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## **Audi in the 2016 DTM**

Audi in the 2016 DTM	2
Interview with Dieter Gass	4
Audi RS 5 DTM	7
Technical data of the Audi RS 5 DTM	10
Driver line-up	11
Audi Sport Teams in the DTM	38
Audi Sport Team Abt Sportsline	40
Audi Sport Team Phoenix	41
Audi Sport Team Rosberg	42
2016 DTM	43
2016 DTM events	45
Audi's track record in the DTM	51
Partners	53
Calendar	57
Audi Communications Motorsport contacts	58

Please refer to the list at the end of this basic info for a summary of the fuel consumption of all the models named and available on the German market.



## **Audi in the 2016 DTM**

### **Audi Sport sets sights on all three DTM titles**

**Last year, the Audi RS 5 DTM was the car to be beaten, so Audi Sport is entering the 2016 season with all the more ambitious aims: the brand sporting the red rhomb has firmly set its sights on the titles in the drivers,' teams' and manufacturers' classifications.**

“We had the fastest car last year,” says Dieter Gass, Head of DTM at Audi Sport. “In ten of the 18 races, we were the front runners, which means we won more races than our two competitors combined. It was painful for us that, in the end, we weren’t able to clinch any of the three titles. We intend to change that in 2016.”

The technology of the DTM race touring cars is “frozen” due to the regulations, so the Audi RS 5 DTM has remained unchanged in terms of technology compared with last year. Still, the Audi Sport engineers continued to work on the car. “On some tracks, such as the Norisring or Zandvoort, we didn’t manage to fully tap the car’s potential last season. That’s what we concentrated on in winter,” says Dieter Gass. “In addition, there were several occasions in 2015 on which we weren’t consistent enough and were stronger in races on Sunday than on Saturday. This, too, shows that there was definitely more potential.”

In the 2016 DTM season, nine events featuring a total of 18 races – one each on Saturday and Sunday – are on the calendar again. On six of the eight DTM race tracks, Audi holds the track record for qualifying sessions or races. The Hungaroring, which has returned to the calendar this year, is the only venue at which Audi has not yet been able to enter its name on the winners’ list. This, too, is to change in 2016.

In the fierce competition against BMW and Mercedes-Benz, Audi Sport relies on proven partners. The eight Audi RS 5 DTM cars are fielded by Audi Sport Teams Abt Sportsline, Phoenix and Rosberg. All of them have been on the grid for Audi in the DTM for more than ten years. And all three have previously shown that they are capable of winning races.

Unchanged compared with last year as well is the Audi driver line-up, which is regarded as one of the strongest in the DTM. The squad includes three DTM Champions, Mattias Ekström (S), Mike Rockenfeller (D) and Timo Scheider (D).



Jamie Green (GB), Miguel Molina (E) and Edoardo Mortara (I) have previously won DTM races as well. Combined, the six Audi drivers are bringing five championship titles and 48 victories to the season. Plus, the two youngsters, Nico Müller (CH) and Adrien Tambay (F), have shown their skills on several occasions. The two swapped cockpits in winter and are entering the 2016 season with fresh motivation. It is Audi's 20th season in the internationally popular touring car series.

At six of the nine DTM events, the new Audi Sport TT Cup will be featured again this year. It provides young drivers with an opportunity to enter motorsport.



## Interview

### **Dieter Gass: “Competition in the DTM is extremely fierce”**

**The Head of DTM at Audi Sport about the aims for the 2016 season and the changes made last winter.**

**Mr. Gass, Audi Sport’s new brand tagline is “League of Performance.” What is meant by this?**

Performance has been central to Audi Sport for more than 35 years. The technology transfer between motorsport and production has always been particularly intensive, especially with respect to our R and RS models. These production models are the first ones to benefit from our experiences in racing. That Audi Sport has now evolved into a brand in its own right was the next logical step. Our customers want the same thing as our race drivers: cars with maximum performance.

**Audi Sport has factory-backed commitments with the Le Mans prototypes and in the DTM. How does this fit together?**

Both commitments complement each other well. The Technical Regulations in the LMP1 category are very liberal. In contrast, the restrictions in the DTM are tighter and the competition is extremely fierce. There, victory goes only to those delivering absolutely top performance. This applies to the technology of the cars as well as to the teams and the drivers.

**Last year, with ten victories scored in 18 races, the Audi RS 5 DTM was the most successful car. Still, a second place in the drivers,’ teams’ and manufacturers’ classifications was all that was achieved ...**

The Audi RS 5 DTM was no doubt the fastest car. That’s why not having clinched a title was particularly frustrating. Due to our success in the initial races, we had a lot of weight in our cars at an early stage. That was probably one reason – but not the only one. On some tracks, we simply didn’t extract the maximum and failed to score points on too many occasions. We intensively worked on improving in these areas over the winter.

**How were you able to continue to improve the car although the technology of the cars has been “frozen” by the regulations?**



Obviously, we couldn't take any major steps, so we had to focus on detailed work. We spent a lot of time doing analyses and are confident that we took the right actions. Our objective was to develop a large number of set-up options in order to be optimally prepared in a wide range of conditions. In view of the DTM's extreme competitiveness, this is really crucial. For instance, in winter we worked on the "tool box" which is available to our teams. In 2016, we intend to deliver more consistent results, irrespective of the performance weights.

**There was a lot of discussion and controversial debate about the performance weights last year. Why are they needed to begin with?**

For cost reasons, no further development of the cars is allowed at the moment. That's why, as manufacturers, we cannot respond if a brand has an excessive advantage for whatever reason. The performance weights are intended to keep the cars on the same level in order to prevent the dominance of a single manufacturer that way. Last year, unfortunately, the system of the performance weights in general wasn't perfectly coordinated and significantly intervened with the race results. This has been optimized for 2016. I'm confident that we've come up with a solution and that the performance weights will work well.

**What does this solution look like?**

The weights are now going to be adjusted from race to race – directly after qualifying, based on the time gaps. All cars of a brand receive the same weight. After all, we don't mean to punish a driver, but to prevent the dominance of a single manufacturer that way.

**Changes have been made with respect to the drag reduction system (DRS) as well. Why?**

Basically, use of the DRS results in more overtaking maneuvers, as expected. But it's supposed to be used more specifically for overtaking and not for enabling a driver to follow a faster car. That's why the number of activations has been limited.

**Last year, the format of the DTM was changed radically. Has the new format proved successful?**

Absolutely! Two races and one qualifying session per race – that's the way to go in my view. It's true that it puts a strain on everyone involved and we now have more starting laps which are always particularly costly. But the fans are treated to a double dose of action. We're continually working to make the DTM more and more attractive. That's why the move toward two races per weekend was definitely right.



**In 2016, there will only be a single rookie in the entire DTM field. Will this make the series even more competitive?**

That's hardly possible anymore in the DTM. We're expecting the entire field to be extremely close together again, not least because nobody was able to make a major leap in terms of technology. A small unknown quantity, no doubt, are our colleagues from Mercedes-Benz who, following a production model change are now putting a new DTM car on the grid as well. For us, that won't be the case until 2017.

**Oschersleben has been replaced with Budapest on the 2016 DTM calendar. How do you feel about that?**

Personally, I feel this is good, even though we weren't so strong at Budapest in 2014. We'd like to correct that impression in 2016. The race at Budapest was a nice event in 2014 with a large crowd in spite of the date of the event that may not have been the best. Enthusiasm for the DTM there is huge. That was the case at Oschersleben as well, but the races were always extremely expensive. Due to the track characteristics, we'd regularly ruin our cars there.

**You're competing with a near-unchanged driver squad. Only Nico Müller and Adrien Tambay swapped teams. What was the reason for swapping cockpits?**

It's no secret that our expectations of both drivers were a little higher last year, especially as both have previously shown that they have higher potential. Switching to another team often breathes new life into a situation and provides new energy to improve it. That's what we're hoping for in Nico and Adrien's case.

**In Audi Sport Team Abt Sportsline, Mattias Ekström and Edoardo Mortara are forming a team for the first time this year. Why?**

As a team, the two would have scored a dominant win of the teams' classification by points last year. We're determined to clinch all three titles this year – the drivers,' manufacturers' and teams' classifications. That's why we thought it made sense to unite two potential point scorers in a team.

**Are team orders necessary for clinching the drivers' title?**

Team orders are a legitimate element of race strategy in motorsport, but they shouldn't get out of hand in a way that distorts the competition, or overstep the bounds of good taste.



## **Audi RS 5 DTM**

### **Detailed work within narrow limits**

**The engineers at Audi Sport developed the Audi RS 5 DTM according to the DTM's Technical Regulations that have been in effect since 2012. They particularly emphasize three aspects: maximum safety, maximum equality of opportunity and maximum cost efficiency.**

Since 2012, the organizers of the internationally popular touring car series have been relying on a concept that was initially unique in the world and has since been largely adopted by the Japanese Super-GT Championship as well. Numerous components such as the carbon fiber monocoque, safety elements, the six-speed transmission, the clutch or the carbon brakes are identical on all DTM race cars.

The organizers differentiate between specification, standard and listed components. Specification components are purchased by the automobile manufacturers from the DTM's central suppliers. Standard components may be produced by the manufacturers themselves based on specified requirements. In addition, there is a list of optional components. As a result, there is still enough room for the automobile manufacturers' own developments, particularly in the areas of aerodynamics and the suspension. "An RS 5 DTM consists of some 4,000 parts," says Dieter Gass, Head of DTM at Audi Sport. "Less than 100 of them are specification, standard or listed components."

The pioneering Technical Regulations have reduced the costs of a DTM race car by about 40 percent – while simultaneously increasing the safety and performance of the cars.

Consequently, in terms of technology, the Audi RS 5 DTM with which Audi Sport is chasing the title in 2016 corresponds to the model the brand won the manufacturers' title with in 2014. To relieve the manufacturers' budgets, the DTM organizers imposed a freeze on this state of technology by homologation after the third race in 2014 until the end of 2016. In parallel to the production version, the next model change will be coming up for Audi Sport in the 2017 season when the new RS 5 will be launched.

Still, the engineers at Audi Sport continued to optimize minor details on the car again over the past two years within the scope of the regulations. For the 2015 season, for



instance, a new, even more efficient basic set-up was developed. Last year, the set-up made a crucial contribution to the ten victories in 18 races. For 2016, Audi Sport has changed the type of wrap, which reduces the weight of the body by a little more than a kilogram.

The all-carbon fiber body of the Audi RS 5 DTM at first glance reveals the close kinship to the production RS 5. The chassis underneath it features a hybrid design weighing a little less than 160 kilograms. The combination of the carbon fiber monocoque and steel cage is extremely strong and, with front, rear and side crash elements, sets standards for a touring car in terms of safety.

With respect to the cell, the DTM has been pursuing new approaches since 2012. The monocoque now weighs only 126 kilograms and the roll cage 32.5 kilograms. At the same time, the safety standards significantly increased when the current regulations were introduced. In longitudinal crashes and particularly in side impacts, the construction proves extremely strong. The entire side panel has to resist a force of 360 kN in a side impact crash test, which equates to about 36 tons.

The RS 5 DTM is 5.01 meters long, 1.95 meters wide and 1.15 meters high. The wheelbase of all DTM cars is 2,750 millimeters. As in the production model, the V8 engine that delivers about 340 kW (460 hp) sits at the front.

DTM race cars have rear-wheel drive, quattro drive is not permitted. The semi-automatic six-speed transmission of the RS 5 DTM is pneumatically operated via paddle shifters on the steering wheel. The shifting events, which are more precise, compared with conventional manual gearshifts, make it possible for the transmission to achieve a mileage of up to 24,000 kilometers. The engine electronics (Bosch MS 5.1), which do not use fuses, and a central display that provides the driver with all the relevant information – such as key tire parameters – feature state-of-the-art technology as well. Data transmission by radio to the pits (telemetry) is not permitted in the DTM.

A large safety fuel tank with a capacity of 120 liters is integrated into the safety cell of the Audi RS 5 DTM. It allows the drivers to complete the full race distance without refueling stops even in the longer DTM races on Sunday.





As specification components on the chassis, the engine sub-frame at the front and the transmission at the rear impose limits on the engineers. The suspension has to be mounted on these elements. Furthermore, steel wishbones and the tube dimensions are specified. Numerous dimensions are defined by the regulations – for instance the wheels. The tires for all DTM race cars are exclusively supplied by Hankook.

With respect to aerodynamics, the possibilities of the engineers are limited as well. The driver, if necessary, can flatten the rear wing angle only by 18 degrees using the drag reduction system (DRS). However, underneath the imaginary horizontal line between the wheel hubs, the engineers have extensive freedom – albeit only with each new homologation. In between, modifications of the specification components are not permitted.

The regulations permit and promote a close reference of the race cars to the production cars, for instance, in the form of the single-frame honeycomb grill which, on the racing version of RS 5, contains the airflow ducts to the engine and the brakes. “On the whole, the regulations in the DTM are very strict,” says Dieter Gass. “Therefore, our engineers are challenged to fine-tune details – within narrow limits.”



## Technical data Audi RS 5 DTM (2016)

As of: April 2016

Model	Audi RS 5 DTM (2016)
<b>Vehicle</b>	
Vehicle type	DTM touring car
Chassis	Carbon fiber monocoque with integrated fuel cell, front, rear and lateral CFRP crash elements
<b>Engine</b>	
Type	Normally aspirated petrol 90° V8, 4 valves per cylinder, mandatory intake air restrictors – 2 x 28.0 mm
Engine management	Bosch MS 5.1
Engine lubrication	Dry sump
Cubic capacity	4,000 cc
Power	Approx. 340 kW (460 hp)
Torque	More than 500 Nm
<b>Drivetrain/transmission</b>	
Transmission type	Rear wheel drive
Clutch	4-plate carbon clutch
Gearbox	Semi-automatic 6-speed gearbox with paddle shift
Differential	Adjustable plate-type limited-slip differential
Driveshafts	Tripod-joint driveshafts
<b>Suspension/steering/brakes</b>	
Steering	Servo assisted rack and pinion steering
Suspension	Independent front and rear suspension, double wishbones, pushrod system with spring/damper unit, adjustable gas pressure dampers
Brakes	Hydraulic dual circuit brake system, light alloy monobloc brake calipers, ventilated front and rear carbon fiber brake discs, infinitely manually adjustable front and rear brake balance, electromagnetic start valve
Wheels	Forged aluminum wheels 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	5,010 mm (including rear wing)
Width	1,950 mm
Height	1,150 mm
Minimum weight	1,120 kg (including driver)
Fuel tank capacity	120 l



## Driver line-up

### Three champions, six winners, two youngsters

**Audi Sport has been opting for continuity in the DTM. For the second consecutive time, the driver line-up has remained nearly unchanged, with good reason. Six of the eight Audi drivers managed to win at least one race last season.**

In Mattias Ekström, Mike Rockenfeller and Timo Scheider, Audi Sport has three DTM Champions in its ranks again in the 2016 season. Combined, they have clinched the drivers' title an amazing total of five times for Audi. Mattias Ekström, with two championship wins and 21 victories under his belt, is the most successful Audi DTM driver of all time – plus, in terms of victories, ranks in third place of the DTM's all-time winners' list.

The track record of the Audi drivers before the start of the 2016 DTM season is impressive: a total of 747 races, 3,075.5 points, 54 pole positions, 55 fastest race laps, 48 victories and five titles were scored by them by the end of 2015. As a result, they perfectly embody Audi Sport's new "League of Performance" brand tagline.

Only two minor, albeit significant, changes have been made within the driver squad compared with the 2015 season. The two youngsters, Nico Müller and Adrien Tambay, are swapping cockpits. Audi Sport expects the change to provide new impetus. As a result of the switch, seasoned campaigner Mattias Ekström and Edoardo Mortara are now forming a powerful duo in Audi Sport Team Abt Sportsline. Had they competed in the same team in 2015, they would have achieved a dominant win of the teams' classification.

Four of the eight Audi drivers are working together with new engineers in the 2016 DTM. Nicola Palarchi is the new man supporting Edoardo Mortara. Daniel Grunwald takes care of Nico Müller, Arnau Niubo of Mike Rockenfeller, and Karl Jennings supports Adrien Tambay's car. The other four driver-engineer combinations have remained the same as last year's.



## **The Audi Sport driver line-up for the 2016 DTM**

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

#5 Mattias Ekström: Red Bull Audi RS 5 DTM (Engineer: Florian Modlinger)

#48 Edoardo Mortara: Castrol EDGE Audi RS 5 DTM (Nicola Palarchi)

### **Audi Sport Team Abt**

#17 Miguel Molina: Teufel Audi RS 5 DTM (Markus Michelberger)

#51 Nico Müller: Playboy Audi RS 5 DTM (Daniel Grunwald)

### **Audi Sport Team Phoenix**

#10 Timo Scheider: AUTO BILD MOTORSPORT Audi RS 5 DTM (Laurent Fedacou)

#99 Mike Rockenfeller: Schaeffler Audi RS 5 DTM (Arnau Niubo)

### **Audi Sport Team Rosberg**

#27 Adrien Tambay: Speedweek.com Audi RS 5 DTM (Karl Jennings)

#53 Jamie Green: Hoffmann Group Audi RS 5 DTM (Erich Baumgärtner)



## **The Audi drivers in the 2016 DTM: statistics**

**Mattias Ekström (S):** \* July 14, 1978 in Falun (S); residence: Goings (A); single (partner Heidi), one son (Mats), one daughter (Hanna); height: 1.83 m; weight: 79 kg; Audi driver since 1999; DTM races: 161; pole positions: 20; victories: 21; fastest laps: 14; points: 936; DTM titles: 2 (2004, 2007).

**Jamie Green (GB):** \* June 14, 1982 in Leicester (GB); residence: Monaco (MC); married to Ginny, two sons (Zachary and William); height: 1.78 m; weight: 70 kg; Audi driver since 2013; DTM races: 121; pole positions: 9; victories: 12; fastest laps: 16; points: 589,5; DTM titles: 0.

**Miguel Molina (E):** \* February 17, 1989 in Barcelona (E); residence: Lloret de Mar (E); single (partner: Mire); height: 1.75 m; weight: 64 kg; Audi driver since 2010; DTM races: 68; pole positions: 5; victories: 1; fastest laps: 4; points: 139; DTM titles: 0.

**Edoardo Mortara (I):** \* January 12, 1987 in Geneva (CH); residence: Genf (CH); married to Montserrat; height: 1.82 m; weight: 75 kg; Audi driver since 2011; DTM races: 58; pole positions: 2; victories: 3; fastest laps: 2; points: 317; DTM titles: 0.

**Nico Müller (CH):** \* February 25, 1992 in Thun (CH); residence: Bern (CH); single; height: 1.85 m; weight: 73 kg; Audi driver since 2014; DTM races: 28; pole positions: 0; victories: 0 (best result: 5th place); fastest laps: 1; points: 36; DTM titles: 0.

**Mike Rockenfeller (D):** \* October 31, 1983 in Neuwied (D); residence: Landschlacht (CH); married to Susanne, one son (Phil); height: 1.75 m; weight: 68 kg; Audi driver since 2007; DTM races: 99; pole positions: 6; victories: 4; fastest laps: 5; points: 456; DTM titles: 1 (2013).

**Timo Scheider (D):** \* November 10, 1978 in Lahnstein (D); residence: Lochau (A); engaged to Jessica, one son (Loris-Romeo); height: 1.78 m; weight: 72 kg; Audi driver since 2006; DTM races: 164; pole positions: 11; victories: 7; fastest laps: 12; points: 505; DTM titles: 2 (2008, 2009).

**Adrien Tambay (F):** \* February 25, 1991 in Paris (F); residence: London (GB); single; height: 1.81 m; weight: 69 kg; Audi driver since 2012; DTM races: 48; pole positions: 1; victories: 0 (best result: 2nd place); fastest laps: 1; points: 97; DTM titles: 0.



**Mattias Ekström #5**

## **Mixed double**

**Mattias Ekström has long been numbering among the DTM's best. 2016 marks an amazing 16th season for the Swede with Audi in the internationally popular touring car series. Twice, "Eki" was DTM Champion, nearly every year, he is a serious candidate for the title, plus he has always finished in the top eight of the overall standings.**

Even at nearly 38, Ekström is still going strong. "As long as I race in the DTM, my number-one goal is to win races, and my number-two goal to become champion," he says. "The bottom line is these are the two things I most enjoy."

His dream is to clinch a third DTM title, following the ones in 2004 and 2007. In second and third place of the overall standings, he just barely missed it in the past two years. In 2016, Ekström is going to give it another try.

Last year saw him showing more than once that, as an old hand, he is still one of the fastest drivers in the DTM, although he often drove the heaviest Audi RS 5 DTM in the field due to the performance weights. "That wasn't always funny," Ekström candidly says. "On several weekends, we were running really well, be it on a wet or dry track. On other ones, we weren't so perfectly sorted. In the end, that made the difference. In the DTM, where the field is so close, you simply have to be perfectly prepared each weekend if you want to become champion." And that is exactly what Ekström wants in 2016.

Ekström is regarded as a red-blooded race driver who always runs flat-out and attacks. His motto "go hard or go home" has long become his hallmark. When the blue Red Bull Audi RS 5 DTM appears in his rear-view mirror every rival knows: a tough situation is coming up – but it will always remain fair.

Ekström has been proving that he is in a class of his own outside the DTM as well: be it in the NASCAR series, in the V8 Supercars in Australia or in the World Rallycross Championship. Around the globe, the Swede is acclaimed as one of the few all-rounders that are fast in any car in any terrain.



Rallycross racing, in which his father, Bengt, was active as well, has become a great passion of his. That is why, at the beginning of 2014, Ekström formed his team, EKS, with which he fields two independently developed Audi S1 EKS RX cars in the World Rallycross Championship. The first two victories were contributed by the boss himself. Aside from the third DTM title, becoming World Rallycross Champion one day is Ekström's big aim.

Still, the DTM is his top priority. "This is my profession, that's why I pursue EKS and quattro only in my free time," says the Swede, who would like to transfer even more elements from rallycross to the DTM. "It's about entertaining the fans. With two races per weekend and the changes in terms of DRS we're on the right track. But there's a lot more that could be done."

Ekström lives in Austria with his partner, Heidi, and their two children. Last winter, the Ekströms moved into a new home in Ellmau, Tyrol. "We feel really comfortable there," says the Audi driver.

Parked in his garage is an Audi Q7. "It's not an RS model, but the Q7 is a perfect car for the whole family. My children love it, too," the Swede says. "I often have the opportunity to drive an R or RS model during PR commitments. My favorite among Audi's sporty models is the RS 6 Avant."

Ekström feels it's cool that Audi Sport has now become a brand in its own right: "The Audi Sport brand stands for history in combination with motorsport and for the future because Audi Sport increasingly uses details of the race cars for its road-going cars – that will continue to make the R and RS models so special."

DTM, rallycross and his family hardly leave any time for hobbies in Ekström's life. He stays fit with cross-country skiing, jogging and, preferably, tennis. And, obviously, his stylishly furnished home in Ellmau has a well-equipped gym, too.

For his DTM car, Ekström selected "5," the number of the car in which he clinched his first DTM title in 2004. But that is not the only reason for his choice. "I generally like '5' as a number because many things in my life have something to do with '5.'" Still, in 2017, he would like to trade it for the "1" of the DTM Champion.



## Profile

# Mattias Ekström (S)

**Date of birth:** July 14, 1978

**Place of birth:** Falun (S)

**Residence:** Ellmau (A)

**Marital status:** single (partner Heidi), one son (Mats), one daughter (Hanna)

**Height/weight:** 1.83 m/79 kg

**Motorsport since:** 1993 (Audi driver since 1999)

## Sporting career

**1993** Kart

**1994** Kart, Swedish Renault 5 Cup

**1995** 2nd Swedish Renault 5 Cup

**1996** 1st Swedish Renault 5 Cup, 'Young Driver of the Year'

**1997** 2nd Swedish Touring Car Championship, 'Rookie of the Year'

**1998** 8th Swedish Touring Car Championship

**1999** 1st Swedish Touring Car Championship (Audi A4 quattro)

**2000** 3rd Swedish Touring Car Championship

**2001** 8th DTM (Abt-Audi TT-R), 6th Nürburgring 24 Hours

**2002** 3rd DTM (Abt-Audi TT-R)

**2003** 4th DTM (Abt-Audi TT-R), 1 victory, 3rd Group N Rally Sweden

**2004** 1st DTM (Audi A4 DTM), 4 victories, 1st Group N Rally Sweden and Rally Catalunya

**2005** 2nd DTM (Audi A4 DTM), 3 victories, 1st Nations Cup Race of Champions

**2006** 8th DTM (Audi A4 DTM), 1 victory, 1st Race of Champions

**2007** 1st DTM (Audi A4 DTM), 1 victory, 1st Race of Champions

**2008** 3rd DTM (Audi A4 DTM), 3 victories

**2009** 5th DTM (Audi A4 DTM), 1st Race of Champions

**2010** 5th DTM (Audi A4 DTM), 1 victory

**2011** 2nd DTM (Audi A4 DTM), 3 victories, 1st Spa-Francorchamps 24 Hours (Audi R8 LMS)

**2012** 6th DTM (Audi A5 DTM)

**2013** 7th DTM (Audi RS 5 DTM)

**2014** 2nd DTM (Audi RS 5 DTM), 2 victories, 1st World RX Sweden (Audi S1 EKS RX quattro)

**2015** 3rd DTM (Audi RS 5 DTM), 2 victories, 6th World RX (Audi S1 EKS RX quattro),

1st World RX Sweden (Audi S1 EKS RX quattro)

**2016** DTM (Audi RS 5 DTM), World RX (Audi S1 EKS RX quattro)

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

[facebook.com/mattiasekstrom.racing](https://facebook.com/mattiasekstrom.racing)

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**Jamie Green #53**

## **Enormously fast**

**Jamie Green's goal last year was to clinch his first victory with Audi – and in the end, he even scored four. Now, the Briton is aiming for the championship title which, in second place he just barely missed in 2015.**

“It was a good season last year,” says Green, who has been competing for Audi since 2013 and strengthening Audi Sport Team Rosberg since 2014. “I just barely missed the DTM title, which is still my big aim. I believe we're on the right track. I feel comfortable with Audi and, after three years, have truly arrived there. That's why I extended my contract as well – I look forward to a long future with Audi Sport.”

Green has always impressed with his enormous basic speed in the DTM. In Audi Sport Team Rosberg, at the wheel of his orange-colored Hoffman Group Audi RS 5 DTM, he matured to the level of a championship candidate. The first title win seems to be only a matter of time, even though a brilliant start to the season like last year, when he won three of the first four races, might be hard to repeat in view of the DTM's extreme competitiveness.

Just like his colleagues, the Briton welcomes the fact that there are now two races in the DTM per weekend. “I love racing,” he says: “The more races, the better. If it were up to me, there could be a tenth DTM race weekend. Then we'd have 20 races.” He doesn't mind the long winter break though: “It's great to step back from racing for a few months in winter. It gives you time to recharge your batteries, and keeps you fresh and motivated. When we get going again I'm really hungry for racing.”

With his wife, Ginny, and their two sons, Zachary and William, Green lives in Monte Carlo. In time for the start of the season, the Green family is expecting to grow. “That's why I'm probably going to trade my beloved RS 6 Avant for an Audi Q7,” he says. “My wife would like a car with seven seats. Maybe it would be a good compromise to have a Q7 and an RS 6. For me, the RS 6 is the perfect car in terms of performance and trunk space. I can put all my gear for golf and cycling in it.”

Cycling is Green's great passion that he stays fit with for the DTM. At least once a week, he meets for a “coffee shop ride” with fellow race drivers like Alex Wurz, Lucas di Grassi, Brendon Hartley or Jenson Button in his adopted country, Monaco. Their



bike tours usually take them to Ventimiglia, a town just behind the French-Italian border. “A few British business people and cycling pros regularly join us as well,” says Green. “It’s a nice mix of people from various backgrounds.”

The Greens’ children go to school in Monaco. During the winter and summer vacations, the family regularly goes home to England. “That’s where we have a large garden which, obviously, we don’t have with our apartment in Monaco,” the Audi driver says. “In addition, we get together with old friends back home, and the children get to see their grandparents.”

During this year’s summer vacation, Jamie Green is planning to contest a kart race now and then. It would be an excursion back to his roots because initial attempts in stock car races were followed by a classic kart and single-seater career. The title in the 2004 Formula 3 Euro Series ultimately served as the springboard into the DTM in which he made a name for himself with four victories at the Norisring, among other things. “The Norisring is not a track that’s particularly enjoyable in terms of driving. But when it comes to thrilling racing and gripping overtaking maneuvers, the Norisring is the best race track of all.”

His favorite track in the DTM is Zandvoort. “It simply stands out. It’s an old-school track with long, fast corners of the kind that hardly exist anymore today. Zandvoort is a great challenge and, with little fuel in qualifying, really mega!”

The avid supporter of the Liverpool FC soccer club practically grew up with motorsport, as his father used to race as well – in a car number “53” – the same number Green has been racing with since the previous DTM season. It seems to bring him luck.



## Profile

### Jamie Green (GB)

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

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

**Residence:** Monaco (MC)

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

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

**Motorsport since:** 1996 (Audi driver since 2013)

#### Sporting career

**1996–2000** Kart

**2001** British Formula Renault Winter Series

**2002** 2nd British Formula Renault Championship

**2003** 2nd British Formula 3 Championship

**2004** 1st Formula 3 Euro Series

**2005** 6th DTM

**2006** 5th DTM

**2007** 4th DTM, 2 victories

**2008** 4th DTM, 2 victories

**2009** 7th DTM, 1 victory

**2010** 6th DTM, 1 victory

**2011** 5th DTM, 1 victory

**2012** 3rd DTM, 1 victory

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

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

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

**2016** DTM (Audi RS 5 DTM)

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

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## **Miguel Molina #17**

### **Finally a winner**

**When in 2010, his first DTM season, Miguel Molina won the title “rookie of the year,” his team nicknamed him “Magic Molina.” Following five pole positions, the Catalonian last season finally achieved his first victory as well.**

The first success in the 67th DTM race – this is somewhat reminiscent of Timo Scheider, who even needed 79 attempts in the internationally popular touring car racing series before mounting the top step of the podium for the first time. Subsequently, Scheider became DTM Champion twice in succession.

“Obviously, the DTM title is my dream, too,” says 27-year-old Molina, whose next short-term aims, however, are a little more modest: “I’d like to repeat last year’s victory. That would help me to ultimately finish the championship in the top five.”

Since last season, the Catalonian’s red-black Teufel Audi RS 5 DTM has been designated as car number “17” – Molina’s lucky number. “The 17th of February is my birthday. That’s why 17 is a number I’ve always been fond of. I used to wear it on my back playing soccer as a teenager.” That he finished the DTM most recently in 17th place of the standings three consecutive times, though, has nothing to do with his passion for number “17.” “Miguel had an incredible amount of misfortune,” says his longtime race engineer Markus Michelberger, who worked together with Molina in Audi Sport Team Abt Sportsline as far back as in 2010, Molina’s first DTM season. “Markus and I have a close relationship and the team spirit at Abt is great in general,” stresses the Audi driver. “We’ve been intensively preparing for the new season. I hope that’s going to pay off.”

One of Molina’s strengths is qualifying, which has become even more important since last year. It also laid the foundation for his first DTM victory at the Nürburgring in 2015.

In order to tackle the races in an even more focused manner, Molina has been working with a renowned mental trainer. In addition, he is working on his physical fitness. Compared with the 2015 season, he has lost another two kilograms. Last winter, he ran a half-marathon, and is currently training for a triathlon. “When the DTM season is over, I’d like to participate in a half-ironman event,” reveals the Audi driver



who lives near Barcelona – in a resort where many Germans spend their vacation: Lloret de Mar.

Alongside his commitment with Audi in the DTM which, in Molina's own words, is his "priority number one, two and three," he promotes youngsters in his own kart team with his father, Roger. In addition, he supports the Catalanian association for the new Formula Ashenkoff that is designed to close the gap between kart and formula racing. In the future, he would like to contest further races in the Audi R8 LMS. "Last year, I was on the grid at the Nürburgring in the Blancpain Endurance Series – I really enjoyed that."

Another thing he enjoys is working together with his new teammate Nico Müller. "We've always had a good relationship," Molina says. "We're working together really well in the team – that should help our performance."

Privately, the Catalanian drives an RS model as well. In winter, he traded his Audi RS 6 Avant for the more compact Audi RS 3 Sportback. "Fortunately, we're spoiled for choice at Audi Sport," says Molina. "The RS models and, obviously, the Audi R8 are simply fantastic cars."



## Profile

# Miguel Molina (E)

**Date of birth:** February 17, 1989

**Place of birth:** Barcelona (E)

**Residence:** Lloret de Mar (E)

**Marital status:** single (partner Mire)

**Height/weight:** 1.75 m/61 kg

**Motorsport since:** 1999 (Audi driver since 2010)

## Sporting career

**1999** 1st Spanish Cadet Kart-Championship

**2000** 1st Spanish Cadet Kart Championship

**2001** 1st Catalanian Junior Kart Championship

**2002** 2nd Spanish Junior Kart Championship

**2003** 1st Spanish Junior Kart Championship

**2004** 1st Italian Kart Open Masters Jesolo Formula A

**2005** Formula Renault Euro Cup

**2006** 6th Spanish Formula 3 Championship, Renault World Series

**2007** 7th Renault World Series

**2008** 4th Renault World Series

**2009** 8th Renault World Series, 19th Formula Superleague

**2010** 10th DTM (Audi A4 DTM), "Rookie of the year"

**2011** 11th DTM (Audi A4 DTM)

**2012** 18th DTM (Audi A5 DTM)

**2013** 17th DTM (Audi RS 5 DTM)

**2014** 17th DTM (Audi RS 5 DTM)

**2015** 17th DTM (Audi RS 5 DTM), 1 victory

**2016** DTM (Audi RS 5 DTM)

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**Edoardo Mortara #48**

## **Changeover**

**In 2011, his first DTM season, Edoardo Mortara was “rookie of the year.” Since then, he has finished in the top five of the overall standings an amazing three times. After having had chances of clinching the title for a long time last season, the Italian is one of the candidates for the title again in 2016.**

However, in view of the extreme competitiveness in the DTM, “Edo” is reluctant to be nailed down on a prediction. “My goal is the same every time: to have a good year – especially following a strong season like last year’s.” In 2015, Mortara even led the standings some of the time, only a muffed penultimate race weekend deprived him of the chance to clinch the title.

In his green-blue Castrol EDGE Audi RS 5 DTM, he is again competing for Audi Sport Team Abt Sportsline. However, within the squad, Mortara switched to another side of the pits. In 2016, he is the new teammate of Mattias Ekström, the most successful Audi DTM driver of all time. “I can only profit from his experience,” Edo is convinced. “I get along well with Mattias and will no doubt learn some more things from him.”

Having to get used to a new race engineer for the third consecutive year in the DTM now is not a disadvantage in Mortara’s opinion. “I’ve known my new engineer, Nicola Palarchi, from last season. Obviously, there’ll be a learning curve for us in the beginning. But that’s not a problem.”

In the DTM, Mortara now drives car number “48.” “This number dates back to my days in karting and brought me good luck back then,” recalls Mortara, who is listed as an Italian entrant. Actually, there are other national colors that could be emblazoned on his Audi RS 5 DTM as well. Mortara was born in Geneva, Switzerland – as the son of a French mother and an Italian father. His father now lives in Dubai in the United Arab Emirates. As Mortara spends a lot of time there as well, he frequently handles commitments for the local Audi importer.

Two years ago, the DTM star married his Spanish fiancée, Montserrat Retamal. Together with friends, Mortara runs a Japanese sushi restaurant in Geneva, his main place of residence. The Italian is particularly popular in Macau, China, as well, where he won the prestigious Formula 3 Grand Prix twice in succession and celebrated



three other victories in the Audi R8 LMS. In the GT3 sports car, Mortara would like to be on the grid again in Macau this year.

However, his top priority in 2016 is again the DTM for which he has optimally prepared and whose new format he likes. “The decision to hold two races per weekend was definitely positive,” says the Audi driver. “I like the new format – and for the spectators the show has become more attractive as well.”

One of Mortara’s favorite tracks is the Red Bull Ring in Spielberg – and not only because that is where he celebrated two victories in the DTM. “Spielberg is one of the most beautiful facilities, set in fantastic natural scenery,” he says. “Plus, in addition to my successes, I had a number of great experiences there. For instance, I had the opportunity to fly as a passenger in a Red Bull aerobatics helicopter.”

Mortara has always had an interest in helicopters and fixed-wing aircraft – and, obviously, in fast cars as well. Privately, like many of his driver colleagues, he drives an Audi RS 6 Avant. “As an Audi driver, I enjoy the privilege of being able to test all the models. The RS 6 is a really special one in the line-up, even though I can’t drive it flat-out in Switzerland.” That his job frequently takes him to Germany’s autobahns may offer some solace ...





## Profile

# Edoardo Mortara (I)

**Date of birth:** January 12, 1987

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

**Residence:** Geneva (CH)

**Marital status:** married to Montserrat Retamal

**Height/weight:** 1.82 m/78 kg

**Motorsport since:** 1999 (Audi driver since 2011)

## Sporting career

### 1999–2005 Kart

**1999** 3rd 100 cc class Italian Junior Kart Championship

**2000** 2nd 100 cc class Italian Junior Kart Championship, 2nd Kart Masters Paris-Bercy, 5th European Kart Championship

**2001** 2nd 100 cc class Italian Junior Kart Championship, 5th Monaco Kart Cup

**2002** 3rd 100 cc class Italian Kart ICA Championship, 7th European Kart Championship

**2003** 7th 100 cc class Italian Kart Formula A Championship

**2004** 7th 100 cc class Italian Kart Formula A Championship

**2005** 2nd 100 cc class Italian Kart Formula A Championship, 1st Trofeo Margutti, 9th European Kart Championship

**2006** 4th Formula Renault Italy, best rookie

**2007** 8th Formula 3 Euro Series, best rookie; 10th Formula 3 Macau

**2008** 2nd Formula 3 Euro Series, 2nd Formula 3 Macau

**2009** 1st Formula 3 Macau, 14th GP2, 11th GP2 Asia

**2010** 1st Formula 3 Euro Series, 1st Formula 3 Macau

**2011** 9th DTM (Audi A4 DTM), "Rookie of the year," 1st Macau GT Cup (Audi R8 LMS)

**2012** 5th DTM (Audi A5 DTM), 2 victories, 1st Macau GT Cup (Audi R8 LMS ultra)

**2013** 21st DTM (Audi RS 5 DTM), 1st GT class Daytona 24 Hours (Audi R8 GRAND-AM), 1st Macau GT Cup (Audi R8 LMS)

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

**2015** 4th DTM (Audi RS 5 DTM), 1 victory

**2016** DTM (Audi RS 5 DTM)

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## **Nico Müller #51**

### **A breath of fresh air**

**2016 marks the third season for the Swiss Nico Müller in the DTM – and the first one in his new team, Audi Sport Team Abt Sportsline.**

Audi's youngest factory driver, aged 24, has learned a lot in his first two DTM years. "I now know that in the DTM there's a lot more that matters than pure speed, because that's what everyone in the DTM has," says the hobby juggler who stays fit by cross-country skiing and mountain biking. "Instead, it's about having every piece of the puzzle down pat. That's not so easy in the DTM because we don't get to drive a lot and the relative strengths change from one weekend to the next."

Müller spent his first two DTM years in Audi Sport Team Rosberg. Now, his move to Audi Sport Team Abt Sportsline is intended to promote the youngster's further development. "Sometimes a breath of fresh air is helpful," says Dieter Gass, Head of DTM at Audi Sport, who firmly believes in Nico Müller's potential.

The 1.85-meter tall Swiss intends to justify this trust with good results at the wheel of the black-gray Playboy Audi RS 5 DTM this season. "I spent a few days with my team in winter and invested a lot of time in preparing for the season," Müller says. "I hope that's going to pay off. I'd like to compete for points at ABT right from the beginning and achieve my first DTM podium for Audi."

There is one big victory Müller has already achieved for Audi: In 2015, he won the 24-hour race at the Nürburgring in the new Audi R8 LMS, followed by a second place in the 24-hour race at Spa. "Even though the DTM is my absolute priority I'd obviously like to defend my victory at the Nürburgring – and at Spa, we've still got some unfinished business."

In the DTM, Nico Müller drives car number "51," a number that he has celebrated a lot of success with in other racing series. "My cousin used to have number '50' on his kart. When I became his teammate it was only logical to take '51,'" says the Audi driver. "I won a lot of races in karting with this number and subsequently the title in Formula Renault as well."



His new teammate in Audi Sport Team Abt Sportsline is someone Müller has known for quite some time. “Back at the young driver test at Montebianco, Miguel Molina was the first Audi factory driver I met,” says the Swiss. “We get along very well. I even visited Miguel at his home in Lloret de Mar. We have a sound, friendly relationship. Obviously, we’re rivals on track. There are no friends there and your teammate is always the first driver you’d like to beat. But I’m sure that we’re going to work together well.”

Of all the DTM race tracks, Nico Müller likes Zandvoort best. “Zandvoort happens to be a real old-school track that doesn’t forgive any mistakes, so you get a high adrenaline surge. The track has lot of fast, fluid turns. Driving there is fun – a highlight on the DTM calendar.”

The imminent return to Budapest pleases the youngster as well. “That’s where I drove my first official DTM test. I have many positive memories of the circuit. I managed to win in GP3 and in the World Series there and was doing well in the DTM there in 2014, too. I like the track and the atmosphere.”

Müller not only switched teams. His previous privately used car, an Audi RS 6 Avant, has been replaced with an Audi RS 7. “As we’re spoiled by trying out something new every year we shouldn’t miss out on this opportunity,” he says. “The RS 6 is the best car you can imagine for everyday use if you enjoy sporty driving. The car is awesome. But the RS 7 is a rocket.”

That Audi Sport is now present in Switzerland as a brand in its own right pleases the youngster in particular: “This increases the public’s awareness of the brand’s sportiness. And maybe new people will be inspired to start watching DTM or LMP races – that would be great.”



## Profile

### Nico Müller (CH)

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

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

**Residence:** Bern (CH)

**Marital status:** single

**Height/weight:** 1.85 m/74 kg

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

#### Sporting career

**2004–2007** Kart

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

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

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

**2009** 1st Formula Renault 2.0 Switzerland, 11th Formula Renault Euro Cup

**2010** 3rd GP3 Series, best European driver

**2011** 4th GP3 Series

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

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

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

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

**2016** DTM (Audi RS 5 DTM)

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**Mike Rockenfeller #99**

## **Ten years Audi, ten years DTM**

**For Mike Rockenfeller, 2016 is a special season. It's "Rocky's" tenth year with Audi – as well as his tenth in the DTM.**

Mike Rockenfeller has a kind of hate-love relationship with the DTM. "I have fun in the DTM particularly when I'm in contention at the front," he candidly admits. "That's why I didn't have quite as much fun last season. I'm hoping for us to have a good year again in 2016."

His so far best year in the DTM was 2013 when he clinched the championship title in the Schaeffler Audi RS 5 DTM. "That was a very emotional experience, not least because I'd been working for this moment for such a long time."

Since 2006, Mike Rockenfeller has been competing in the internationally popular touring car series. The initial years at the wheel of a previous-generation car were rough. Rocky largely motivated himself in sports car races, which he contested alongside the DTM. In 2010, in the Audi R15 TDI, he achieved overall victory in the Le Mans 24 Hours. A year later, he had the most serious accident in his career to date in the iconic French endurance race.

LMP1 sports cars such as the current Audi R18 still fascinate Mike Rockenfeller. However, as DTM Champion he had to make a choice at the end of 2013: defend the title in the DTM or switch to the FIA World Endurance Championship (WEC)? Rocky chose the DTM, which is hard to imagine anymore without his yellow-green Schaeffler Audi RS 5 DTM.

With Timo Scheider he forms the only DTM squad that puts two champions on the grid as teammates. Following two joint years in Audi Sport Team Phoenix, the two Audi drivers have since become personal friends and in 2016 are tackling the 24-hour race at the Nürburgring together in the new Audi R8 LMS as well.

In addition, Rocky was released by Audi Sport to contest the 24-hour race at Daytona and the 12-hour race in Sebring at the beginning of the year. "I've always been fond of U.S. racing," he says. "The two races in Florida have given me a tremendous amount of motivation. Now, I'm very much looking forward to the DTM."



The squad headed by Ernst Moser repositioned itself in winter. “We learned a lot from the mistakes we made last year, talked a lot, and changed a lot,” says Mike Rockenfeller. “Qualifying has become the all-important challenge – and our set-up just wasn’t right for it. We’ve since seen what the crucial aspects are, and are going to try to put this on track. The car is well-engineered, so I feel positive. In 2016, I’m determined to be at the front of the field from the very beginning and, obviously, my aim is to be in contention for the championship.”

In Arnau Niubo Mike Rockenfeller has a new race engineer supporting him in 2016. He knows him well from development tests with the Audi RS 5 DTM. His car number, “99,” has remained the same. “9 is my lucky number – so I thought two of them are better than one ...”

The commitments in Florida helped Rocky prepare for the 2016 DTM as well. “Together with Marcel Fässler, I covered 700 kilometers on a bicycle there. That’s a solid base. I’m in good spirits and trying to start the season physically as well as mentally fresh.”

His family life gives him the necessary energy, too. Since summer 2014, the Rockenfellers have been living in their home on the Swiss side of Lake Constance as a threesome. “Our son is doing great. He’s growing and thriving,” says Rocky. “It’s all happening so fast. Having a child is cool. It’s a totally different feeling to come home now. Anyone who has children knows that. I look forward to seeing my own small family again every time I’ve been away.”

For the family’s sake, Mike Rockenfeller traded his Audi RS 6 Avant for an Audi Q7 after two years. “For traveling with the family, the Q7 is the ultimate car. Obviously, an RS Q7 would be awesome. For the new SQ7, I even shot a film. I think it’s great that Audi Sport has become a brand in its own right. For me, this means things have come full circle. It shows Audi’s intentions and the importance that motorsport, sporty models and sportiness have for the company. Making Audi Sport a brand is an important strategic move.”

## Profile

# Mike Rockenfeller (D)

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

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

**Residence:** Landschlacht (CH)

**Marital status:** married to Susanne, one son (Phil)

**Height/weight:** 1.75 m/68 kg

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

## Sporting career

**1995–2000** Kart

**1997** 1st DMV Junior Cup

**2000** 1st Jörg van Ommen Kart Cup

**2001** 4th Formula König

**2002** 10th Porsche Carrera Cup

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

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

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

**2006** 1st Nürburgring 24 Hours, 5th Grand-Am Series,  
8th GT2 class American Le Mans Series

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

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

**2009** 3rd Sebring 12 Hours (Audi R15 TDI), 14th DTM (Audi A4 DTM), Le Mans 24 Hours  
(Audi R15 TDI)

**2010** 1st Le Mans 24 Hours (Audi R15 TDI), 1st Daytona 24 Hours, 7th DTM (Audi A4 DTM)

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

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

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

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

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

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

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**Timo Scheider #10**

## **Enough to drive you mad**

**For Timo Scheider, Hockenheim is a very special venue. In 2008 and 2009, he secured his two DTM titles there. And in the finale of the 2015 season, following a longer barren spell, he mounted the top of the podium again for the first time.**

“That was a special victory following a difficult season,” says the two-time DTM Champion who has been competing for Audi in the DTM since 2006 and for Audi Sport Team Phoenix since 2014. “Hockenheim gave me a lot of motivation. Winning on the final weekend was important for winter – for me, as well as for the whole squad, and especially for Laurent (Fedacou), my engineer. For him, it was his first ever DTM victory. It’s very important for me to pick up where I left off and to score further victories in 2016.

The same applies to his teammate, Mike Rockenfeller. “The chemistry between us is right and we also spend a lot of private time together,” says Scheider. “That sometimes makes the processes easier. He’s strong as a driver, too. In general, a good teammate is extremely important for promoting your own performance – although the level of drivers in the DTM is now so high that, actually, you can only have strong teammates there...”

2016 marks the 16th DTM season for Timo Scheider. Over the years, the internationally popular touring car series has seen him at the very top, as well as at the very bottom. He knows both sides of the grid. “The DTM is very special and extremely tough. The level could hardly be higher. The small time gaps between us drivers can sometimes drive you mad. With a deficit of just two tenths of a second you can find yourself in 15th place – and everyone will call it a ‘bad weekend’ ...”

Timo Scheider is another driver who is pleased about two races having been held per DTM weekend since last season. “I think everyone welcomes this. I definitely enjoy the new format. Unfortunately, Saturday’s races without a pit stop tended to be a bit boring last year. The qualifying session on Saturday is even more important than the one on Sunday.”





Scheider picked “10” as his car number in the DTM. “I had a ‘10’ on my car as far back as in my first DTM championship winning year. And in soccer, the playmaker usually wears a ‘10’ on his back,” he explains. Converting the “10” into the “1” of the DTM Champion again remains Timo Scheider’s big aim, though it’s an aim he shares with 23 other drivers ...

Alongside the DTM, Scheider would like to contest more GT races in the Audi R8 LMS in the future. For starters, he will be competing together with his DTM teammate, Mike Rockenfeller, in the 24-hour race at the Nürburgring. “I’m receptive to further GT commitments,” says the Audi driver who in 2015 celebrated his debut in the World Rallycross Championship. “That was mega fun, too!”

Scheider stays fit for racing primarily by riding his bicycle. After surviving Cape Epic in South Africa, one of the world’s most grueling mountain bike races, last year before the DTM season opener, he is planning to participate in the Transalp event this year. “Unfortunately, there’ll be a race before and after the event so that I’ll only be able to take part in it for two or three days – but even that’ll be a challenge.”

Scheider has never shied away from challenges. Be it Wok Racing or the Stock Car Challenge hosted by TV entertainer Stefan Raab: Scheider is game for any idea, no matter how wild it may be. However, his own Formula 4 team, which he has moved close to his adopted home near Lake Constance, leaves him only little time for unusual activities. In addition, Scheider’s son, Loris, is tackling his first karting season this year, so free weekends tend to be in scarce supply.

Timo Scheider is engaged to Jessica Hinterseer, the daughter of entertainer Hansi Hinterseer. Slight differences most recently occurred in the Scheider family when it came to choosing cars. “Jessica is going to get a Q7, while for me the RS 6 is still my first choice. In terms of comfort, space and performance, the RS 6 perfectly meets the requirements profile of any race driver.” Scheider’s current RS 6 is bright green – a stark contrast to his subtly black AUTO BILD MOTORSPORT Audi RS 5 DTM.



Profile

## **Timo Scheider (D)**

**Date of birth:** November 10, 1978

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

**Residence:** Lochau (A)

**Marital status:** engaged to Jessica, one son (Loris-Romeo)

**Height/weight:** 1.78 m/73 kg

**Motorsport since:** 1989 (Audi driver since 2006)

### **Sporting career**

**1989–1994** Kart

**1992** 1st Kart Winter Cup Kerpen

**1993** 7th German Junior Cup Trophy

**1994** 1st German Junior Kart Cup, 1st Junior Classification Kart Cup NRW

**1995** 1st German Formula Renault 1800 Championship

**1996** 4th German Formula Renault 2000 Championship

**1997** 2nd German Formula 3 Championship

**1998** 8th German Formula 3 Championship

**1999** 6th German Formula 3 Championship

**2000** 12nd DTM

**2001** 19th DTM

**2002** 8th DTM

**2003** 8th DTM, 1st 24 Nürburgring 24 Hours

**2004** 8th DTM

**2005** 2nd FIA GT Championship, 1st Spa 24 Hours

1st in class Nürburgring 24 Hours, A1 Grand Prix Series

**2006** 10th DTM (Audi A4 DTM), 1st GT2 class Spa 24 Hours

**2007** 7th DTM (Audi A4 DTM)

**2008** 1st DTM (Audi A4 DTM), 3 victories, ADAC Motorsportsman of the Year

**2009** 1st DTM (Audi A4 DTM), 2 victories

**2010** 4th DTM (Audi A4 DTM), 1 victory, 3rd GT2 class Le Mans 24 Hours

**2011** 4th DTM (Audi A4 DTM), 1st Spa 24 Hours (Audi R8 LMS)

**2012** 14th DTM (Audi A5 DTM)

**2013** 10th DTM (Audi RS 5 DTM)

**2014** 9th DTM (Audi RS 5 DTM)

**2015** 18th DTM (Audi RS 5 DTM), 1 victory

**2016** DTM (Audi RS 5 DTM)

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## **Adrien Tambay #27**

### **Hot thanks to ice**

**A year ago, Adrien Tambay moved from Bregenz to bustling London. Now, he changed teams as well. In 2016, the Frenchman will be competing for Audi Sport Team Rosberg for the first time in the DTM.**

From swapping cockpits with Nico Müller, Dieter Gass, Head of DTM bei Audi Sport, expects fresh impetus for Adrien Tambay's career that was slightly stalling last year. "The 2015 season was extremely bad," says the Frenchman. "But I've long chalked it up to experience and am only looking ahead. I had a very good time at ABT and am sure that in 2016 we could have done better. But now I'm getting a fresh start in Audi Sport Team Rosberg. The squad has very good people. I get along well with Jamie (Green). Plus, it's a two-car team – I look forward to that."

Tambay would like to pick up where he left off in the 2014 season that earned him a pole position and podium places. The big aim for 2016 is his first victory in the DTM. "I know I've got the potential to achieve it," says the Frenchman whose father, Patrick Tambay, was active in Formula One – including commitments for Ferrari.

The "27" on Tambay's black Speedweek.com Audi RS 5 DTM is meant as a reminiscence of his father as well. "At Ferrari, my father took the '27' over from Gilles Villeneuve. Gilles Villeneuve, Ayrton Senna and my father are my great idols," he says.

Before the past DTM season, Adrien Tambay changed his main place of residence to England. "I have a great apartment in London's Chelsea," he says enthusiastically. "London is a fantastic city for a young man my age. I feel comfortable there."

Tambay keeps fit primarily by riding his bicycle – a passion he shares with his new teammate, Jamie Green. "We've already made plans to ride our bikes together along the Côte d'Azur. When I'm at home in France, Monaco, where Jamie lives, isn't far away."

Like most of his fellow DTM drivers, Adrien Tambay feels that nine race weekends are not enough. "In the future, I'd like to drive a GT3 race here and there for Audi," he says. "This year, I contested the Trophée Andros for Team WRT. It's one of the best



Audi teams in GT racing, which really impressed me. Maybe an opportunity for other GT3 races will arise from that.”

The French Trophée Andros ice racing series gave Adrien Tambay a lot of his self-confidence back last winter. “I competed in an Audi A1 and the races went much better than expected. Even better than they did for my much more experienced WRT teammate Olivier Panis, who has been contesting the series for ten years and was the championship runner-up the year before. That was really good for me. The ice races keep me on my toes in winter because, in total, we drive far too little in the DTM for my taste.”

That’s why Tambay is particularly pleased that two races per weekend have been held in the DTM since last year. “We’re race drivers – the more races we drive, the better for us,” he says. “Plus, I think the new format is well-received by the spectators, too.”

In winter, Tambay traveled to the ice races in an Audi SQ5. However, for the new DTM season, he is planning to switch back to the most popular RS model of all Audi race drivers: the RS 6. “The car is simply fantastic,” Tambay enthuses about the vehicle.

Tambay thinks its “cool” that Audi Sport is becoming a brand in its own right. “This is a positive development I’m very happy about.”



## Profile

# Adrien Tambay (F)

**Date of birth:** 25. Februar 1991

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

**Residence:** London (GB)

**Marital status:** single

**Height/weight:** 1.81 m/72 kg

**Motorsport since:** 2001 (Audi driver since 2012)

## Sporting career

**2001–2006** Kart

**2007** 1st Formula BMW Germany, rookie classification

**2008** 3rd Formula BMW Europe

**2009** Formula 3 Euro Series

**2010** 6th Auto GP Series, 20th GP3 Series

**2011** 4th Auto GP Series, 27th Formula Renault 3.5

**2012** 10th DTM (Audi A5 DTM), 2nd Trophée Andros Electrique

**2013** 14th DTM (Audi RS 5 DTM), 2nd Trophée Andros Electrique

**2014** 14th DTM (Audi RS 5 DTM)

**2015** 24th DTM (Audi RS 5 DTM)

**2016** DTM (Audi RS 5 DTM), 4th Trophée Andros (Audi A1 quattro)

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

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

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## **Audi Sport Teams in the DTM**

### **More than ten years of sporting the red rhomb**

**The tasks in Audi's DTM squad are clearly distributed. Audi Sport develops the race cars, and Audi Sport Teams Abt Sportsline, Phoenix and Rosberg field them – a division of labor that has proved successful.**

Experience is a crucial factor in the DTM. That is why Audi Sport has been relying on the same proven race teams in the internationally popular touring car racing series for many years. The Audi Sport Teams Abt Sportsline, Phoenix and Rosberg all look back on ten years of sporting the red rhomb, Audi Sport's logo.

Abt Sportsline and Audi have been successful partners ever since their joint days in super touring car racing at the end of the nineteen-nineties. The squad based in the Allgäu also paved Audi's way back into the DTM on independently fielding an Abt-Audi TT-R at the beginning of the new millennium. In 2004, Abt became Audi Sport Team Abt Sportsline. 2016 marks the 17th season for the outfit with Audi in the DTM, and its 13th as an Audi factory team.

Audi Sport Teams Phoenix and Rosberg have been completing Audi's DTM squad since 2006 – initially each fielding previous-generation cars and, since the new DTM regulations were introduced in 2012, competing with identical material and equal rights in every respect.

Audi Sport Team Rosberg, with Jamie Green, last year just barely missed clinching its first DTM drivers' title, which Audi Sport Team Phoenix has taken twice for Audi (most recently in 2013). Audi Sport Team Abt Sportsline even won it four times. Plus, ABT achieved another title, as a privateer team in the 2002 season.

"We have strong teams, all of which are able to win races and the championship," says Dieter Gass, Head of DTM at Audi Sport. "Teamwork is a crucial factor in this respect. We're engaged in permanent exchange and each team has access to the data of all eight cars. In view of the extreme competitiveness in the DTM, this is our key to success."



Audi Sport and the teams appear as a unit. All the engineers of the individual teams, for instance, are integrated in the development tests for the Audi RS 5 DTM. In addition, all teams receive Audi Sport's full support on the race weekends – in terms of technical, logistical and strategic assistance, as well as manpower to some extent. In Florian Modlinger, Daniel Grunwald and Arnau Niubo, Audi Sport provides the teams with a total of three vehicle engineers in the 2016 DTM season.



## **Audi Sport Team Abt Sportsline**

### **Audi's most successful DTM team**

**Besides Audi Sport Team Joest in sports prototype racing, Audi Sport Team Abt Sportsline is the most experienced and successful Audi factory team. In the 2016 season, the outfit headed by Hans-Jürgen Abt and Motorsport Director Thomas Biermaier is fielding a total of four Audi RS 5 DTM cars.**

The family-owned company, ABT, based in the Allgäu, competed in the DTM as a privateer team with the Abt-Audi TT-R from 2000 to 2003 and in 2002 even clinched the title. In 2004, Abt Sportsline became an Audi factory-backed team and has since won four DTM drivers' titles – twice with Mattias Ekström and twice with Timo Scheider.

Today, more than 50 employees are dedicated to the four Audi RS 5 DTM cars entered under the names of Audi Sport Team Abt Sportsline and Audi Sport Team Abt. To perfectly prepare the race cars, Abt opened a 2,400-square meter motorsport center in Kempten last year, which Audi uses to prepare the race cars of the new Audi Sport TT Cup as well.

In addition, the world's leading tuner of automobiles of the Volkswagen Group provides the only German team in the new FIA Formula E Championship which Audi Sport supports by releasing factory driver Lucas di Grassi. The Brazilian won the inaugural race of the electric racing series in Beijing in September 2014 – marking another milestone in the history of ABT Sportsline that now spans 120 years.

ABT Sportsline's extensive motorsport commitment in the 2016 season is complemented by the squad's participation in the ADAC GT Masters.

#### **Major successes of ABT Sportsline**

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

**1st DTM teams' classification:** 2004, 2007, 2011 (all Audi)

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

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

**1st ADAC Formel Masters:** 2009

**1st ADAC Formel Junior:** 1991, 1992, 1996





## **Audi Sport Team Phoenix**

### **Champion makers from the Eifel**

**Since 2006, Audi Sport and Phoenix Racing have been partners in the DTM. During this period of time, the squad headed by Team Director Ernst Moser has become a key player.**

Twice the squad from the Eifel based in Meuspath at the Nürburgring won the DTM drivers' title and four times it provided the best Audi driver in the overall classification. The team has been active in the DTM since the racing series' comeback in 2000, which makes it one of the most experienced DTM outfits.

Following a difficult 2015 season, Audi Sport Team Phoenix is set on battling again for the championship title with its two Audi RS 5 DTM cars. In addition, Phoenix Racing is an important partner of Audi Sport customer racing in GT racing.

The team has won the 24-hour race at the Nürburgring with the Audi R8 LMS twice. In the 2016 season, Phoenix Racing is facing a truly mammoth program with the new version of the successful GT3 race car, with no no less than 36 GT races, including events in ADAC GT Masters, being planned.

In Asia, Phoenix Racing keeps extending its commitments as well – including the Audi R8 LMS Cup.

#### **Major successes of Phoenix Racing**

**1st DTM drivers' classification:** 2011, 2013 (all Audi)

**1st DTM teams' classification:** 2013 (Audi)

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

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

**1st Bathurst 24 Hours:** 2012 (Audi)

**1st FIA European GT3 Championship:** 2009 (Audi)

**1st Belgium GT3 Championship:** 2009 (Audi)

**1st Touring Car GP Macau:** 1999 (Audi)



## **Audi Sport Team Rosberg**

### **Heading for the top spot**

**After Audi Sport Team Rosberg with Jamie Green just barely missed clinching the DTM championship title last year, it is regarded as one of the favorites in 2016.**

Four victories and second place in the drivers' classification: The tenth season of Audi Sport Team Rosberg in the DTM has been the most successful one so far for the squad headed by Team Director Arno Zensen which has been active as a factory-backed team for Audi in the DTM since 2006.

In total, the team looks back on a more than 20-year history. The former Formula One World Champion Keke Rosberg formed Team Rosberg in 1994 and was at the wheel himself in the squad's first season. Many prominent drivers such as Klaus Ludwig, Hans Stuck, JJ Lehto or Gary Paffett competed for the team. Keke Rosberg's son, Nico, made his first steps in racing in his father's team as well.

Arno Zensen takes care of the outfit's daily business. Keke Rosberg stays in the background, but can occasionally be found at the control center, providing input.

For the 2016 season, Audi Sport Team Rosberg in Francesco Nenci got a new Technical Director on board with important know-how from Formula One.

With its subsidiary, TRE, Team Rosberg at its headquarters in Neustadt an der Weinstraße, in addition to racing, specializes in engineering services for the automotive industry.

### **Major successes of Team Rosberg**

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

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

**1st Rookie Classification BMW Formula ADAC Championship: 2004**



## DTM 2016

### Fine-tuning the new format

**The DTM in its particular form is unique. It is the only racing series in the world that is exclusively dedicated to factory-backed teams and in which every one of the 24 drivers has the potential for winning. The three leading German premium manufacturers – Audi, BMW and Mercedes-Benz – are battling each other in fierce duels on the race track. Behind the scenes, they jointly work on continually developing and optimizing the series.**

In 2015, the DTM largely reinvented itself. Since then, there have been two races per weekend, amounting to a double dose of action for the fans. Saturday and Sunday are separate race days, each with free practice, warm-up and qualifying sessions, and races. The motto is: “Keep it simple.” In qualifying, every driver has 20 minutes for delivering a fast lap and securing a good grid position. The first race on Saturday lasts 40 minutes – without a mandatory pit stop. Sunday’s race is 60 minutes, plus one lap, and every car has to pit once for a tire change.

For the teams and drivers, the format that was introduced last year means a great strain. “On Saturday and Sunday, there’s hardly a chance to take a breather,” says Dieter Gass, Head of DTM at Audi Sport. “Important decisions have to be made in a very short time. But the new format has proved successful. The fans simply get to see a lot more. Plus, 13 different victories in the 18 races of the season speak for themselves. “

A need for optimization existed with the so-called performance weights and the use of the drag reduction system (DRS). As the further development of the cars during the season is prohibited in the DTM for cost reasons, results-dependent additional weights ensure maximum equality of opportunity. For 2016, the formula for weight allocation has been refined in order to counteract block formation of the manufacturers. In addition, the weights are now no longer re-calculated from one race weekend to another but for each race, and no longer related to the driver, but to the brand. The organizers expect this change to produce even greater variety.

The DRS introduced in the DTM in 2013 makes it possible for the driver to temporarily lower the angle of the car’s rear wing and, due to the reduced aerodynamic drag, to



be faster on the straights. New DRS rules aim to intensify the drivers' use of the rear wing flap for overtaking maneuvers compared with previous practice.

“During the winter we intensively looked at how the races could be made even more thrilling for the fans,” says Dieter Gass. “I believe that together we came up with some good solutions that are going to make racing even more attractive.”

The character of the two race days has remained unchanged. Due to the shorter race and the lacking mandatory pit stop, qualifying on Saturday is particularly important. In the longer race, including a tire change on Sunday, the right strategy is equally important as the mechanics' perfect work. Ideally, it takes the pit crew less than three seconds to change all four wheels of an Audi RS 5 DTM.

The 2016 DTM Champion is determined at nine events in a total of 18 races. For all 18 rounds, identical points are awarded in spite of the differences in race duration. All races are broadcast live on “Das Erste” in Germany. In n-tv and Sport1, the DTM has two more strong international TV partners. Around the globe, more than 100 countries air live or delayed-as-live broadcasts of the DTM. On YouTube, the DTM can be watched live in many countries as well.

At the venues, 70,778 spectators on average watched DTM events last year. At six events in 2016, the Audi Sport TT Cup will be represented again with two races each as part of the supporting program. In the Audi one-make cup that will additionally be held before the 24-hour race at the Nürburgring, Audi has been providing international young drivers an opportunity to enter motorsport since last season.

Besides the city street race at the Norisring, the season opener at Hockenheim featuring a visit of the FIA World Rallycross Championship and the DTM weekend at the Lausitzing with a round of the ADAC GT Masters and the Superbike motorcycles are special highlights on the DTM calendar.



## **DTM events in 2016**

### **Nine events, 18 races**

**Since last year, the DTM has been delivering a double dose of action, with two races held on each DTM weekend – the first one on Saturday and the second one on Sunday. The 2016 season features nine events with a total of 18 races. Five events are held in Germany, plus there will be races in Austria, the Netherlands, Russia and Hungary.**

#### **Hockenheim (D)**

**Race 1 (round 1):** Saturday, May 7, 16:00 (race start)

**Race 2 (round 2):** Sunday, May 8, 14:30

**Track length:** 4.574 kilometers

**Qualifying record on this track:** Mattias Ekström (Audi), 1m 32.244s (2008)

**Race record on this track:** Martin Tomczyk (BMW), 1m 32.532s (2014)

#### **Audi victories in 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.

#### **Track description by Jamie Green:**

“Hockenheim is where the DTM is at home. And the season opener is always very special. The long wait is over, all the drivers are fully motivated and the excitement of the fans is boundless. As soon as the starting lights go off, it doesn’t matter what happened before – the only thing that matters is the moment. Last season, I celebrated my first victory in a season opener, preceded by incredibly hard work, because details make the difference between success and failure. It all starts with the set-up. For the many fast and semi-fast turns the car has to generate downforce. That’s why aerodynamic efficiency is a very important aspect of the set-up. Highlights for the drivers and the crowd are the Parabolika and the hairpin. Top speed, slip stream duels and braking mistakes – this is where everything happens that makes fan and race driver hearts beat faster.”



### **Red Bull Ring Spielberg (A)**

**Race 1 (round 3):** Saturday, May 21, 17:45

**Race 2 (round 4):** Sunday, May 22, 15:10

**Track length:** 4.326 kilometers

**Qualifying record on this track:** Bruno Spengler (BMW), 1m 24.588s (2013)

**Race record on this track:** Mike Rockenfeller (Audi), 1m 25.266s (2014)

### **Audi victories in the DTM at the Red Bull Ring:**

2011 Martin Tomczyk, Audi A4 DTM; 2012 Edoardo Mortara, Audi A5 DTM; 2015 (Saturday) Edoardo Mortara, Audi RS 5 DTM; 2015 (Sunday) Mattias Ekström, Audi RS 5 DTM.

### **Track description by Edoardo Mortara:**

“Spielberg is one of the most beautiful facilities and there are several reasons why it’s one of my favorite tracks on the DTM’s race calendar. First of all, I’ve always been successful there, which my DTM victories show. In addition, the atmosphere on this challenging roller-coaster track is always very special, which is largely due to the Austrian fans. My favorite section is in the last sector that goes downhill and which ends in a fast but difficult corner on the start-finish straight. I also like the surroundings in Spielberg because the Red Bull Ring is embedded in fantastic scenery that is unique on the DTM race calendar.”

### **Lausitzring (D)**

**Race 1 (round 5):** Saturday, June 4, 15:10

**Race 2 (round 6):** Sunday, June 5, 15:25

**Track length:** 3.478 kilometers

**Qualifying record on this track:** Jamie Green (Audi), 1m 17.386s (2015)

**Race record on this track:** Mike Rockenfeller (Audi), 1m 18.268s (2013)

### **Audi victories in the DTM at the Lausitzring:**

2004 Mattias Ekström, Audi A4 DTM; 2005 Mattias Ekström, Audi A4 DTM; 2011 Martin Tomczyk, Audi A4 DTM; 2015 (Saturday) Jamie Green, Audi RS 5 DTM; 2015 (Sunday) Jamie Green, Audi RS DTM.

### **Track description by Adrien Tambay:**

“At the Lausitzring, finding the right rhythm poses a challenge over and over. It’s an unusual layout because we’re driving on a part of the tri-oval and then return to a section on the infield. The walls are close to the track, so you have to be careful going



to the limit. For the spectators, it's great, as they have a unique overview from the grandstands. And at the end of the long straight, there's a good overtaking opportunity so that they get to see a lot of action."

### **Norisring (D)**

**Race 1 (round 7):** Saturday, June 25, 13:25

**Race 2 (round 8):** Sunday, June 26, 13:10

**Track length:** 2.300 kilometers

**Qualifying record on this track:** Bruno Spengler (Mercedes-Benz), 47.785s (2008)

**Race record on this track:** Robert Wickens (Mercedes-Benz), 48.178s (2015)

### **Audi victories in the DTM at the Norisring**

1990 Hans-Joachim Stuck, Audi V8 quattro; 1991 Hans-Joachim Stuck, Audi V8 quattro; 2002 Laurent Aiello, Abt-Audi TT-R.

### **Track description by Jamie Green:**

"With respect to thrilling racing and gripping overtaking maneuvers the Norisring – Audi's home track – is the best race track of all. That was even the case in the days before DRS and now even more so. Obviously, I've got fond memories of the Norisring due to my victories there, although it's actually not a track that's particularly enjoyable from a driving perspective. This track is primarily about braking, slow turns and driving with little downforce, in a way we normally don't drive in the DTM. Because the Norisring has only straights and extremely slow turns, you can get closer to the car in front. As a result, the duels are fiercer and more thrilling than on any other DTM race track. And the atmosphere with the many fans gives you goose bumps – especially, of course, as an Audi driver, because, due to Ingolstadt being so close, a lot of 'Audians' visit the race in Nuremberg."

### **Zandvoort (NL)**

**Race 1 (round 9):** Saturday, July 16, 18:05

**Race 2 (round 10):** Sunday, July 17, 13:40

**Track length:** 4.307 kilometers

**Qualifying record on this track:** Pascal Wehrlein (Mercedes-Benz), 1m 30.449s (2014)

**Race record on this track:** Marco Wittmann (BMW), 1m 32.296s (2013)

### **Aud-victories in the DTM at Zandvoort:**

2002 Mattias Ekström, Abt-Audi TT-R; 2004 Mattias Ekström, Audi A4 DTM; 2006 Tom Kristensen, Audi A4 DTM; 2007 Martin Tomczyk, Audi A4 DTM; 2008 Mattias



Ekström, Audi A4 DTM; 2011 Mike Rockenfeller, Audi A4 DTM; 2012 Edoardo Mortara, Audi A5 DTM; 2014 Mattias Ekström, Audi RS 5 DTM.

**Track description by Mattias Ekström:**

“Zandvoort is one of my favorite tracks. It has many nice corners with great combinations, going up and down. The circuit has a fantastic rhythm. Zandvoort is also one of the few tracks with good overtaking opportunities, which means you can win even from a bad grid position. At the beginning of the race weekend, the tarmac has hardly any grip, but you can feel it increasing lap by lap. The thing I like most at Zandvoort is the blind corners – that’s where you need a lot of confidence in your car.”

**Moscow Raceway (RUS)**

**Race 1 (round 11):** Saturday, August 20, 14:30 (12:05 CEST)

**Race 2 (round 12):** Sunday, August 30, 14:10 (12:45 CEST)

**Track length:** 3.931 kilometers

**Qualifying record on this track:** Maxime Martin (BMW), 1m 28.523s (2014)

**Race record on this track:** Miguel Molina (Audi), 1m 28.305s (2014)

**Audi victories in the DTM at Moscow Raceway:**

2013 Mike Rockenfeller, Audi RS 5 DTM; 2015 (Sunday) Mike Rockenfeller, Audi RS 5 DTM.

**Track description by Mike Rockenfeller:**

“I feel very comfortable at Moscow Raceway. After all, I’ve won there twice. The track is a real challenge, very difficult, with a demanding configuration. The layout combines fast and slow turns, and turns you have to enter by braking. The facility meets the highest standards and the local fans have by now become real DTM experts. Moscow is definitely an adventure and one of the most exotic stops on the DTM race calendar as far as I’m concerned. PR activities in this world metropolis are particularly enjoyable – after all, who can claim to have driven around the Kremlin in an Audi RS 5 DTM?”





### **Nürburgring (D)**

**Race 1 (round 13):** Saturday, September 10, 14:55

**Race 2 (round 14):** Sunday, September 11, 15:10

**Track length:** 3.629 kilometers

**Qualifying record on this track:** Miguel Molina (Audi), 1m 21.732s (2015)

**Race record on this track:** Marco Wittmann (BMW), 1m 23.175s (2014)

### **Audi victories in the DTM at the Nürburgring:**

1990 Walter Röhrl, Audi V8 quattro; 1992 Frank Biela, Audi V8 quattro; 2001 Laurent Aiello, Abt-Audi TT-R (both races); 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.

### **Track description by Miguel Molina:**

“I’ll always remember the Nürburgring – after all, I lived not far from the “Ring” for half a year. But also due to my success there, it’s like a second home for me in a way. Last season, I clinched my first DTM victory at the Nürburgring – a nice confirmation of my work, because I’ve always been fast there. The track configuration makes high demands on the driver. Maximum concentration is necessary – every second, because the track combines fast and slow sections. Keeping your rhythm is extremely important as well. If your timing is wrong in the chicane in front of the last turn, that’ll cost you a lot of time. The changeable weather conditions are another challenge that makes the Nürburgring special. But, fortunately, changeable weather affects all the drivers.”

### **Hungaroring (H)**

**Race 1 (round 15):** Saturday, September 24, 15:00

**Race 2 (round 16):** Sunday, September 25, 15:10

**Track length:** 4.381 kilometers

**Qualifying record on this track:** Marco Wittmann (BMW), 1m 36.518s (2014)

**Race record on this track:** Nico Müller (Audi), 1m 37.556s (2014)

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

“Budapest has a special flair and, for me, the Hungaroring numbers among the greatest challenges on the DTM calendar. I’ve won here before in junior series – but that was hard work. The track configuration is very technical. It’s arguably the track with the largest number of turns on the calendar, on which you mustn’t let go of the



steering wheel. If you make a mistake, you'll carry it with you for a long time, as every corner will influence the following ones. Overtaking opportunities are rare – even with DRS. In addition to its flair of a European metropolis, Budapest scores with its motorsport culture. The fans are very enthusiastic and you can immediately feel that Formula One has been at home here for many years.”

**Hockenheimring Baden-Württemberg (D), finale**

**Race 1 (round 17):** Saturday, October 15, 14:55

**Race 2 (round 18):** Sunday, October 16, 15:15

**Track length:** 4.574 kilometers

**Qualifying record on this track:** Mattias Ekström (Audi), 1m 32.244s (2008)

**Race record on this track:** Martin Tomczyk (BMW), 1m 32.532s (2014)

**Audi victories in the DTM finale at Hockenheim:**

1990 Hans-Joachim Stuck, Audi V8 quattro (both races); 1991 Frank Biela, Audi V8 quattro (both races); 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.

**Track description by Timo Scheider:**

“For me, the finale at Hockenheim is linked to a number of very special memories because, after all, I became DTM Champion there in 2008 and 2009. The Hockenheimring is regarded as the ‘DTM’s living room’ for good reason, because the atmosphere is unique and the thousands of fans flocking to the race are really enthusiastic. The two first sectors of the track are absolute high-speed sections, with the Parabolika and the hairpin as highlights for fans and drivers. My favorite section, though, is in the last sector at the entrance to the Motodrom. There, we can feel the presence of the fans in the grandstands with particular intensity – absolutely a goose bump sensation.”



## **Audi's track record in the DTM**

### **19 years, nine champions, numerous records**

**2016 marks the 20th DTM season for Audi. Its track record to date is impressive. An amazing nine times a DTM Champion has won under the banner of the four rings.**

Even on making its first appearance in the DTM at the beginning of the nineties, Audi Sport left a lasting impression. In an Audi V8 quattro, that was huge by touring car standards, Hans-Joachim Stuck and Frank Biela immediately clinched the DTM title twice in succession for Ingolstadt and Neckarsulm.

Following the DTM's comeback in 2000, Team Abt Sportsline, with a coupe the squad had independently developed based on the Audi TT, caused a stir in 2002. Laurent Aiello sensationally won against the factory-backed teams of Mercedes-Benz and Opel, and clinched the third DTM title for Audi.

The return of the four rings to the DTM with a factory-backed commitment was successful as well. In 2004, Mattias Ekström in the new Audi A4 DTM won the championship and the manufacturers' and teams' classifications went to Audi, too.

With a track record of five drivers' titles in only eight years, the A4 DTM has been Audi's most successful DTM race car to date. On winning three consecutive titles from 2007 to 2009, Mattias Ekström and Timo Scheider achieved the only title hat-trick of an automobile manufacturer in the racing series to date. In 2011, the last year of the A4 DTM, Martin Tomczyk clinched another DTM title for Audi.

In 2013, Mike Rockenfeller secured the first title of the new Audi RS 5 DTM. In total, five of the last eight DTM Champions wore the red rhomb, Audi Sport's logo, on their chest.

On six of the eight current DTM race tracks, Audi holds the track record for qualifying or the race. Only on the Hungaroring, Audi has not yet entered its name on the winners' list.



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

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

**1991 Frank Biela (Champion)**

1992 Frank Biela (15th)

2000 Laurent Aiello (16th)

2001 Laurent Aiello (5th)

**2002 Laurent Aiello (Champion)**

2003 Mattias Ekström (4th)

**2004 Mattias Ekström (Champion)**

2005 Mattias Ekström (2nd)

2006 Tom Kristensen (3rd)

**2007 Mattias Ekström (Champion)**

**2008 Timo Scheider (Champion)**

**2009 Timo Scheider (Champion)**

2010 Timo Scheider (4th)

**2011 Martin Tomczyk (Champion)**

2012 Mike Rockenfeller (4th)

**2013 Mike Rockenfeller (Champion)**

2014 Mattias Ekström (2nd)

2015 Jamie Green (2nd)

## **Facts and figures about Audi's commitment in the DTM**

**Drivers' championship titles:** 9 (1990, 1991, 2002, 2004, 2007, 2008, 2009, 2011, 2013)

**Manufacturers' championship titles:** 2 (2004, 2014)

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

**Years:** 19 (1990-1992, 2000-2015)

**Races:** 243

**Victories:** 77

**Podiums:** 244

**Pole positions:** 81

**Fastest laps:** 72

**Vehicle models:** 5

**Vehicles:** 47

*As of the end of the 2015 season*



## Partners

### **The partners of Audi Sport in the 2016 DTM**

**In the fierce competition of the DTM, Audi Sport can rely on support by renowned partners.**

#### **Akrapovič**

Akrapovič is a Slovenian materials engineering company and develops premium exhaust systems. The brand that is celebrating its 25th anniversary in 2016 stands for highest standards in design, enhanced performance and the creation of a distinctive exhaust sound. Akrapovič supplies exhaust systems to Audi Sport as well.

#### **Aral Ultimate**

Aral Ultimate sets standards in combining performance and efficiency. Aral Ultimate 102 and Aral Ultimate Diesel enhance the performance of any engine, with clean combustion for improved fuel economy – also in the V8 of the Audi RS 5 DTM: this year marks the 12th season in which Aral Ultimate is used as the DTM's exclusive fuel.

#### **Audi Sport racing academy**

The new talent promotion project of the Audi driving experience now accompanies the development of young race drivers on the road toward becoming professional race drivers. From theoretical courses to hands-on driving units on ice, snow and European race tracks, up to six young talents per year are learning the tricks of their trade, instructed by experienced mentors.

#### **AUTO BILD MOTORSPORT**

AUTO BILD MOTORSPORT, Europe's largest motorsport magazine, is published 40 times a year as an inserted magazine in AUTO BILD. During the season, AUTO BILD MOTORSPORT offers readers the full gamut of racing: from Formula One to DTM, VLN and rally championships, through to club sport and exclusive news from the motorsport world.



### **Castrol EDGE**

Castrol has been a leading producer of high-grade engine oils since the end of the 19th century, including joint developments with customers such as Audi. One result is Castrol EDGE, the company's most powerful oil to date.

### **Cisco**

Audi Sport's technical IT innovation partner is a global leader in the field of IT that helps companies today make use of tomorrow's business opportunities. By interlinking people, processes, data and things, companies can optimize processes, use resources more efficiently, and thus gain competitive advantages.

### **Hoffmann Group**

Some 3,000 employees in more than 50 countries with their performance have made the Hoffmann Group what it is today: one of the world's leading suppliers of quality tools. The company's three-way combination of expertise in selling, manufacturing and support is unique. Hoffmann's proprietary premium GARANT brand has won international awards. In addition to its DTM commitment, the Hoffmann Group is a supplier to Audi's new Competence Center Motorsport in Neuburg.

### **Oris**

Since 1904, the Swiss watchmaker has been manufacturing exclusively mechanical watches. The red rotor characterizes their unique design. Since the 2014 season, the Swiss timepieces have been ensuring perfect timing at Audi Sport as well. As homage to the partnership, Oris has developed a strictly limited chronograph, the Audi Sport Limited Edition.

### **Playboy**

Playboy is THE premium lifestyle magazine for men. The mix of erotic photography and high-quality journalism is unique and accounts for the success of the magazine that was first published in the United States in 1953. The German issue of Playboy was launched in 1972. Since then, Playboy has been telling stories about the exciting sides of life. Of women who are beautiful and desirable and of people who make their dreams come true.



### **Red Bull**

Red Bull has been invigorating body and mind – since as far back as 1987 when the Austrian manufacturer not only launched an all-new product on the market, but also created an all-new product category – energy drinks. Today, Red Bull is available in more than 169 countries, with more than 60 billion cans having been consumed around the globe to date.

### **Schaeffler**

The Schaeffler Group is a leading global integrated automotive and industrial supplier. The company stands for top quality, outstanding technology and strong innovative prowess. With high-precision components and systems in engine, transmission and chassis applications, as well as rolling and plain bearing solutions, the Schaeffler Group makes an important contribution to “mobility of tomorrow.”

### **Speedweek.com**

The online magazine Speedweek, billed as “The Best Motorsport on the Web,” provides news, results and background information about the world’s racing series 365 days a year.

### **Teufel**

Berlin-based loudspeaker manufacturer Teufel is a specialist in creating an intensive sound experience. Having started in 1980 as a seller of DIY loudspeaker kits, the company, today, is Europe’s number one direct seller of audio products, from headphones to home cinema systems. A rapid success story that perfectly fits with Audi Sport. Teufel’s offering is special also in that the products are exclusively sold directly online or at the company’s own stores. That’s why the prices for the high-end products are considerably lower than those of the competition.



## **Other Audi Sport partners**

### **Alpinestars**

Manufacturer of professional racing gear and lifestyle products

### **Audi Top Service**

Personal support and tailored solutions for Audi's customers

### **Eibach**

Specialist for springs and suspensions

### **Gerolsteiner**

Mineral water and soft drinks of top quality

### **Hofmühl**

Private brewery with a more than 500-year history in the traditional art of brewing

### **MAN**

One of the global market leaders in the commercial vehicle and truck markets

### **OZ Racing**

Producer of high-end wheels for racing and for production cars

### **Welt Gruppe**

DIE WELT is one of Europe's leading daily newspapers





Calendar

## **2016 DTM events**

06–08/05	DTM season opener Hockenheim (D)
20–22/05	DTM Red Bull Ring, Spielberg (A)
03–05/06	DTM Lausitzring (D)
24–26/06	DTM Norisring, Nuremberg (D)
15–17/07	DTM Zandvoort (NL)
19–21/08	DTM Moscow Raceway (RUS)
09/–11/09	DTM Nürburgring (D)
23–25/09	DTM Budapest (H)
14–16/10	DTM finale Hockenheim (D)



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## **Fuel consumption and emissions**

### **Audi RS 3 Sportback:**

Combined fuel consumption in l/100 km: 8.3–8.1;  
combined CO<sub>2</sub> emissions: 194–189 g/km

### **Audi RS Q3:**

Combined fuel consumption in l/100 km: 8.6–8.4;  
combined CO<sub>2</sub> emissions: 203 –198g/km

### **Audi RS 6 Avant:**

Combined fuel consumption in l/100 km: 9.6–7.4;  
combined CO<sub>2</sub> emissions: 223 g/km

### **Audi RS 7 Sportback:**

Combined fuel consumption in l/100 km: 9.5–7.3;  
combined CO<sub>2</sub> emissions: 221 g/km

### **Audi R8:**

Combined fuel consumption in l/100 km: 12.3–11.4;  
combined CO<sub>2</sub> emissions: 287–272 g/km

### **Audi Q7:**

Combined fuel consumption in l/100 km: 8.3–5.5;  
combined CO<sub>2</sub> emissions: 193–144 g/km