

**Place of residence:** Prangins (CH)

**Marital status:** married to Gaëlle, two sons (Hugo and Martin)

**Height/weight:** 1.78 m/70 kg

**Motorsport since:** 1992 (Audi driver since 2012)

### Career

#### 1992-2001 Kart

**2000** 1st place Trophée Laborde, 3rd place World Karting Championship Formula A

**2002** 1st place Formula Campus France

**2003** 1st place Formula Renault France

**2004** 11th place Formula 3 Euro Series, Member Renault Driver Development

**2005** 6th place Formula 3 Euro Series, Member Renault Driver Development

**2006** 4th place Formula Nippon, 11th place Super GT Japan, Rookie driver A1 Team France

**2007** 2nd place Super GT Japan, 4th place A1 GP with A1 Team France, 6th place Formula Nippon

**2008** 2nd place Formula Nippon, 4th place A1 GP with A1 Team France, 1st place Rookie classification Le Mans (Prix Jean Rondeau)

**2009** 1st place Formula Nippon, 3rd place team classification Asian Le Mans Series, 5th place A1 GP with A1 Team France

**2010** 1st place Super GT Japan, 3rd place Formula Nippon

**2011** 1st place 12 Hours Sebring, 3rd place Super GT Japan

**2012** 1st place 6 Hours Spa-Francorchamps (Audi R18 ultra), 6th place Formula Nippon

**2013** 1st place 24 Hours of Le Mans, 1st place FIA Endurance World Championship WEC, 3 victories (each Audi R18 e-tron quattro), 3rd place Super Formula

**2014** 7th place FIA World Endurance Championship WEC (Audi R18 e-tron quattro), Superformula

**2015** 4th place FIA World Endurance Championship WEC (Audi R18 e-tron quattro), 9th place FIA Formula E

**2016** 2nd place FIA Endurance World Championship WEC, 2 victories, 3rd place 24 Hours Le Mans (each Audi R18), 8th place FIA Formula E

**2017** 18th place DTM (Audi RS 5 DTM), 15th place FIA Formula E

**2018** 17th place DTM (Audi RS 5 DTM), 3rd place 24 Hours Daytona

**2019** 7th place DTM (Audi RS 5 DTM), 2nd place Race of Champions

**2020** DTM (Audi RS 5 DTM)

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Robin Frijns (ARAL ULTIMATE Audi RS 5 DTM #4)

## The all-rounder

**Robin Frijns will also be contesting a double program in 2020: Like in 2019, the Dutchman is an Audi factory driver in the DTM and at the same time contests the Formula E electric racing series for the Audi customer team Envision Virgin Racing.**

“The more you drive, the better you get,” says Robin Frijns. For the Dutchman, his double racing program is also an enrichment in his second year. “DTM and Formula E are extremely different series and challenge you very differently. The DTM is full throttle from start to finish and you have to manage your tires very cleverly. In Formula E, you are constantly busy managing the energy supply of your car. You have to adapt to new situations and conditions as fast as lightning and be very flexible.”

In his first two years in the DTM, all-round driver Frijns has made a name for himself and his fans with his spectacular driving style and worthwhile overtaking. Particularly at Misano in 2019, where he shot past pole setter René Rast from second place on the grid and held the lead for a long time. Or with his courageous final attacks against the leading Jamie Green last year at the Nürburgring. Where Frijns had an advantage on fresher tires and Green saved his razor-thin lead only just over the finish line.

Robin Frijns stood on the podium four times in his second DTM season – twice as often as in his debut year 2018 – and two second places were his highlights. In 2020, the first DTM victory is finally to be clinched for the Dutchman who continues to compete for Audi Sport Team Abt Sportsline. “Because I want to win in every series I compete in,” says Frijns, who clinched his first two Formula E victories in 2019 with Audi customer team Envision Virgin Racing.

“What I need for my DTM car to be really fast, my crew and I have learned in the meantime, right down to the smallest detail. But we also have to keep reliability under control throughout the season,” says Frijns with a view to a couple of retirements last year due to technical failures.

Frijns, who hails from Maastricht, started his career in karting and in single-seater racing made it into Formula 1 as a test and reserve driver. “I had three very successful years in single-seaters, during which I was able to assert myself against important names and win the championship in each case,” he says. “As a Formula 1 test driver for Sauber and Caterham, I had very little opportunity to compete in races myself in the following two years.” An offer to become active in customer racing for Audi therefore came at exactly the right moment in 2015. “It was a great opportunity for





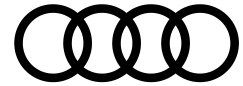
me to be able to go into GT racing with Audi and finally race again. Today I'm more than happy to have seized the opportunity back then. We celebrated many successes together."

For two years, Frijns also competed for Michael Andretti's team in the electric racing series Formula E. By BMW's entry, the Dutchman lost his cockpit, because for Frijns Audi had clear priority. In the Formula E simulator at Audi Sport in Neuburg he kept himself fit for the future-oriented racing series and did not hesitate for a second when the chance for a Formula E comeback arose in the summer of 2018.

The Dutchman, who lives in Belgium, gained his first experience at the wheel of a DTM race car from Audi as early as 2013 at a junior scouting event in Spain. "Robin made a strong impression even then. We haven't lost sight of him since then," says Head of Audi Motorsport Dieter Gass.

In the DTM and also in Formula E Frijns drives with number 4: "The number has accompanied me during my successful years in single-seater racing and brought me a lot of luck. Hopefully it will continue to do so."

As an Audi factory driver, he enjoys the privilege of a company car from the four rings model range. The Audi RS 5 Sportback (combined fuel consumption in l/100 km: 9.2; combined CO<sub>2</sub> emissions in g/km: 209; information on fuel consumption and CO<sub>2</sub> emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used) is Robin Frijns' current choice. Whose surname is pronounced "Freijns" in Dutch, with a long "e". In English, on the other hand, it is usually pronounced "Frins" with a short "i". "For me personally, the different pronunciation makes no difference. As long as I know it when I'm spoken to, I'm perfectly fine with either." However, Frijns attaches great importance to the fact that he is not from Holland, but from the Netherlands.



Biography

## Robin Frijns (NL)

**Date of birth:** August 7, 1991

**Place of birth:** Maastricht (NL)

**Place of residence:** Lanaken (B)

**Marital status:** single

**Height/weight:** 1.71 m/65 kg

**Motorsport since:** 1999 (Audi driver since 2015)

### Career

**1999–2008** Kart, Belgian Cadet Champion 2004, French Junior Champion 2006

**2009** 3rd place Formula BMW Europe, Rookie of the Year

**2010** 1st place Formula BMW Europe, 14th place Formula Renault Northern Europe

**2011** 1st place Formula Renault 2.0 Eurocup

**2012** 1st place Formula Renault 3.5, Young Driver Test Formula 1 (Red Bull)

**2013** Formula 1 test driver (Sauber), 15th place GP2 Series

**2014** Formula 1 test driver (Caterham)

**2015** 1st place Blancpain GT Series (Audi R8 LMS), 2nd place Blancpain Sprint Series (Audi R8 LMS), 6th place Blancpain Endurance Series Pro Cup (Audi R8 LMS)

**2016** 12th place Formula E, 7th place Intercontinental GT Challenge (Audi R8 LMS), 10th place Blancpain GT Series Sprint Cup (Audi R8 LMS)

**2017** 13th place Formula E, 1st place Blancpain GT Series Sprint Cup (Audi R8 LMS), 4th place Blancpain GT Series (Audi R8 LMS)

**2018** 13th place DTM (Audi RS 5 DTM), 1st place 12 Hours Bathurst (Audi R8 LMS)

**2019** 5th place DTM (Audi RS 5 DTM), 4th place Formula E (Audi e-tron FE05), 2 wins

**2020** DTM (Audi RS 5 DTM), Formula E (Audi e-tron FE06)

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Jamie Green (AKRAPOVIČ Audi RS 5 DTM #53)

## The old hand

**Jamie Green is the longest serving driver in the DTM. The Briton has been in the series since 2005 and an Audi driver since 2013. In 2015, 2016 and 2017 he was one of the title candidates until shortly before the end of the season. In 2018 he dropped to the last position in the standings. In 2019, the veteran fought his way back to the top, clinched two pole positions and won one race.**

“To win is and remains a great feeling,” says Jamie Green before his 16th DTM season. The Briton had to wait two years for his 17th DTM victory. Until everything finally came together again for the Audi driver at Sunday’s 2019 race at the Nürburgring: pole position in qualifying and first place in the race. Up to this redemptive moment Jamie Green had a lot of work to do.

“2019 was my first season with a turbo race car. It took me a few races to get used to its special engine characteristics,” he says. With a pole position at the Lausitzring, Green returned to the circle of candidates for victory in the second half of the season. By then he had won 16 DTM races. In 2015 he had secured the vice championship, in 2016 and 2017 he had finished third in both races. “To finish in the top three three times in a row is not a matter of course in the DTM,” says the Briton, who continues to compete with number 53, with which his father used to race.

The year 2017 was particularly tough for Jamie Green, who seemed to be well on the way to finally realizing his big dream. In Spielberg he was heading for a sure victory on the penultimate race weekend of the season when he suddenly was unable to shift gears shortly before the end of the race and as a result dropped back to third place in the overall standings behind his teammate René Rast and Mattias Ekström. Although Green won one of the two final races at Hockenheim, in the end he had to settle for third place and watch his new teammate René Rast being crowned DTM Champion in his first year straight away.

But then, as now after Rast’s second title win, the German-British cooperation works. “Of course I still want to win the DTM title as well. But René did a great job again last year and I was very happy for Team Rosberg. Because we live a healthy competition there that pushes each of us forward,” says Green.

This is also how the new head of Audi Sport Team Rosberg, Kimmo Liimatainen, sees it: “Both drivers complement each other perfectly, cooperate openly and fairly.” For the new Rosberg team director it is also clear: “Jamie is extremely motivated for the



new season, he is on fire. He's determined to show that he's not out of the woods yet."

With his wife Ginny and three children, Jamie Green lived in Monte Carlo on the Côte d'Azur for many years. During the winter and summer holidays, the five Greens were regularly drawn back home to England. The plan to move back to England matured. "In Leicester, we now enjoy our big garden, which we unfortunately didn't have in Monaco." This marked the beginning of a new phase in Green's life, because life in Great Britain, especially in winter, is different from life on the Côte d'Azur, where he enjoyed cycling tours with racing colleagues such as Paul Di Resta, Lucas di Grassi, Alex Wurz and David Coulthard. "Cycling is still my favored training," says Green. He has also discovered golf on the island for himself. With his eldest son Zachary, he enjoys karting. And at the local football stadium, Green is always cheering on his favourite club Leicester City in the Premier League – in true style in the blue club jersey of the "Foxes."

Green began his motorsport career around his hometown. After the first attempts at stock car racing, a classic karting and single-seater career followed. The 2004 Formula 3 Euro Series title was ultimately the springboard to the DTM, in which he made a name for himself with four victories at the Norisring, among other things. Since 2013, he has been racing for Audi and is valued in the DTM squad not only for his speed but also for his technical understanding.

In motorsport, Jamie Green is now more versatile. For years he concentrated entirely on the DTM, but in 2018 he contested his first races in GT racing with the Audi R8 LMS. He also took on the license for the legendary Nürburgring-Nordschleife with the aim of contesting the 24-hour race in the Eifel at some point in the future. "This race track is the greatest challenge in motorsport."

In everyday life, the Briton swears on the Audi RS 6 Avant (combined fuel consumption in l/100 km: 11.7–11.5; combined CO<sub>2</sub> emissions in g/km: 268–263; information on fuel consumption and CO<sub>2</sub> emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used): "I love this car! It is comfortable, practical and fast. My racing bike and golf clothes fit comfortably in the trunk."



Biography

## Jamie Green (GB)

**Date of birth:** June 14, 1982

**Place of birth:** Leicester (GB)

**Place of residence:** Leicester (GB)

**Marital status:** married to Ginny, one daughter (Georgiana), two sons (Zachary and William)

**Height/weight:** 1.78 m/67 kg

**Motorsport since:** 1992 (Audi driver since 2013)

### Career

**1992–1993** Stock Car

**1994–2000** Kart

**2001** British Formula Renault Winter Series

**2002** 2nd place British Formula Renault Championship

**2003** 2nd place British Formula 3 Championship

**2004** 1st place Formula 3 Euro Series

**2005** 6th place DTM

**2006** 5th place DTM

**2007** 4th place DTM, 2 victories

**2008** 4th place DTM, 2 victories

**2009** 7th place DTM, 1 victory

**2010** 6th place DTM, 1 victory

**2011** 5th place DTM, 1 victory

**2012** 3rd place DTM, 1 victory

**2013** 11th place DTM (Audi RS 5 DTM)

**2014** 10th place DTM (Audi RS 5 DTM)

**2015** 2nd place DTM (Audi RS 5 DTM), 4 wins

**2016** 3rd place DTM (Audi RS 5 DTM), 1 victory

**2017** 3rd place DTM (Audi RS 5 DTM), 3 wins

**2018** 18th place DTM (Audi RS 5 DTM)

**2019** 8th place DTM (Audi RS 5 DTM), 1 victory

**2020** DTM (Audi RS 5 DTM)

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Nico Müller (Castrol EDGE Audi RS 5 DTM #51)

## Ready for the title

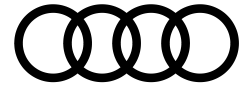
**Nico Müller became DTM runner-up in 2019 and has only one goal in 2020: the drivers' title. The Swiss is regarded as a jack-of-all-trades, who is fast and successful in any race car. In addition to the DTM, Müller now also competes in Formula E, the international racing series for all-electric drives.**

In his sixth DTM season in 2019, Nico Müller finally broke the knot: He won three races and clinched one pole position. Up to the penultimate event, the Swiss remained close on the heels of the leader of the standings and Audi brand colleague René Rast. But at the two Nürburgring races a jump-start and a sensor defect during one of the qualifying sessions and the resulting rear grid position cost him his last chances for the title.

“Now I know exactly what’s going on in title fight. That makes me very confident. After my second place in 2019, winning the title is my goal in 2020,” says Müller. The title chaser’s most important focus: “In qualifying I’m concentrating even more on the one lap, the absolutely fastest lap, which decides my grid position. On the track I’m in demand as the driver alone. Together, my team and I have to find the best set-up compromise for qualifying and the race beforehand. So that we are fast enough on a fast qualifying lap as well as over the entire race distance.”

Nico Müller has long since made a name for himself in the DTM. He has been a member of the popular touring car racing series since 2014 and has been with Audi from the very beginning. Where he drove the Audi RS 5 DTM as well as various other race cars with the four rings: the Audi R8 LMS in international GT racing, the Audi S1 EKS RX quattro in the FIA World Rallycross Championship (World RX) and as a test and development driver the Audi e-tron from the Formula E electric racing series.

But the Audi RS 5 DTM remains Nico Müller’s biggest love. And not only because of his current title ambitions. Müller has helped develop the outstanding DTM championship-winning car of 2019. As a test and development driver, he was involved in testing the Audi RS 5 DTM with its new two-liter four-cylinder turbo engine in winter 2018/2019. A role that the Swiss took over from his long-time teammate and mentor Mattias Ekström. Müller is still enthusiastic about the more powerful turbo engine: “Even though I quickly got used to the bigger power, the Audi RS 5 DTM has been even more fun to drive and brings even more action at the wheel since the switch to turbo technology.”



Another driving challenge for Nico Müller is Formula E. From the beginning of 2018 he was a test and development driver in Audi's Formula E project for two years. In the 2019/2020 season of the FIA Formula E Championship he contests his first season in the electric racing series for the American team Geox Dragon Racing. However, DTM races with Audi have clear priority for Müller – even in the event of clashes in the schedule.

His teammate Robin Frijns also competes in DTM and Formula E. In 2020, they will contest their third joint DTM season for Audi Sport Team Abt Sportsline: “We’ve known each other since our early days in motorsport and are working together better than ever,” says Müller. An unforgettable highlight for the Swiss and the Dutchman is their one-two victory at the Lausitzring in 2019 when Müller won ahead of Frijns.

With the Audi R8 LMS, Müller continues to sporadically contest endurance races. He has been successful in Audi customer racing with the GT3 sports car for years. The absolute highlight for him was the overall victory in the 24-hour race at the Nürburgring in the 2015 season.

Privately, the jack-of-all-trades drives an Audi Q8 50 TDI (combined fuel consumption in l/100 km: 6.9–6.6; combined CO<sub>2</sub> emissions in g/km: 182–175; information on fuel consumption and CO<sub>2</sub> emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used). Together with his German partner Victoria, the title chaser lives in Blumenstein near his birthplace Thun. As a sports soldier in the Swiss army, Müller keeps fit at the national sports center in Magglingen, the Olympic base of Swiss Ski. “There I have perfect training conditions and have already met many other athletes and sportsmen and women and learned about their disciplines,” he says. Regardless of this, the Audi DTM driver enjoys cycling: “In the cold on a mountain bike, in the summer rather on a racing bike.”



Biography

## **Nico Müller (CH)**

**Date of birth:** February 25, 1992

**Place of birth:** Thun (CH)

**Place of residence:** Blumenstein (CH)

**Marital status:** single (partner: Victoria), one son

**Height/weight:** 1.85 m/75 kg

**Motorsport since:** 2004 (Audi driver since 2014)

**Career:**

**2004–2007** Kart

**2006** 2nd place Swiss Kart Championship (Junior category)

**2007** 1st place Bridgestone Kart Cup (KF3 category)

**2008** 5th place Formula Renault 2.0 Switzerland, 3rd place Italian Formula Renault Winter Championship, best rookie

**2009** 1st place Formula Renault 2.0 Switzerland, 11th place Formula Renault Eurocup

**2010** 3rd place GP3 series, best European driver

**2011** 4th place GP3 Series

**2012** 9th place World Series by Renault 3.5

**2013** 5th place World Series by Renault 3.5

**2014** 19th place DTM (Audi RS 5 DTM)

**2015** 21st place DTM (Audi RS 5 DTM), 1st place 24 Hours Nürburgring (Audi R8 LMS)

**2016** 9th place DTM (Audi RS 5 DTM), 1 victory

**2017** 12th place DTM (Audi RS 5 DTM), 3rd place 24 Hours Nürburgring (Audi R8 LMS)

**2018** 10th place DTM (Audi RS 5 DTM), test and development driver Formula E

**2019** 2nd place DTM (Audi RS 5 DTM), 3 victories, test and development driver Formula E

**2020** DTM (Audi RS 5 DTM), 1 victory, Formula E

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[René Rast \(Audi Sport RS 5 DTM #33\)](#)

## The defending champion

**René Rast continues to write motorsport history: The Audi driver secured his second title in 2019 in his third full DTM season. As a rookie in 2017, the German had immediately become champion of the touring car series. In 2018, Rast clinched the runner-up spot.**

322 points, eight pole positions, seven victories this season and a total of 13 podium places: At the wheel of the 2019 Audi RS 5 DTM, René Rast set new DTM success benchmarks in a commanding and superior manner. After 2017, the German won the drivers' title for the second time last year. Rast is thus the first DTM Champion of the new turbo era. In 2019, more than 610 hp four-cylinder two-liter turbocharged engines replaced the V8 naturally aspirated engines used since 2000.

"I've long dreamed of being able to drive in the DTM. The fact that I've won the title twice now is incredible," says Rast. "René has again shown an impressive season and deserves to be champion for the second time," explained Head of Audi Motorsport Dieter Gass after Rast had secured the 2019 Drivers' Championship two races before the end of the season.

Title defender Rast is only the seventh driver in DTM history to win the prestigious title in his rookie season. Yet the German had only contested three DTM races before the 2017 season: At Zandvoort in July 2016 he had literally filled in overnight for Adrien Tambay at Audi Sport Team Rosberg. Without any preparation, Rast left such a good impression that he was allowed to replace Mattias Ekström at the 2016 finale at Hockenheim. In sixth place, Rast scored the first points in his second DTM race straight away and thus recommended himself for a regular place in the Audi DTM squad.

Twelve months later, Rast snatched the DTM title from Mattias Ekström on the home straight. "René has driven an incredible season in 2017," says Head of Audi Motorsport Dieter Gass. "We brought him into our DTM squad for a reason and expected him to perform well. However, nobody really expected him to fight for the title in his first DTM year – and win it in the end as well. Not even René himself. His basic speed was a decisive factor. He was the best qualifier in 2017."

At the beginning of the 2018 season, the champion suddenly had nothing going on. The low point was a spectacular rollover at the Lausitzring. After the overall difficult start to the season for Audi, Rast was 104 points behind in 15th place in the



standings after nine races. But with a remarkable recovery, the Audi driver managed to make up 100 points and win seven races, including the last six – as the first DTM driver ever – in a row. In the end, only four points were missing to successfully defend the title.

Rast set as many as five new DTM records in the 2019 season: The Audi driver won his second DTM drivers' title with a 72-point advantage – the biggest in DTM history. He is the first DTM driver to secure the title twice in his first three DTM years. He scored 35 points in qualifying alone, started from the front row of the grid 13 times and from pole position seven times – thus surpassing the record set by Nicola Larini, who had started from the front row twelve times in 1993.

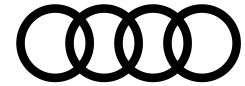
For his fourth full season for Audi Sport Team Rosberg, the defending champion is approaching his title with this motto: “To be at least as successful as last year and win all three titles for Audi again.”

René Rast's unusual career within the Volkswagen Group took him from the Polo Cup to Le Mans and now to the DTM. He won the Porsche Supercup, which is staged as part of Formula 1, three times. Since 2011 he has been active under the sign of the four rings. At the wheel of the GT3 sports car Audi R8 LMS, he is considered the benchmark and guarantor of success. His victories at the 24-hour races in Daytona, Spa and at the Nürburgring underline this, as does winning the ADAC GT Masters title.

As after his first title win, René Rast is relinquishing the starting number 1 of the reigning DTM Champion. His reasoning: “The 33 is my trademark and has brought me good luck so far. I still find it visually cool and a double number is easy for everyone to remember.” Rast is and remains a pragmatist through and through.

Together with his partner Diana and his son Liam, born in 2016, the German lives in Bregenz on the Austrian side of Lake Constance. “Having a child is mega. I really enjoy the time at home. It gives me strength for my next assignments on the race track.”

From now on also on the Formula E circuits: Rast will be Lucas di Grassi's new team mate in Team Audi Sport ABT Schaeffler in the second half of the Formula E season. “I've been following Formula E very closely for a long time and am now looking forward to this new challenge,” says René Rast.



Biography

## René Rast (D)

**Date of birth:** October 26, 1986

**Place of birth:** Minden (D)

**Place of residence:** Bregenz (A)

**Marital status:** single (partner Diana), one son (Liam)

**Height/weight:** 1.79 m/64 kg

**Motorsport since:** 1996 (Audi driver since 2009)

### Career:

**1996–2002** Kart

**2002** 1st place German ICA Junior Kart Cup

**2003** Formula BMW ADAC

**2004** Formula BMW ADAC

**2005** 1st place ADAC Volkswagen Polo Cup

**2006** 2nd place Seat León Supercopa

**2007** 10th place Porsche Carrera Cup, 8th place 24 Hours Nürburgring

**2008** 1st place Porsche Carrera Cup, 6th place Porsche Supercup

**2009** 2nd place Porsche Supercup, VLN (Audi R8 LMS)

**2010** 1st place Porsche Supercup, ADAC GT Masters

**2011** 1st place Porsche Supercup, 5th place Porsche Carrera Cup, ADAC GT Masters (Audi R8 LMS)

**2012** 1st place Porsche Supercup, 1st place Porsche Carrera Cup, 1st place 24 Hours Spa (Audi R8 LMS ultra), 1st place GT Class 24 Hours Daytona, ADAC GT Masters (Audi R8 LMS ultra)

**2013** 2nd place GT class 24 Hours Daytona (Audi R8 GRAND-AM), 6th place FIA GT Series, 6th place ADAC GT Masters, Blancpain Endurance Series (each Audi R8 LMS ultra)

**2014** 1st place ADAC GT Masters, 1st place 24 Hours Nürburgring, 1st place 24 Hours Spa, 6th place Blancpain GT Series (each Audi R8 LMS ultra)

**2015** 2nd place FIA GT World Cup Macau (Audi R8 LMS)

**2016** 1st place GTD class 24 Hours Daytona (Audi R8 LMS), 5th place LMP2 class FIA Endurance World Championship WEC, 3rd place 24 Hours Spa (Audi R8 LMS), 23rd place DTM (Audi RS 5 DTM)

**2017** 1st place DTM (Audi RS 5 DTM), 3 victories, 3rd place 24 Hours Daytona

**2018** 2nd place DTM (Audi RS 5 DTM), 7 victories, 1st place Nations Cup Race of Champions

**2019** 1st place DTM (Audi RS 5 DTM), 7 victories

**2020** DTM (Audi RS 5 DTM), 1 victory, Formula E

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Mike Rockenfeller (TWIN BUSCH Audi RS 5 DTM #99)

## **The Tire Whisperer**

**Mike Rockenfeller wants more after his victory in Assen in 2019. In 2020, the 2013 DTM Champion is aiming for his second title win. Above all, his tire-friendly driving style could be a key factor for the German.**

“The competition in the DTM will certainly become tighter again in 2020,” says Mike Rockenfeller. The logical consequence for the 2013 DTM Champion is therefore: “In qualifying last season I had one or two weaknesses. I’ll work on this with even greater effort. The last two DTM events in 2019 make him optimistic: “I was among the top five in each of the qualifying rounds, once even on pole position.”

In order to continue this upward trend in 2020, “Rocky” in particular, with its new race engineer Jamie Gomeche, must become a functioning unit as quickly as possible. “This is a special challenge because he is new to the DTM and new to our team,” says Rockenfeller. “But fortunately I’ve got a bit of experience,” he adds.

Mike Rockenfeller is already tackling his ninth season for Audi Sport Team Phoenix, with whom he won the DTM title in 2013 and then went through a rollercoaster ride. Since 2017, apart from minor setbacks, his form curve has been pointing upwards again.

Rockenfeller was the best Audi driver in 2012 in his first year with Audi Sport Team Phoenix. In 2013 he clinched the championship title with the Audi RS 5 DTM. “That was a very emotional experience, also because I had worked so long for this moment,” recalls “Rocky.” In 2014 he was again the best Audi driver as third overall. Afterwards, things went downhill: The tire generation at that time did not suit his tire-friendly driving style and things didn’t go smoothly in the Eifel team either.

Therefore, at the end of 2016, the German was faced with the crucial question of doing something else or taking off again after ten years of DTM. “Rocky” decided to make a new start in the DTM – together with Ernst Moser’s team, where he had his most successful DTM years. “I was confident that we would make it back to the top,” he says. “The team and I both had to get out of the hole. We had to change a few things to be able to perform differently again.”

Rockenfeller got along well with the softer, unheated Hankook tires used since 2017 right from the start and finally clinched his next DTM victory at Zandvoort. In 2019, the Netherlands were again a successful place for him: At the DTM premiere at Assen,



tire whisperer “Rocky” won Sunday’s race on the rough tarmac of the demanding motorcycle Grand Prix circuit. In 2020, he makes a new attempt to clinch his second DTM title. His smooth, tire-friendly driving style could be a key to this. “The turbo cars that we have been driving in the DTM since 2019 have significantly more power than the naturally aspirated cars before. This has made tire management by the driver even more important,” says “Rocky.”

Mike Rockenfeller has been racing with Audi in the touring car series since 2007. The first years at the wheel of a car from the previous year were tough. At that time, “Rocky” got his motivation mainly from sports car races, which he competed in parallel to the DTM. In 2010 he clinched overall victory at the Le Mans 24 Hours with the Audi R15 TDI, one year later he had the most serious accident in his career to date at the French endurance classic – of all things at the very moment when he had just gained a foothold in the DTM and won his first DTM race. The German had to bury his title hopes because he was missing two races after the accident at Le Mans.

“Rocky” is supported by his parents, wife Susanne and two sons Phil and Paul. The Rockenfellers have built a house on the Swiss side of Lake Constance in his DTM championship year 2013. It also has its own fitness room where “Rocky” consistently trains his fitness and keeps it at a top level. At the same time, it is the headquarters of a new company that is committed to e-sports. “E-Sports is developing rapidly and I see an interesting field of activity for me in this area – not as a driver, but as a business.”

Privately, Mike Rockenfeller drives an Audi SQ8 TDI (combined fuel consumption in l/100 km: 7.8; combined CO<sub>2</sub> emissions in g/km: 205–204; information on fuel consumption and CO<sub>2</sub> emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used). In addition to family and motorsport, he has a weakness for old cars – not unusual for a trained car mechanic. So far, the latest addition to the collection is an Audi R15 TDI. “It may not be my Le Mans winning car but it’s still a race car that I have great memories of,” says “Rocky.”



Biography

## Mike Rockenfeller (D)

**Date of birth:** October 31, 1983

**Place of birth:** Neuwied (D)

**Place of residence:** Landschlacht (CH)

**Marital status:** married to Susanne, two sons (Phil and Paul)

**Height/weight:** 1.75 m/69 kg

**Motorsport since:** 1995 (Audi driver since 2007)

### Career

**1995-2000** Kart

**1997** 1st place DMV Junior Cup

**2000** 1st place Jörg van Ommen Kart Cup

**2001** 4th place Formula König

**2002** 10th place Porsche Carrera Cup

**2003** 2nd place Porsche Carrera Cup, Porsche Supercup

**2004** 1st place Porsche Carrera Cup, Porsche Supercup

**2005** 1st place GT2 class FIA GT Championship, 1st place GT2 class 24 Hours Le Mans,

1st place GT2 class 24 Hours Spa

**2006** 1st place 24 Hours Nürburgring, 5th place GrandAm Series, 8th place GT2 class American Le Mans Series

**2007** 12th place DTM (Audi A4 DTM), 24 Hours Le Mans (Audi R10 TDI)

**2008** 1st place Le Mans Series (Audi R10 TDI), 4th place 24 Hours of Le Mans (Audi R10 TDI), 11th place DTM (Audi A4 DTM)

**2009** 3rd place 12 Hours Sebring (Audi R15 TDI), 14th place DTM (Audi A4 DTM)

**2010** 1st place 24 Hours Le Mans (Audi R15 TDI), 1st place 24 Hours of Daytona,

7th place DTM (Audi A4 DTM)

**2011** 6th place DTM (Audi A4 DTM), 1 victory, 24 Hours Le Mans (Audi R18 TDI)

**2012** 4th place DTM (Audi A5 DTM), 3rd place 24 Hours Le Mans (Audi R18 ultra)

**2013** 1st place DTM (Audi RS 5 DTM), 2 victories, ADAC Motor Sportsman of the Year

**2014** 3rd place DTM (Audi RS 5 DTM)

**2015** 10th place DTM (Audi RS 5 DTM), 1 victory, 3rd place 24 Hours Daytona

**2016** 19th place DTM (Audi RS 5 DTM), 2nd place GTE class 24 Hours Daytona

**2017** 4th place DTM (Audi RS 5 DTM), 1 victory, 1st place GTE class 12 Hours Sebring

**2018** 11th place DTM (Audi RS 5 DTM), 3rd place GTE class 24 Hours Daytona

**2019** 4th place DTM (Audi RS 5 DTM), 1 victory

**2020** DTM (Audi RS 5 DTM)



Audi teams in the 2020 DTM

## **Three factory teams and one customer team**

**With nine cars, Audi is the strongest brand in the DTM 2020 in terms of numbers, with the six factory cars fielded by the proven Audi Sport Teams Abt Sportsline, Phoenix and Rosberg. The customer team WRT Team Audi Sport has increased from two to three Audi RS 5 DTM cars compared to 2019.**

All three proven Audi factory teams have already won races and championship titles in the DTM. The Audi Sport Teams Abt Sportsline, Phoenix and Rosberg are each responsible for two Audi RS 5 DTM cars. The distribution of tasks remains unchanged: Audi develops the race cars, the teams are responsible for racing and maintenance between DTM events.

ABT Sportsline and Audi have been successful partners since their joint super touring car times at the end of the 1990s and also in the Formula E electric racing series. The 2020 season is already the 21st of the Bavarians with Audi in the DTM. Five DTM drivers' titles and four team titles can be attributed to the Abt team.

Audi Sport Team Phoenix has been a fixed component of Audi's DTM project since 2006. The team with its headquarters in Meuspath in the Eifel region of Germany has won the DTM title twice for Audi, most recently in the 2013 season.

Audi Sport Team Rosberg enters the 2020 season as double title defender: The team from Neustadt an der Weinstraße has been Audi's DTM partner since 2006. In 2019, it won the drivers' title for the second time after 2017 with Audi factory driver René Rast and, like in 2017, became team champion. In 2018, René Rast with Audi Sport Team Rosberg was runner-up and thus the season's best DTM driver from Audi.

In its second year, the customer team of Vincent Vosse from Belgium represents the Audi brand in the DTM. The WRT Team Audi Sport will field three Audi RS 5 DTM cars for the first time. The first customer team in the DTM's modern era will receive the same material as the three factory teams like last season. Technical differences between factory and private teams or even last year's cars without a chance no longer exist in the racing series. WRT has been successful in international GT sport for many years, both in its own races and as a partner of Audi Sport customer racing with the Audi R8 LMS. In the DTM, the team from the Belgian city of Baudour 2019 convinced at the first go.



[Audi Sport Team Abt Sportsline](#)

## **20 years of DTM successes with Audi**

**Audi Sport Team Abt Sportsline is the longest-serving and most successful Audi team in the DTM. Five driver titles, four team titles and 55 victories were collected by the Allgäu-based team – all with Audi.**

The family-owned company ABT Sportsline and Audi have been successful partners since the joint super touring car era at the end of the 1990s. It was also the team from Kempten that paved Audi's way back into the DTM at the beginning of the new millennium with an Abt-Audi TT-R entered under its own management. In 2004, the team became the Audi Sport Team Abt Sportsline.

2020 is the 21st season of team Abt with Audi in the DTM. With a little more luck, the squad around team owner Hans-Jürgen Abt and CEO Thomas Biermaier could have won two more DTM drivers' titles. In the 2016 season only four points were missing from the title, in 2017 only three. "Missing the title twice in a row, each time in the last race by a very narrow margin, hurt very much," says Biermaier.

Audi Sport Team Abt Sportsline has repositioned itself in many areas since 2018. During the 2019 DTM season its rejuvenated technical squad has finally grown together and achieved second place in the team classification. Driver Nico Müller finished second in the individual classification. "For our next title wins we have to work even more specifically in qualifying and even more perfectly during the pit stops," says Biermaier.

Since October 2019 the former sports director at ABT Sportsline has been the managing director for motor sports and tuning. At the race track Biermaier now concentrates on the DTM project as team director. Head of Technology Florian Modlinger has also taken over the position of Director of Operations. With Robin Frijns and Nico Müller Audi Sport Team Abt Sportsline continues to field the youngest DTM driver duo of the Audi factory teams.

Parallel to the DTM, ABT Sportsline has also been Audi's partner in the electric racing series Formula E since 2014 and has won two championship titles there so far. ABT Sportsline is also planning to enter the new electric racing series Extreme E, the new project of Formula E founder Alejandro Agag.





**Most important successes of ABT Sportsline**

**1st place DTM drivers' championship:** 2002, 2004, 2007, 2008, 2009 (all Audi)

**1st place DTM team classification:** 2004, 2007, 2011, 2016 (all Audi)

**1st place Formula E Drivers' Championship:** 2016/2017

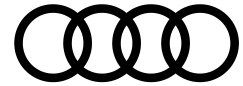
**1st place Formula E team classification:** 2017/2018 (Audi)

**1st place German Super Touring Car Championship:** 1999 (Audi)

**1st place ADAC GT Masters:** 2009 drivers, 2010 teams (both Audi)

**1st place ADAC Formula Masters:** 2009

**1st place ADAC Formula Junior:** 1991, 1992, 1996



[Audi Sport Team Phoenix](#)

## **Reorganized for the title hunt**

**Audi Sport Team Phoenix has already twice provided the DTM Champion for Audi. After clinching third place in the 2019 DTM team championship, Ernst Moser has reorganized his squad for 2020 and finally wants to fight for the title again.**

“Our ambition is always to be able to compete in the championship,” says Phoenix team boss Ernst Moser. “That’s why we want to improve by two places in the team standings in 2020 compared to last year and prepare a car for our drivers Loïc (Duval) and Mike (Rockenfeller) each, with which both can compete for the drivers’ title.”

Phoenix Racing has reorganized its personnel for this purpose. Performance engineer Markus Kuhl, who has been involved in the DTM project of Audi Sport Team Phoenix since 2018, will take over the technical management. Mike Rockenfeller’s new race engineer is Jamie Gomeche. Philipp Kluth will remain with Loïc Duval: “An important advantage of our new set-up is that, unlike in the past, we now have all responsible engineers permanently at our location,” says Moser. He himself and team manager Dirk Theimann are and remain the leading fixed points, as they have been for 21 years.

Audi and Phoenix Racing have been partners in the DTM since 2006. Ernst Moser’s squad from Meuspath at the Nürburgring won the DTM drivers’ title twice, four times so far they have been the best Audi driver in the overall standings. The two championship titles went to Martin Tomczyk in 2011 and to Mike Rockenfeller in 2013. Since the racing series’ comeback in 2000, the team has been active in the DTM and thus one of the most experienced.

Parallel to the DTM, Phoenix Racing is also involved in GT racing with the Audi R8 LMS. In 2020, the team from the Eifel region will compete with two cars in all races of the Nürburgring Endurance Series (formerly VLN).

### **Most important successes of Phoenix Racing**

**1st place DTM drivers’ championship:** 2011, 2013 (all Audi)

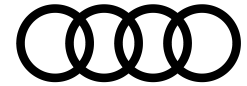
**1st place DTM team classification:** 2013 (Audi)

**1st place 24 Hours Nürburgring:** 2000, 2003, 2012 (Audi), 2014 (Audi), 2019 (Audi)

**1st place 24 Hours Spa:** 2007, 2012 (Audi)

**1st place 12 Hours Bathurst:** 2012 (Audi)

**1st place 12 Hours Sepang:** 2016 (Audi)



- 1st place FIA GT3 European Championship: 2009 (Audi)**
- 1st place Belgian GT3 Championship: 2009 (Audi)**
- 1st place Macau Touring Car GP: 1999 (Audi)**
- 1st place GT4 European Series: 2018 (Audi)**



[Audi Sport Team Rosberg](#)

## **Change of leadership at the double champion**

**For the second time after 2017, Audi Sport Team Rosberg achieved a double in the 2019 DTM: overall victory in the drivers' and team' championships. After 25 years at the helm of Team Rosberg, Arno Zensen retired during the winter break. His successor is the former Sports Director Kimmo Liimatainen.**

“There is of course a bit of melancholy in this farewell, but at some point it is just time to go and make room for someone else,” said Arno Zensen at the handover of the business to Kimmo Liimatainen at the beginning of February. The Finn, who started his collaboration with Team Rosberg as a young up-and-coming driver in 2000, was most recently Sports Director in the team of former Formula 1 World Champions Keke and Nico Rosberg.

“Arno (Zensen) has steered the ship well and safely all these years. Of course I look at our operation very closely, but there will be no dramatic changes,” says Kimmo Liimatainen. “As in the past, we’ll be guided by what we need to succeed and act accordingly,” says the new team boss. After winning the drivers’ and teams’ championships last year the sporting objectives are very clear for Liimatainen as well: “Of course we want to defend both titles successfully.”

With the two-time DTM Champion and title defender René Rast and veteran Jamie Green, the most successful team duo of Audi DTM drivers in the past three years will again compete for Audi Sport Team Rosberg in 2020. Their race engineers remain Florian Rinkes and Erich Baumgärtner. The Italian Nicola Palarchi remains Technical Director.

“Above all, we will miss Arno (Zensen) as a judge of character and with his great overview,” says René Rast. “But Kimmo (Liimatainen) will grow into it as well, and after his many years with Team Rosberg he already knows the day-to-day business of the sport very well anyway,” says the DTM Champion.

Team Rosberg has been competing in the DTM as the Audi factory team since 2006. It was founded in 1994 by former Formula 1 World Champion Keke Rosberg, who himself sat at the wheel in the first season. Nico Rosberg, 2016 Formula 1 World Champion, also gained his first racing experience in his father’s team. Since his retirement from racing, he has supported it as a representative.



Together with its subsidiary TRE (Team Rosberg Engineering), the company has specialized in engineering services for the automotive industry in addition to racing at its headquarters in Neustadt an der Weinstraße. TRE has state-of-the-art test benches and its own simulator.

**Most important successes of Team Rosberg**

**1st place DTM drivers' championship: 2017, 2019 (both Audi)**

**1st place DTM team classification: 2017, 2019 (both Audi)**

**1st place German Formula 3 Championship: 2002**

**1st place BMW Formula ADAC Championship: 2002**

**1st place Rookie classification BMW Formula ADAC Championship: 2004**



WRT Team Audi Sport

## Successful DTM rookies

**The WRT Team Audi Sport will start its second DTM season in 2020. In the 2019 debut year, the first customer team in the modern era of the popular touring car racing series impressed with regular results in the points.**

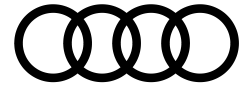
“The WRT Team Audi Sport has completed a good and strong first DTM season and made constant progress,” says company founder and team boss Vincent Vosse. “It wasn’t easy, but our entire team can be proud of what we achieved. Our drivers Jonathan Aberdein and Pietro Fittipaldi have done a great job and I’m delighted that both of them were able to demonstrate their talent at our team.”

In 2019, WRT Team Audi Sport with the South African Aberdein and the Brazilian Fittipaldi scored a total of 79 points and seventh overall in the team classification. In last season’s 18 races the Audi customer team from Belgium finished eleven times in the points.

In the 2020 season, WRT Team Audi Sport competes with the two DTM rookies Fabio Scherer and Harrison Newey as well as Ferdinand Habsburg, who made his DTM debut season in 2019. “I’m delighted to welcome our three drivers here with us,” says Vosse. The WRT boss outlines his season goals as follows: “Although we’ve got one year of DTM experience now, this doesn’t mean that we’ll be competing for victories from the first race in 2020. Like in 2019, we’re facing a learning curve. And it’s up to us and our drivers to make it as steep as possible.”

Founded in 2009 and now based in Baudour, Belgium, the W Racing Team (WRT) is one of the most successful players in GT racing today. WRT has been using Audi racing cars in its various series since 2010. Through numerous victories and championship titles with the GT3 racing car Audi R8 LMS, the team has made an international name for itself. WRT achieved its greatest successes in the Blancpain GT championships, in the 24-hour classics at the Nürburgring, Spa, Zolder and Dubai as well as in the 12-hour races at Sepang and Bathurst and the 10 Hours of Suzuka.

In 2020, WRT will again be fielding its Audi R8 LMS cars worldwide – at the 24-hour race at Daytona, the Intercontinental GT Challenge, the GT World Challenge Europe (Sprint and Endurance) and the ADAC GT Masters in Germany.



### **Most important successes of WRT**

- 1st place driver standings Blancpain GT Series: 2014, 2015 (all Audi)**
- 1st place team classification Blancpain GT Series: 2014, 2015 (all Audi)**
- 1st place drivers' Championship Blancpain Endurance Series: 2012 (Audi)**
- 1st place team classification Blancpain Endurance Series: 2012, 2015 (all Audi)**
- 1st place driver standings Blancpain GT Sprint Series: 2016, 2017 (all Audi)**
- 1st place team classification Blancpain GT Sprint Series: 2014, 2015, 2016, 2017, 2018 (all Audi)**
- 1st place FIA GT Series driver standings: 2013 (Audi)**
- 1st place team classification FIA GT Series: 2013 (Audi)**
- 1st place TCR International Series: 2016, 2017**
- 1st place FIA GT World Cup: 2016 (Audi)**
- 1st place team classification Trophée Andros: 2015/2016, 2016/2017 (all Audi)**
- 1st place Belcar Series: 2010 (Audi)**
- 1st place 24 Hours Nürburgring: 2015 (Audi)**
- 1st place 24 Hours Spa: 2011 (Audi), 2014 (Audi)**
- 1st place 24 Hours Zolder: 2011 (Audi), 2012 (Audi)**
- 1st place 24 Hours Dubai: 2016 (Audi)**
- 1st place 12 Hours Sepang: 2015 (Audi)**
- 1st place 12 Hours Bathurst: 2018 (Audi)**
- 1st place 10 Hours Suzuka: 2019 (Audi)**



Biography

## Ferdinand Habsburg (A)

**Date of birth:** June 21, 1997

**Place of birth:** Salzburg (A)

**Place of residence:** London (GB)

**Marital status:** single

**Height/weight:** 1.85 m/69 kg

**Motorsport since:** 2012

### Career

**2012-2014** Kart

**2014** 4th place Formula Renault Northern European Cup 1.6

**2015** 11th place Toyota Racing Series, 19th place Formula Renault Northern European Cup

**2016** 4th place Toyota Racing Series, 2nd place Euroformula Open, 10th place Eurocup  
Formula Renault 2.0, 11th place Formula Renault Northern European Cup

**2017** 7th place FIA Formula 3 European Championship, 4th place FIA Formula 3 World Cup  
Macau

**2018** 13th place FIA Formula 3 European Championship, 10th place FIA Formula 3 World Cup  
Macau

**2019** 18th place DTM, FIA Formula 3 World Cup Macau

**2020** DTM (Audi RS 5 DTM)

[www.ferdinandhabsburg.com](http://www.ferdinandhabsburg.com)

[facebook.com/Fhabsburg62](https://facebook.com/Fhabsburg62)

[twitter.com/Fhabsburg62](https://twitter.com/Fhabsburg62)

[instagram.com/FHabsburg62](https://instagram.com/FHabsburg62)





Biography

## Harrison Newey (GB)

**Date of birth:** July 25, 1998

**Place of birth:** Oxford (GB)

**Place of residence:** Ascot (GB)

**Marital status:** single

**Height/weight:** 1.80 m/66 kg

**Motorsport since:** 2007

### Career

**2009–2013** Kart

**2014** BRDC Formula 4 Winter Series, Formula 4 France

**2015** 2nd place BRDC Formula 4, ADAC Formula 4

**2015/16** MRF Challenge Formula 2000

**2016** ADAC Formula 4, FIA European Formula 3 Championship

**2016/17** 1st place MRF Challenge Formula 2000

**2017** FIA European Formula 3 Championship

**2017/18** 1st place Asian Le Mans Series

**2018** European Le Mans Series, Le Mans 24 Hours

**2018/19** 2nd place Asian Le Mans Series

**2019** Super Formula Series, Japanese Formula 3 Championship, European Le Mans Series, British GT Championship

**2020** IMSA WeatherTech SportsCar Championship, DTM (Audi RS 5 DTM)

[www.harrisonnewey.com](http://www.harrisonnewey.com)

[facebook.com/harrison.newey](https://facebook.com/harrison.newey)

[twitter.com/Harrison\\_Newey](https://twitter.com/Harrison_Newey)

[instagram.com/harrison\\_newey](https://instagram.com/harrison_newey)



Biography

## **Fabio Scherer (CH)**

**Date of birth:** June 13, 1999

**Place of birth:** Aarau (CH)

**Place of residence:** Engelberg (CH)

**Marital status:** single

**Height/weight:** 1.79 m/67 kg

**Motorsport since:** 2009

### **Career**

**2009–2015** Kart

**2014** 1st place Swiss Karting Junior

**2015** 1st place Swiss Karting Junior

**2016** 17th place ADAC Formula 4

**2017** 5th place ADAC Formula 4

**2018** 14th place FIA Formula 3 European Championship

**2019** 17th place FIA Formula 3 Championship

**2020** DTM (Audi RS 5 DTM)

[fabioscherer.ch](http://fabioscherer.ch)

[facebook.com/FabioLucaScherer](https://facebook.com/FabioLucaScherer)

[instagram.com/fabioscherer13](https://instagram.com/fabioscherer13)



Background: Pit stop

## **Power, precision and strong nerves required**

**A tire change per race is mandatory for every DTM driver. In the extremely close competition of the racing series, the change of the four wheels is a very decisive moment. Every step, every grip must fit perfectly. And that's why there is practice every day.**

Motorsport is a team sport. Following this basic idea, at least one pit stop per driver is mandatory in every DTM race. During this pit stop all four wheels of his car have to be changed.

In addition to the driver and the engineer responsible for his car (race engineer), nine other team members are decisive. These are in detail: a “jack man”, one “tyre gunner” and one “tire carrier” each for the left and right side of the vehicle as well as one “wheel-off man” each per wheel, as these mechanics are called in technical jargon. Apart from these nine persons, nobody else is allowed to work on the car during the prescribed wheel change.

And this is how the stop works: With the maximum speed of 50 km/h allowed in the pit lane, the driver rolls towards his own pit on the fast lane. During the current lap, his team has given him the order to come in via the pit board. Just before his garage, the driver turns into the work area directly in front of it and stops in the transition zone marked on the asphalt. “He must not stop more than twenty centimeters too far in front or too far behind, otherwise he will miss his crew. The crew then has to reposition itself and valuable time is lost,” explains Erich Baumgärtner from Audi Sport Team Rosberg. Baumgärtner is Jamie Green’s race engineer in the 2019 DTM winning team.

The next steps: The car is stationary. With the air lance the “jack man” activates the air jacks built into the car floor. They drive out and lift the car. This happens on the left and right side of the car in parallel: The “tire gunner” loosens the central nut of the rear wheel with the impact wrench, which is also driven by high air pressure. He takes one hand from the impact wrench and rips the loosened wheel off the hub. The “wheel-off man” catches it so that it cannot roll away and does not get stuck in the way. Meanwhile the “tire carrier” has put the new wheel together with the fresh tire on the hub. The “tire gunner” puts the wheel nut remaining in the socket of the impact wrench back on and tightens it.

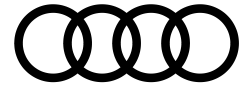


After that, “tire gunner” and “tire carrier” on both sides of the car change to the front wheel, where a new “wheel-off man” is added each time. The exchange process is repeated. When the last two new wheels are fixed, the “lancer” lets the air jacks drive in. Since stopping, no more than seven seconds should have passed on the stopwatch by then. Otherwise the service was too long and one or even several position losses are imminent. “When the car goes down again, that’s usually the sign for me to start,” says defending champion René Rast. Exception: His race engineer sparks “Wait!” in his ear because the Fast Lane is not yet free for threading. Anyone who drives off anyway and obstructs a competitor in the process will be punished for “unsafe release”.

By the way, the order in which the wheels are changed is optional in the DTM. “We start at the rear axle with the drive wheels, mainly because it’s safer. This way, we avoid the risk of a mechanic being injured if the driver releases the brakes too early,” says Erich Baumgärtner explaining the philosophy of Audi Sport Team Rosberg. At Audi Sport Team Abt Sportsline and Audi Sport Team Phoenix, the crews change like this: on the side of the car facing the pit wall first at the front and then at the back, on the side of the car facing the pit first at the back and then at the front. “In this way our mechanics on the impact wrench can work on the wheel nut first, whose hub they can see better from their standing position when the car is pulled over, and therefore can aim better,” says Thomas Biermaier, CEO of ABT Sportsline.

The sources of error during pit stops: The driver misses the transition zone. The “tire gunner” misses the wheel nut at the first target attempt with the impact wrench. The “wheel-off man” stumbles with the removed old wheel. The “tire carrier” jams the new wheel and has to maneuver it onto the hub again. “With the app. 30 kilograms that a tire and rim weigh, this happens quickly despite all the practice,” says Erich Baumgärtner. And particularly time-consuming: The car is lowered before all the new wheels are on it. After all, the race engineer can make a mistake: If he lets his driver drive off despite traffic on Fast Lane.

Plenty of power, precise coordination and strong nerves are the most important requirements for a job in a pit stop crew. “In winter we do more strength training, coordination and concentration exercises,” says Baumgärtner. In the workshop of Audi Sport Team Rosberg there is also a drivable dummy of a DTM car on which wheel changes are practiced twice per working day during the season in a race-like manner. “The key to permanently successful pit stops, I think, is mental strength,” says Ernst Moser. The director of Audi Sport Team Phoenix should know: Since 2011, his pit stop crew has been the best in a DTM season four times – most recently three times in a row. “You can’t train the mental strength required for this, it grows over time due to the long collaboration of the same team,” says Moser.



For faster pit stops, Audi Sport Team Abt Sportsline will have its change crew trained by a former professional soccer player from the German Bundesliga and the German U21 national team from the 2020 season onwards: Frank Wilblishauser. The former defensive player of 1. FC Nuremberg, today an alternative practitioner, was hired as a fitness coach. “In the unbelievably close competition of the DTM, the pit stops are so crucial that we have to practice them as professionally as possible and complete them as flawlessly as possible,” Thomas Biermaier says.



Background: Between the races

## **Cleaning, testing, preparing**

**Immediately after each DTM race weekend, Audi Sport and its four teams start preparing for the next event. The Audi RS 5 DTM cars and equipment are cleaned, inspected and prepared for the next race event.**

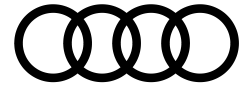
After the race is before the race: When the checkered flag drops at Sunday's DTM race, Audi starts preparing for the next event in the popular touring car racing series. Usually there are only 14 days in between. That's why every minute until then is precious.

As soon as all Audi RS 5 DTM cars have been scrutineered by the officials after the end of one of the DTM events and released for transport, the four teams will start their work. The nine Audi Class 1 touring cars will be checked for visible defects and cleaned of the coarsest dirt. Then cars and equipment are packed and loaded.

Before midnight they will set off for their own workshop by articulated lorry – every Audi team has three of them – for ABT Sportsline to Kempten in Bavaria, for Phoenix to Meuspath in the Eifel region, for Rosberg to Neustadt an der Weinstraße and for the customer team WRT Team Audi Sport to Baudour in Belgium. The five Audi Sport trucks are simultaneously heading towards Neuburg an der Donau, back to the Motorsport Competence Center of the brand with the four rings that opened in 2014. Three exceptions will arise in 2020 as a result of the compact calendar with events on consecutive weekends: in August twice at the Lausitzring, in September at Assen and then subsequently two rounds at the Nürburgring and in October at Zolder.

With the exception of their two-liter four-cylinder turbocharged engines developed in Neckarsulm, the 2020-spec Audi RS 5 DTM cars were designed and produced at the Audi site in Neuburg. It was also there that the teams' engineers and mechanics assembled "their" cars in close cooperation with the Audi technicians before the season started. The outstanding DTM race car of the 2019 season, which has won twelve of 18 races and all three titles, consists of about 4,500 individual parts.

"At Audi Sport in Neuburg we always see our factory cars again after the season," says Andreas Roos, Audi's DTM Project Manager. "Between the races our fielding teams have to dismantle, inspect and service the cars at their facilities in accordance with the regulations defined by Audi Sport," says Roos. This means that a running time is precisely defined for each component and is precisely recorded. Once it has expired,



the component in question must either go to Audi Sport in Neuburg for inspection or be replaced.

“We pay particular attention to the safety-relevant components, i.e. brake system, steering system and wheel carrier,” says Andreas Roos. Under the direction of their two race engineers, the teams from Abt Sportsline, Phoenix, Rosberg and WRT reassemble their Audi RS 5 DTM with previous, overhauled and new parts before each race event. “Finally, each team checks in their workshop whether all systems are running perfectly again and transmits the data of these functional tests to Neuburg,” explains Audi’s DTM Project Manager.

The handling of the engines is prescribed in the DTM by regulations as follows: For its six factory cars Audi may use a maximum of nine of its high-efficiency engines with exhaust gas turbocharging per season. This means an average of 1.5 engines for each race car. “During the season, the sealed engines may only be opened under the supervision of the DMSB for the engine inspection or valve clearance check as precisely defined in the regulations,” says Roos.

For Audi’s DTM project manager, regular meetings of the technical and the sporting working group of the ITR are also scheduled between the races. At these meetings, the participating manufacturers exchange information with the representatives of the DTM umbrella organization.

Meanwhile, in addition to their two racing cars, the teams are also getting the equipment needed for track operations back into shape. The inventory list for each team comprises around 120 items – from batteries to tents. Material and equipment per team takes up around 80 cubic meters of space. The equipment is stowed in around 100 transport boxes.

This also applies to the tires of exclusive DTM partner Hankook. The three Audi partners themselves bring the approximately 100 rims per team on which the dry and rain tires from Hankook are fitted on the race weekend.

The most important work of the Audi factory drivers between the races also takes place at the wheel. At a real steering wheel, but on a virtual track – in the driving simulator in Neuburg. The driver duos Robin Frijns/Nico Müller (Abt Sportsline), Loïc Duval/Mike Rockenfeller (Phoenix) and Jamie Green/René Rast (Rosberg) spend one day each at Audi’s Motorsport Competence Center before the race weekends in simulated test runs. In addition to the Audi engineers, the engineers of their teams are also involved. “We want our partners in the field to come to the simulator test



with their own ideas and suggestions and to try them out with the drivers and us from Audi Sport,” says Andreas Roos.





[Background: DTM jobs at Audi](#)

## Serving the Four Rings

**Audi Sport GmbH employs more than 1,100 people at its sites in Neckarsulm, Ingolstadt and Neuburg an der Donau. About 40 of them are active in the DTM project. Five of these racing jobs are explained in detail.**

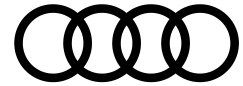
**Preparation for setup and racing.** No one knows the approximately 4,500 individual elements of the Audi RS 5 DTM as well as Thomas Schiekofer. From the first set-up of the six factory cars at the beginning of the year to their last race of the season, the logistics expert from Ingolstadt supplies the three DTM fielding teams Abt Sportsline, Phoenix and Rosberg as well as the customer team WRT with all the necessary components. In Audi Sport's spare parts truck, Thomas Schiekofer and his colleague Andreas Hörmann bring about 10,000 spare parts to the DTM circuits.

“From the smallest bolt to the completely assembled front end, we have everything with us,” says Schiekofer. Two to three reserve engines of the high-efficiency four-cylinder turbo engine are also in the luggage. On race weekends, various carbon parts of the bodywork have to be replaced most frequently after skirmishes or accidents.

“A high sense of responsibility is the most important prerequisite for my work,” says Schiekofer. “If I don't have something in stock at the track, in the worst case that means that one of our drivers has to forgo a race.”

**Organising the operation.** To have factory drivers, the Head of Audi Motorsport, project managers, technicians, mechanics, marketing and PR people, all men and women of the Audi Sport DTM team always in the right place at the right time during tests and races: This is solely in the hands of Stefanie Medele. The business economist from Neuburg an der Donau organises everything for the event from Spa to Hockenheim: hotels, visas, flights, rental cars, shuttles, catering, offices, telephone, internet, insurance, medical and physio team, paddock and pit passes, even the fuel for the six Audi RS 5 DTM cars.

“You need a very good overview and a very long line of patience,” says Medele. Always being able to react flexibly to changes in schedules and plans is also a key characteristic for her and is particularly in demand in the 2020 season, which is marked by the corona pandemic. Perfect English is a basic requirement anyway.



“It’s great in my work to have direct contact with so many different people, companies, authorities, countries and cultures,” says Medele. With 14 years of service, she is one of the most experienced employees at Audi Sport.

**Chassis/bodywork development and design coordination.** Benedikt Brunniger has two tasks at Audi Sport: The mechanical engineer from Ingolstadt develops the chassis and body of the Audi RS 5 DTM together with four colleagues. After the introduction of turbo technology in the DTM in 2019, only very limited design changes were permitted for the 2020 farewell season. Brunniger also coordinates the cooperation with the two other design departments at Audi Sport, the electrical and complete vehicle departments.

“In addition, I am the first technical contact person for our three works teams and our customer team,” adds Brunniger. Because Audi has its DTM works cars completely dismantled and rebuilt after each race weekend, there is a constant flow of enquiries. In the DTM Technical Working Group, designer Brunniger represents Audi, where he regularly discusses the regulations with DMSB, ITR and other manufacturers.

The biggest professional motivation for him? Brunniger: “Motorsport gives you permanent feedback on the track and on the stopwatch. And there it always has to go forward.”

**Electrics and electronics.** Gabriel Foddis is responsible for the trouble-free flow of current in all Audi RS 5 DTM cars. He checks all cables and contacts, control units and sensors, radio and measuring equipment, even the steering wheels with their numerous switches, controls and displays. The electrical specialist from Ingolstadt has been working for Audi Sport for more than 30 years. “Everything that comes in for revision, I check with a design colleague. We always decide together what to repair or replace with a new component,” explains Foddis.

Being able to concentrate solely on parts testing is his most important job skill. “Errors in the electrical system are rarely visible at first glance, so you have to be totally focused when searching and hide everything else,” Foddis knows. “In motorsport there is no later or tomorrow, there is only immediately and quickly.”

For Gabriel Foddis, the very first attempt at starting a completely newly developed Audi racing car is one of the most beautiful moments of his work. “You’re as close to tears as the day your child runs for the first time,” he says, describing his premiere feelings.



**Strategy.** Fredrik Åhslund, as Chief Strategist of Audi Sport, is one of the people who is crucial for the race results. In the engineers' truck, the IT specialist monitors the practice and qualifying sessions as well as the races of all DTM drivers on ten screens and five laptops. From the mass of data, he constantly creates new forecasts with the analysis software he developed himself. And sends every new recommendation regarding decisions to Head of Audi Motorsport Dieter Gass and DTM Project Manager Andreas Roos as well as to the operations managers of Abt Sportsline, Phoenix, Rosberg and WRT.

“Experience is just as important as data,” says Åhslund. The computer expert from Falun in Sweden can “read” car races. It is usually crucial to recognise the best possible moment for the compulsory pit stops: “That is pure high tension. You mustn't miss a thing, even if one of your drivers slows down just a moment or an opponent catches up minimally.”

Fredrik Åhslund joined Audi Sport Team Abt Sportsline 20 years ago with the then future DTM Champion Mattias Ekström and changed to Audi Sport in 2012. Between races, the strategy expert develops hardware and software at home in Sweden in his own IT company.



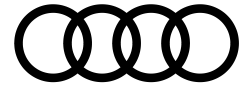
DTM events 2020

## **Six tracks, 18 races**

**The 2020 DTM Champion will be decided at nine events in three European countries. Due to the corona pandemic, an exceptional calendar has arisen.**

Originally, the DTM had set itself an ambitious programme for 2020 with dates in Germany, Belgium, Great Britain, Italy, the Netherlands, Russia and Sweden. The circumstances of the pandemic now force those responsible to create a very compact calendar of nine events on six circuits within just 14 weeks. After an absence of 15 years, the DTM returns to the legendary Ardennes circuit of Spa-Francorchamps and contests its season opener there on the first weekend in August. On two consecutive weekends, the racing cars will start at the Lausitzring about an hour's drive south of Berlin before the DTM returns to the circuit of Assen in the Netherlands. Immediately afterwards, two rounds at the Nürburgring are on the agenda so that the drivers will contest a total of six DTM races on three consecutive weekends. In September, the racing cars will start in the Eifel region, first on the Grand Prix circuit and then on the short circuit. The Nürburgring has been part of the DTM calendar since its debut year 1984. In October, the fans in Zolder, Belgium, look forward to two visits within just one week before Hockenheim marks the already traditional season finale in November.

At all events, the DTM offers an extensive support program with changing race series, including the new DTM Trophy for close-to-production GT sports cars and the club racing series GTC Race.



Dates

**DTM events 2020**

01/08 – 02/08	Spa-Francorchamps (B)
14/08 – 16/08	Lausitzring (D)
21/08 – 23/08	Lausitzring (D)
04/09 – 06/09	Assen (NL)
11/09 – 13/09	Nürburgring Grand Prix (D)
18/09 – 20/09	Nürburgring Sprint (D)
09/10 – 11/10	Zolder (B)
16/10 – 18/10	Zolder (B)
06/11 – 08/11	Hockenheimring (D)



Rounds 1 & 2

## **Spa-Francorchamps (B)**

### **Numbers, data, facts**

**Race 1:** Saturday, August 1

**Race 2:** Sunday, August 2

**Track length:** 7.004 km

**DTM lap record qualifying:** René Rast (Audi), 2m 04.199s (2020)

**DTM lap record race:** René Rast (Audi), 2m 08.715s (2020)

### **Audi wins at DTM Spa**

2020 (Saturday) Nico Müller, Audi RS 5 DTM; 2020 (Sunday) René Rast, Audi RS 5 DTM

### **Info about the event**

The Spa circuit is located not far away from the German-Belgian border, about 50 kilometres south-west of Aachen in the Ardennes. The Grand Prix circuit is considered to be one of the most beautiful driver's circuits in Europe with its undulations and the sensational seven-kilometre track. For the first time since 2005 the DTM will be making a guest appearance there again.

### **Supporting program**

DTM Trophy

### **Track description by Loïc Duval**

"I started for years with the Le Mans prototypes at Spa, including five times with Audi. In 2012 I celebrated a victory in the Audi R18 ultra there in a thrilling race in changing weather conditions, won again in 2016 and clinched two second places in between. It's a fabulous drivers' circuit with lots of altitude differences that are really fun in the DTM as well. This legendary roller coaster is incredibly fast, a real old-school circuit. This allows us a very fluid rhythm, but of course there are also very slow corners with the chicane and the hairpin bend. This should result in nice duels and overtaking opportunities. The region in the Ardennes has Belgium, Germany and the Netherlands as catchment areas where motorsport is very popular. Apart from all the positive aspects, the track is unfortunately also associated with bad personal memories: Last year I lost my good friend Anthoine Hubert in a racing accident there."



Rounds 3 & 4

## **Lausitzring (D)**

### **Numbers, data, facts**

**Race 1:** Saturday, August 15

**Race 2:** Sunday, August 16

**Track length:** 3.478 km

**DTM lap record qualifying:** Lucas Auer (Mercedes), 1m 16.193s (2017)

**DTM lap record race:** René Rast (Audi), 1m 17.098s (2017)

### **Audi wins at DTM Lausitzring**

2004 Mattias Ekström, Audi A4 DTM; 2005 Mattias Ekström, Audi A4 DTM; 2011 Martin Tomczyk, Audi A4 DTM; 2015 (both races) Jamie Green, Audi RS 5 DTM; 2016 (Saturday) Miguel Molina, Audi RS 5 DTM; 2017 (Sunday) Jamie Green, Audi RS 5 DTM; 2019 (Saturday) Nico Müller, Audi RS 5 DTM; 2019 (Sunday) René Rast, Audi RS 5 DTM

### **Info about the event**

The Lausitzring has been the venue for DTM races since 2000. DTM uses parts of the tri-oval and the infield. The steeply rising main grandstand opposite the pit lane provides a far-reaching view over the facility and a unique atmosphere. On the first of two consecutive weekends at the Lausitz, the DTM will start on the short variant of 3.478 kilometres.

### **Supporting program**

Tourenwagen Classics

### **Track description from Jamie Green**

“The Lausitzring is a circuit on which I have celebrated many successes – particularly with Audi. I was always quick there, won three times and clinched a pole position last year. For the first of two events we will return to the short version, which we last drove in 2017. It doesn’t offer as many overtaking opportunities as the longer version we’ll be driving a week later – so the two qualifying sessions are even more important to secure your chances in the races with good grid positions.”



Rounds 5 & 6

## **Lausitzring (D)**

### **Numbers, data, facts**

**Race 1 (Round 3):** Saturday, August 22

**Race 2 (Round 4):** Sunday, August 23

**Track length:** 4.570 km

**DTM lap record qualifying:** René Rast (Audi), 1m 35.241s (2019)

**DTM lap record race:** Philipp Eng (BMW), 1m 37.897s (2019)

### **Audi wins at DTM Lausitzring**

2004 Mattias Ekström, Audi A4 DTM; 2005 Mattias Ekström, Audi A4 DTM; 2011 Martin Tomczyk, Audi A4 DTM; 2015 (both races) Jamie Green, Audi RS 5 DTM; 2016 (Saturday) Miguel Molina, Audi RS 5 DTM; 2017 (Sunday) Jamie Green, Audi RS 5 DTM; 2019 (Saturday) Nico Müller, Audi RS 5 DTM; 2019 (Sunday) René Rast, Audi RS 5 DTM

### **Info about the event**

The Lausitzring has been the venue for DTM races since 2000. DTM uses parts of the tri-oval and the infield. The steeply rising main grandstand opposite the pit lane provides a far-reaching view over the facility and a unique atmosphere.

### **Supporting program**

GTC Race, DTM Trophy

### **Track description from Jamie Green**

“The Lausitzring is a circuit on which I have celebrated many successes – particularly with Audi. I was always quick there, won three times and clinched a pole position last year. I particularly like the long track we’ve been driving again with the DTM since 2018. It’s technically more demanding and offers more overtaking opportunities.”





Rounds 7 & 8

## **Assen (NL)**

### **Numbers, data, facts**

**Race 1:** Saturday, September 5

**Race 2:** Sunday, September 6

**Track length:** 4.555 km

**DTM lap record qualifying:** René Rast (Audi), 1m 24.849s (2019)

**DTM lap record race:** Philipp Eng (BMW), 1m 27.860s (2019)

### **Audi wins at DTM Assen**

2019 (Sunday) Mike Rockenfeller, Audi RS 5 DTM

### **Info about the event**

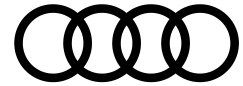
The TT Circuit at Assen in the Netherlands is primarily known as a motorcycle race track and was the venue of a DTM event for the first time in 2019. Fans reverently call the popular traditional circuit the “Cathedral of Speed”.

### **Supporting program**

Belcar Endurance Championship, Tourenwagen Classics

### **Track description by Mike Rockenfeller**

“I look forward to Assen for different reasons. Last year I won one of the two races there. But I basically like to drive in Holland very, very much. Assen, this typical motorcycle race track with its flat curbs, is simply fun. Especially because you can overtake well on it. And: The correct handling of the tires is and remains a very important key to success.”



Rounds 9 & 10

## **Nürburgring Grand Prix (D)**

### **Numbers, data, facts**

**Race 1:** Saturday, September 12

**Race 2:** Sunday, September 13

**Track length:** 5.148 km

**DTM lap record qualifying:** –

**DTM lap record race:** –

### **Audi wins DTM at the Nürburgring**

1990 Walter Röhrl, Audi V8 quattro; 1992 Frank Biela, Audi V8 quattro; 2001 (both races) Laurent Aiello, Abt-Audi TT-R; 2003 Laurent Aiello, Abt-Audi TT-R; 2005 Mattias Ekström, Audi A4 DTM; 2007 Martin Tomczyk, Audi A4 DTM; 2009 Martin Tomczyk, Audi A4 DTM; 2011 Mattias Ekström, Audi A4 DTM; 2015 (Sunday) Miguel Molina, Audi RS 5 DTM; 2016 (Sunday) Edoardo Mortara, Audi RS 5 DTM; 2018 (Saturday and Sunday) René Rast, Audi RS 5 DTM; 2019 (Saturday) René Rast, Audi RS 5 DTM; 2019 (Sunday), Jamie Green, Audi RS 5 DTM

### **Info about the event**

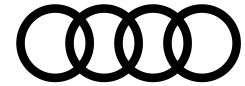
Most recently, the DTM competed on two occasions at the Nürburgring back in 2001 – at that time, too, first on the Grand Prix circuit and later on the short circuit. However, the lap times can no longer be compared because the circuit is 592 metres longer now since a track modification with the integration of the arena. On two consecutive weekends this year, the DTM will start first on the long version of the circuit and then on the short version.

### **Supporting program**

Porsche Carrera Cup Benelux, GTC Race, Lotus Cup Europe, DTM Trophy

### **Track description by René Rast**

“I have had a very special relationship with the Nürburgring for a long time. On no other race track have I driven more often than there. I won the 24-hour race at the Nürburgring and most recently my second DTM title. So I associate many impressive and beautiful moments and emotions with the so-called Green Hell. For the first time in a long time, the DTM is back on the Grand Prix circuit, which I know well from the 24-hour race, of course. I'm really looking forward to driving this version with the Audi RS 5 DTM.”



Rounds 11 & 12

## **Nürburgring Sprint (D)**

### **Numbers, data, facts**

**Race 1:** Saturday, September 19

**Race 2:** Sunday, September 20

**Track length:** 3.629 km

**DTM lap record qualifying:** René Rast (Audi), 1m 19.642s (2019)

**DTM lap record race:** René Rast (Audi), 1m 21.358s (2019)

### **Audi wins DTM at the Nürburgring**

1990 Walter Röhrl, Audi V8 quattro; 1992 Frank Biela, Audi V8 quattro; 2001 (both races) Laurent Aiello, Abt-Audi TT-R; 2003 Laurent Aiello, Abt-Audi TT-R; 2005 Mattias Ekström, Audi A4 DTM; 2007 Martin Tomczyk, Audi A4 DTM; 2009 Martin Tomczyk, Audi A4 DTM; 2011 Mattias Ekström, Audi A4 DTM; 2015 (Sunday) Miguel Molina, Audi RS 5 DTM; 2016 (Sunday) Edoardo Mortara, Audi RS 5 DTM; 2018 (Saturday and Sunday) René Rast, Audi RS 5 DTM; 2019 (Saturday) René Rast, Audi RS 5 DTM; 2019 (Sunday), Jamie Green, Audi RS 5 DTM

### **Info about the event**

The Nürburgring has always been a fixture on the DTM calendar. Since August 2001, the DTM has been racing on the shortest track variant, the sprint circuit. At intervals of only one week, the DTM now starts twice in the Eifel.

### **Supporting program**

Tourenwagen Classics, DTM Trophy

### **Track description by René Rast**

“I have had a very special relationship with the Nürburgring for a long time. On no other race track have I driven more often than there. I won the 24-hour race at the Nürburgring and most recently my second DTM title. So I associate many impressive and beautiful moments and emotions with the so-called Green Hell. The Nürburgring’s sprint circuit, which we traditionally drive with the DTM, is technically very demanding. Most of the corners allow for medium-fast speeds. You have to drive very precisely and take the optimum momentum at the end of the corners. This is decisive and suits me.”



Rounds 13 & 14

## **Zolder (B)**

### **Numbers, data, facts**

**Race 1:** Saturday, October 10

**Race 2:** Sunday, October 11

**Track length:** 4.003 km

**DTM lap record qualifying:** Marco Wittmann (BMW), 1m 21.307s (2019)

**DTM lap record race:** Philipp Eng (BMW), 1m 23.600s (2019)

### **Audi wins at DTM Zolder**

2002 Laurent Aiello, Abt-Audi TT-R; 2019 (Sunday) René Rast, Audi RS 5 DTM

### **Info about the event**

The “Bergischer Löwe” at Zolder was the venue of the first DTM race ever in 1984. 17 years after the last DTM round at Zolder, the DTM returned to the Belgian circuit in 2019. The former Grand Prix circuit is located just under an hour’s drive from the German border.

### **Supporting program**

GTC Race, Tourenwagen Classics

### **Track description by Robin Frijns**

“To me, Zolder is a mini version of the Nürburgring Nordschleife. On the one hand, the rear part of the track goes steeply up and down. On the other hand, with the exception of the hairpin, this circuit is also very fluid to drive. There you get into a permanent flow like at the Nürburgring and like skiing. Traditionally and generally, the brakes in Zolder are put under a lot of stress. However, the turbo cars of the DTM with their enormous power also put a lot of strain on the tires there, especially when accelerating.”



Rounds 15 & 16

## **Zolder 2 (B)**

### **Numbers, data, facts**

**Race 1:** Saturday, October 17

**Race 2:** Sunday, October 18

**Track length:** 4.003 km

**DTM lap record qualifying:** Marco Wittmann (BMW), 1m 21.307s (2019)

**DTM lap record race:** Philipp Eng (BMW), 1m 23.600s (2019)

### **Audi wins at DTM Zolder**

2002 Laurent Aiello, Abt-Audi TT-R; 2019 (Sunday) René Rast, Audi RS 5 DTM

### **Info about the event**

The “Bergischer Löwe” at Zolder was the venue of the first DTM race ever in 1984. 17 years after the last DTM round at Zolder, the DTM returned to the Belgian circuit in 2019. The former Grand Prix circuit is located just under an hour’s drive from the German border.

### **Supporting program**

Belcar Endurance Championship, DTM Trophy

### **Track description by Robin Frijns**

“To me, Zolder is a mini version of the Nürburgring Nordschleife. On the one hand, the rear part of the track goes steeply up and down. On the other hand, with the exception of the hairpin, this circuit is also very fluid to drive. There you get into a permanent flow like at the Nürburgring and like skiing. Traditionally and generally, the brakes in Zolder are put under a lot of stress. However, the turbo cars of the DTM with their enormous power also put a lot of strain on the tires there, especially when accelerating.”



Rounds 17 & 18

## **Hockenheim (D)**

### **Numbers, data, facts**

**Race 1:** Saturday, November 7

**Race 2:** Sunday, November 8

**Track length:** 4.574 km

**DTM lap record qualifying:** Philipp Eng (BMW), 1m 28.972s (2019)

**DTM lap record race:** Pietro Fittipaldi (Audi), 1m 30.401s (2019)

### **Audi wins at the DTM finale at Hockenheim**

1990 (both races) Hans-Joachim Stuck, Audi V8 quattro; 1991 (both races) Frank Biela, Audi V8 quattro; 2008 Timo Scheider, Audi A4 DTM; 2014 Mattias Ekström, Audi RS 5 DTM; 2015 (Saturday) Timo Scheider, Audi RS 5 DTM; 2015 (Sunday) Jamie Green, Audi RS 5 DTM; 2016 (Saturday) Miguel Molina, Audi RS 5 DTM; 2016 (Sunday) Edoardo Mortara, Audi RS 5 DTM; 2017 (Saturday) Jamie Green, Audi RS 5 DTM; 2018 (Saturday and Sunday) René Rast, Audi RS 5 DTM; 2019 (Saturday) René Rast, Audi RS 5 DTM; 2019 (Sunday) Nico Müller, Audi RS 5 DTM

### **Audi victories at DTM season opener at Hockenheim**

2002 Laurent Aiello, Abt-Audi TT-R; 2007 Mattias Ekström, Audi A4 DTM; 2008 Mattias Ekström, Audi A4 DTM; 2009 Tom Kristensen, Audi A4 DTM; 2015 (Saturday) Jamie Green, Audi RS 5 DTM; 2015 (Sunday) Mattias Ekström, Audi RS 5 DTM; 2016 (Saturday) Edoardo Mortara, Audi RS 5 DTM; 2017 (Sunday) Jamie Green, Audi RS 5 DTM; 2019 (Sunday) René Rast, Audi RS 5 DTM

### **Info about the event**

Hockenheim is the traditional venue of the DTM finale. From 1995 to 2019, the DTM was also a guest at the Baden motodrome for the season opener.

### **Supporting program**

GTC Race, DTM Trophy, Formula Renault Eurocup

### **Track description by Nico Müller**

“Hockenheim is the home circuit of the DTM. Nowhere else has the DTM driven more often. It’s a pity that in 2020 we’ll only be competing in one event there instead of the traditional two. The track is located not too far away from Switzerland, so this event is a kind of home race for me. The Grand Prix circuit with its motodrome has everything my racing driver’s heart desires: fast corners, a long full throttle passage,



several braking zones and above all the technically very demanding last sector with various corner combinations.”



[Audi success record in the DTM](#)

## **Eleven drivers' titles, five manufacturers' titles, more than 100 wins**

**Audi looks back on a successful DTM past. With all three championship titles, numerous podium positions and many other records, 2019 was the most successful season in the history of the DTM to date.**

Audi Sport made a lasting impression as early as at its first appearance in the DTM at the beginning of the 1990s: With the Audi V8 quattro, which was huge for a touring car, Hans-Joachim Stuck and Frank Biela immediately clinched the DTM title twice in a row.

After the DTM's comeback in 2000, the Abt Sportsline team caused a sensation in 2002 with a coupé based on the Audi TT developed in-house. Laurent Aiello achieved a sensation: He prevailed against the factory teams of Mercedes-Benz and Opel and clinched the third DTM title for Audi.

The factory return of the Four Rings to the DTM was also crowned with success: Mattias Ekström won the championship in 2004 with the new Audi A4 DTM. The manufacturers' and teams' titles also went to Audi. With five driver titles in just eight years, the A4 DTM is still Audi's most successful DTM racing car today. Mattias Ekström and Timo Scheider clinched three consecutive titles with the A4 DTM in 2007, 2008 and 2009, making it the only title hat-trick by an automobile manufacturer in the racing series to date. In the final year of the A4 DTM, Martin Tomczyk won another DTM title for Audi in 2011.

With the Audi RS 5 DTM, Audi is continuing its success story in the DTM. From 2013 to 2019, 107 races saw 47 victories, 37 pole positions and 54 fastest race laps. Mike Rockenfeller clinched the ninth DTM drivers' title for Audi in 2013, René Rast sensationally clinched title number ten as rookie in 2017. In 2018, Audi celebrated its 100th race win in the DTM. In addition, René Rast made DTM history with Audi: As the first DTM driver, he clinched six consecutive victories.

In 2019, the DTM started its first year with the new turbo engines. For the brand with the four rings it was a tailor-made start into the new era of the series. For the third time in its DTM history Audi won all three titles in the drivers', manufacturers' and team classifications. Twelve victories, twelve pole positions, twelve fastest laps and





40 of 54 possible podium positions underscore the most successful DTM season in the company's history.

A major factor in this success was René Rast. The Audi driver won his second DTM title with a 72-point advantage, the biggest in DTM history. In 2019, Rast started from the front row 13 times and from pole position eight times. Rast is also the first driver to clinch the title twice in his first three years in the DTM.

### **The best Audi drivers in the DTM**

**1990 Hans-Joachim Stuck (Champion)**

**1991 Frank Biela (Champion)**

**1992** Frank Biela (15th place)

**2000** Laurent Aiello (16th place)

**2001** Laurent Aiello (5th place)

**2002 Laurent Aiello (Champion)**

**2003** Mattias Ekström (4th place)

**2004 Mattias Ekström (Champion)**

**2005** Mattias Ekström (2nd place)

**2006** Tom Kristensen (3rd place)

**2007 Mattias Ekström (Champion)**

**2008 Timo Scheider (Champion)**

**2009 Timo Scheider (Champion)**

**2010** Timo Scheider (4th place)

**2011 Martin Tomczyk (Champion)**

**2012** Mike Rockenfeller (4th place)

**2013 Mike Rockenfeller (Champion)**

**2014** Mattias Ekström (2nd place)

**2015** Jamie Green (2nd place)

**2016** Edoardo Mortara (2nd place)

**2017 René Rast (Champion)**

**2018** René Rast (2nd place)

**2019 René Rast (champion)**



**Facts and figures on Audi's commitment in the DTM**

**Drivers' championship titles:** 11 (1990, 1991, 2002, 2004, 2007, 2008, 2009, 2011, 2013, 2017, 2019)

**Manufacturers' champion titles:** 5 (2004, 2014, 2016, 2017, 2019)

**Teams' championship titles:** 7 (2004, 2007, 2011, 2013, 2016, 2017, 2019)

**Drivers' title hat-tricks:** 1 (2007, 2008, 2009)

**Title triple (drivers, manufacturers, teams):** 3 (2004, 2017, 2019)

**Years:** 24 (1990–1992, 2000–2020)

**Races:** 312 (319 including starts by private drivers before 1990)

**Victories:** 116

**Podiums:** 351

**Pole Positions:** 108

**Fastest laps:** 114

**Vehicle types:** 5 (V8, TT, A4, A5, RS 5)

**Drivers:** 56



Audi Sport

## **40 years “Vorsprung durch motorsport”**

**Audi positions itself as the sportiest supplier in the premium segment and has a perfect basis for this: motorsport. Sportiness, advanced technology and emotional design are the foundations for the success of the Audi brand. The genes for this come from racing – since 1980.**

### **The success story began with the Audi quattro**

Leaving aside the era before the Second World War, including the legendary Auto Union Grand Prix racing cars in the 1930s, the motorsport history of AUDI AG began with the Audi quattro. The superior victories and two brand and two driver titles with the “Ur-quattro” in the World Rally Championship between 1982 and 1984 were a major factor in the market success of the quattro drive.

### **quattro also victorious on the circuit**

After Audi had turned rallying upside down and stormed Pikes Peak (USA) with the Sport quattro three times in a row in record time, Audi made the quattro drive presentable on the circuit as well: initially with the Audi 200 quattro and the Audi 90 quattro IMSA-GTO in the USA, in 1990 and 1991 with two championship titles for the Audi V8 quattro in the German Touring Car Championship (DTM) – and finally also with the A4 in the near-production Super Touring Cars. In 1996 the Audi A4 quattro won championship titles in seven countries. Between 2012 and 2016 the four-wheel drive returned to the race track as the e-tron quattro.

### **Audi R8 most successful Le Mans sports car of modern times**

After the banishment of the superior quattro drive from touring car racing, Audi switched to sports prototypes and for 18 years underpinned its slogan “Vorsprung durch Technik” in this motorsport category as well. At its début at Le Mans, the world’s toughest endurance race, Audi managed to jump onto the podium straight away in 1999 with third place. In the years that followed, the Audi R8 was in a class of its own. From 2000 to 2002 Audi achieved a historic hat-trick, thanks in part to TFSI technology, which was first used in 2001 and later found its way into series production. In 2004 and 2005, customer teams clinched two further overall victories for Audi at Le Mans. The R8 secured its place in motorsport history with a total of 63 wins in 80 sports car races.



### **The benchmark in the DTM with turbo power**

After Laurent Aiello's victory in 2002 with the Abt-Audi TT-R, Audi returned to the DTM as a factory in 2004 and won the title with Mattias Ekström straight away. The Swede triumphed again in 2007, and Timo Scheider in 2008 and 2009 – making Audi the first and so far only automobile manufacturer in DTM history to clinch a title hat-trick. Martin Tomczyk completed the Audi A4 DTM success story in the 2011 season with another title win – the fifth overall for the Audi A4 DTM. In 2013, Mike Rockenfeller clinched the ninth DTM title for Audi with the Audi RS 5 DTM. In his rookie year, René Rast achieved the sensation in 2017 with another title. In 2019, the DTM champion was also called René Rast: In the first year of the new Class 1 racing cars, the Audi RS 5 DTM with its newly developed two-liter four-cylinder turbo engine was the benchmark. With twelve wins, twelve pole positions, twelve fastest laps, 40 of 54 possible podium positions and all three championship titles, the brand achieved the most successful DTM season in the company's history.

### **Pioneering achievements with TDI technology**

Audi demonstrated a pioneering achievement and at the same time further proof of "Vorsprung durch Technik" with TDI technology: The newly designed Audi R10 TDI triumphed in 2006 as the first diesel-powered racing sports car at the legendary 24 Hours of Le Mans. In total, TDI technology prevailed eight times at Le Mans. In 2007 and 2008 Audi again won at La Sarthe with the R10 TDI. In addition, Audi won the American Le Mans Series three times in a row with the diesel-powered race car and in 2008 also the European Le Mans Series. In 2010 Audi celebrated a one-two-three victory in the fastest Le Mans race of all time with the R15 TDI and thus set a new distance record that is still valid today. Audi TDI Power also prevailed at Le Mans in 2011, 2012, 2013 and 2014. In 2014, the brand celebrated its 13th victory in just 16 races. Audi also proves "Vorsprung durch Technik" in energy efficiency: In the entire TDI era Audi reduced diesel consumption by 46 percent within a decade.

### **First hybrid winner at Le Mans**

With the first victory of a hybrid race car at the 24 Hours of Le Mans, Audi achieved another pioneering achievement in the world's most important endurance race in 2012. The Audi R18 e-tron quattro remained unbeaten at Le Mans three times in succession (2012, 2013 and 2014). Many other innovations such as the Audi laser light complement the technical pioneering achievements. Driver and brand titles with the hybrid sports car in the FIA World Endurance Championship WEC 2012 and 2013 complete the balance of Audi's sports car era, which ended in 2016.



### **First German automobile manufacturer in Formula E**

At the end of 2017, Audi was the first German car manufacturer to start in Formula E with a factory commitment. By winning the team classification and second place in the Drivers' Championship, the brand made a dream start to the company's all-electric motorsport era in the 2017/2018 season with the Audi e-tron FE04. With more than 40 podium positions and over 1,000 points, Audi Sport ABT Schaeffler is the most successful team in Formula E.

### **Audi Sport customer racing for the brand's customers**

With the R8 LMS, Audi Sport customer racing developed a racing car specifically for use in customer racing for the first time in 2009. The GT3 sports car, which consists of more than 50 percent production parts, was an instant hit. In March 2015 Audi Sport presented the second generation of the successful GT3 sports car, and a further evolution for the 2019 season. The GT3 sports cars with the four rings have won a total of 13 24-hour races and eight twelve-hour races and have clinched more than 60 driver championship titles worldwide. Since 2017, the Audi RS 3 LMS, designed for the TCR touring car category, has rounded off the range towards the entry level, followed a year later by the Audi R8 LMS GT4, an ideal racing car for entering GT sport. Since 2019, the fascinating Audi R8 LMS GT2, the most powerful customer sports car with 640 hp, has expanded the range to four models.



Partner

## **Audi's partners in the DTM**

**In the tough competition of the DTM, Audi can rely on the support of internationally renowned partners.**

### **Akrapovič**

Akrapovič is a Slovenian company in the field of material technology and develops premium exhaust systems. Founded in 1991, the brand stands for the highest standards of design, lightweight construction and noticeable performance enhancement and the creation of an unmistakable exhaust system sound. Audi Sport and Akrapovič celebrated the tenth anniversary of their partnership in 2019.

### **Aral Ultimate**

Aral Ultimate sets standards for performance and efficiency. Aral Ultimate 102 and Aral Ultimate Diesel ensure cleaner combustion in every engine with the included anti-pollution formula. This enables more power and can reduce fuel consumption – also in the new 2.0 TFSI of the Audi RS 5 DTM: Aral Ultimate is the exclusive fuel of the DTM already in its 15th year.

### **BMC Air Filter**

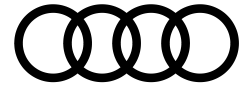
The Italian company BMC stands for the development and distribution of air filters of the highest quality – since 1973 first in the motorcycle sector, since 1991 also for automobiles. Today's BMC product range includes sports air filters, which replace the original ones, conical filters for direct intake and a Carbon Dynamic Airbox.

### **Castrol EDGE**

Since the end of the 19th century, Castrol has been a leading supplier of high-quality motor oils, including joint developments with customers such as Audi. One result is Castrol EDGE, the company's strongest oil to date, which has played a key role in getting maximum performance from the new 2.0 TFSI of the Audi RS 5 DTM.

### **MASCOT® WORKWEAR**

MASCOT is a Danish family-owned company that develops, produces and exports workwear and safety footwear all over the world. MASCOT employs over 2,800 people worldwide and its products and solutions are aimed at the building trade, civil engineering, logistics and industry. The workwear is manufactured in the company's own CSR-certified production facilities in Vietnam and Laos.



### **MegaRide**

The MegaRide software is based on models developed at the University “Federico II” in Naples. The focus is on driving dynamics and especially on the interaction between tire and road. Among the objectives of the partnership are the prediction of grip conditions, thermodynamics and tire degradation in order to optimize strategic decisions and vehicle tuning.

### **porta Möbel**

porta Möbel with its approximately 8,000 employees is one of the largest furnishing companies in Germany. The main principles of their successful trading: personal commitment, reliability and fairness in dealing with customers, employees and suppliers. These form the basis for the continuous growth of the company.

### **TWIN BUSCH**

TWIN BUSCH is a specialist in the field of professional automotive workshop equipment. The focus of the medium-sized company is on lifting and tire technology. In addition to lifting platforms, tire fitting machines and tire balancing machines, TWIN BUSCH offers many other innovative products in the field of automotive workshop equipment.

### **Other partners of Audi in the DTM**

#### **Alpinestars**

Manufacturer of professional racing clothing and lifestyle products

#### **Gerolsteiner**

Mineral water and soft drinks of the highest quality

#### **Hofmühl**

Private brewery with more than 500 years old brewing art

#### **Riedel Communications**

Real-time networks for video, audio, data and communication



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