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October 2017

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## **Audi in the 2017 DTM**

### **On a new track**

**With the new Audi RS 5 DTM, three proven teams and six strong drivers Audi is battling for the titles in the manufacturers', teams' and drivers' classifications in the 2017 DTM.**

"These are exciting times for the DTM," says the new Head of Audi Motorsport Dieter Gass. "We have new cars with more power, a throatier sound and less downforce. The tires degrade faster, are no longer preheated and make even greater demands on the driver. The pit stops with fewer mechanics immediately reveal any mistake. The format is identical for all 18 races. Overall, we've made the DTM even more thrilling and spectacular. For instance, we're now offering completely new peeks behind the scenes to the fans. I very much look forward to the new season."

Audi has reorganized itself for the DTM to some extent as well. Stefan Guger is the new Project Leader for the DTM and Florian Modlinger the Technical Director. Audi has reduced the driver squad from eight to six campaigners and in Loïc Duval and René Rast has the only newcomers in the 2017 DTM field. They form a strong unit together with the two former DTM Champions Mattias Ekström (2004 und 2007) and Mike Rockenfeller (2013) and the two DTM race winners Jamie Green and Nico Müller.

The three teams have remained unchanged: Abt Sportsline, Phoenix and Rosberg. In all three teams, Dieter Gass relies on a combination of a seasoned campaigner and promising teammates. Youngster Nico Müller and Mattias Ekström form Audi Sport Team Abt Sportsline, Loïc Duval and Mike Rockenfeller Audi Sport Team Phoenix, Jamie Green and René Rast Audi Sport Team Rosberg.

The car is completely new. Audi has developed the third-generation Audi RS 5 DTM in parallel to the production model. It features the new RS design language for the first time, appears even more progressive and is even more extreme in terms of aerodynamics than its successful predecessor. At the same time, the four-liter V8 engine of the Audi RS 5 DTM now delivers more than 500 HP.

## Interview

### **Dieter Gass: “Exciting times for the DTM”**

**The Head of Audi Motorsport about the new Audi RS 5 DTM, the realignment of the DTM and the aims for 2017.**

#### **Is the new Audi RS 5 DTM as fast as it looks?**

We obviously hope so. The pre-season tests have been promising. We'll only know where we stand, though, after the first race at Hockenheim. There's much that's new in the DTM – it's definitely going to be exciting.

#### **How do you personally like the new Audi RS 5 DTM?**

Very much. I like the new RS design language by Marc Lichte and his team. The new Audi RS 5 DTM is our first DTM car we developed in parallel to the production model. I think it's a very good-looking car. But you don't score points or win championships just because a race car looks good – it has to be fast, reliable and competitive, and we've been working hard for this.

#### **Will this year finally produce the DTM drivers' title that Mike Rockenfeller most recently clinched for Audi in 2013?**

With ten victories in each of the last two seasons, the Audi RS 5 DTM was the most successful car. In 2016, we won the teams' and the manufacturers' classifications. We're proud of this because it shows that we had a fast car and did a good job. But of course we know that – just like in Formula 1 – the drivers' title is the most prestigious one in the eyes of the fans. That's why it's clear that we're aiming to clinch the drivers' title.

#### **There are many things that will be new in the DTM. You personally attended all the pre-season tests. How do you like the cars?**

The pre-season tests confirmed that we're heading in the right direction. The cars have a throatier sound and are faster. I think that you can see that on track too. The biggest step, though, are the softer tires. Depending on how you use them, the differences in lap times are considerable. There are many different strategic options – making the season a very exciting one. The driver is playing a greater role than before as well.



**The pit stop format is new too – and both races on a weekend will now be equally long.**

This makes the DTM more spectacular and, at the same time, easier to understand. The starting times of practically all races in 2017 are planned to be identical to the extent possible. The race format is identical as well: about one hour including a pit stop – that's easy to remember for spectators and TV viewers. The pit stops themselves will be more interesting for the fans. They'll last longer and be easier to watch by the audience. In addition, we're becoming even more open to the fans, providing them with completely new opportunities to peek into the pits.

**In the DTM this year, only 18 instead of the previous 24 cars will be on the grid. What are your views on this reduction?**

It was necessary because we want to continue seeing all the cars in the field in contention for victory. Quality is more important to us than quantity. I understand that the fans would like to see as many cars and drivers as possible, but spectacular races are a far more significant aspect, so the question of whether 18 or 24 cars are on the grid is secondary. I'm confident that we're going to see such races this season.

**In Gerhard Berger the DTM has a new boss. How do you view his signing?**

I'm very happy that the DTM managed to secure Gerhard Berger's services. In him, we have a proven expert who knows the entire breadth of motorsport and is well-connected. I would like to thank Walter Mertes, Hans-Jürgen Abt, and particularly Hans Werner Aufrecht. He has made the DTM what it is today.

**The stars of the DTM are the drivers. Is the Audi driver squad the strongest one in the DTM?**

We obviously hope so. In Mattias (Ekström) and Mike (Rockenfeller), we have two DTM Champions on board who are among the favorites in my book, not least due to the new rules and tires. Jamie (Green) is no doubt one of the strongest campaigners in the DTM. Nico (Müller) convinced us last season with consistently good performances and his first DTM victory. René (Rast) not only with his strong performance in the finale at Hockenheim showed that he'll be at the very front of the field in the DTM as well. And in Loïc (Duval), we have integrated one of our best drivers from the Le Mans program into the DTM squad. There's no doubt in my mind: we're in a top position with our driver lineup for the 2017 season and have six strong characters in our team.

## The new Audi RS 5 DTM

### An exciting new race car

**Clear the stage for an exciting new race car: at the same time as the production model, Audi Sport presented the DTM racing version of the Audi RS 5 Coupé at the Geneva Motor Show. The new RS design language premieres in this model that also features numerous modifications required by the regulations.**

“This is a special day for me and everyone involved in the DTM project,” says Head of Audi Motorsport Dieter Gass. “For the first time, we developed a new DTM car in parallel to the production model. This underlines once again how closely motorsport and production work together at Audi.” The track record of the successor model sets benchmarks for the future. Having clinched ten victories in each of the last two seasons, it was the most successful DTM car in both years. “Obviously, we’d like to repeat this with the new RS 5 DTM,” Gass adds.

Visually, the third-generation Audi RS 5 DTM clearly stands out from its two successful predecessor models. “It appears even more progressive and is even more extreme in terms of aerodynamics,” says Project Leader Stefan Guger. “In many areas of aerodynamics, we explored further detailed options.” The restrictive DTM regulations allow the engineers the greatest latitude around the rear wheel arches. Accordingly, they have been trimmed for maximum downforce combined with utmost efficiency.

“In addition, we’ve improved the components in terms of accuracy of fit once again,” says Guger. “As far as gap dimensions are concerned, Audi has always stood out from the competition. Still, we’ve made another step that enhances aerodynamic performance.” New as well is the rear wing, which now consists of two flaps. To increase the effectiveness of the Drag Reduction System (DRS), the entire wing is no longer lowered but, like in Formula 1, the top flap flattened – which is intended to produce even more overtaking maneuvers in future DTM events.

The objective of the new regulations is to make the cars more challenging to handle in order to put greater emphasis on the drivers’ performance. Among other things, aerodynamic downforce of the DTM race cars has been reduced. Decisive here on all cars are modified geometries of the specification front splitters, underfloors and rear diffusers. Ride height has increased due to the regulations as well.

That the new Audi RS 5 DTM is faster than its predecessor in spite of these modifications is primarily attributable to two additional changes. In the 2017 season, tire partner Hankook will be



supplying softer tires. While allowing faster lap times to be achieved on the one hand they are deliberately designed to significantly degrade after a few laps on the other. At the same time, the four-liter V8 engine of the Audi RS 5 DTM now delivers more than 500 HP. "You can feel this additional power in the cockpit," says Jamie Green who in winter, together with Mattias Ekström, performed the major part of the testing work for the 2017 season.

The base of the engine used in the Audi RS 5 DTM has remained unchanged. To achieve the desired power boost, the engineers modified the air intake system and the cooling system. In addition, they made some detailed adjustments to ensure the same reliability as before. After all, a DTM engine has to survive a full season.

Another change resulting from the regulations concerns the suspension, which is now identical on all DTM cars as well. While this avoids costly further developments, the variety of set-up options has remained unchanged.

"The new DTM regulations have come a long way in terms of achieving further cost reductions while enhancing the sport and making the cars more attractive," says Dieter Gass. "These are exciting times for the DTM: we have more power, softer tires and less downforce. Combined with the best drivers, we expect to see even more thrilling racing. I can only invite everyone to come to Hockenheim at the beginning of May to personally witness the first race of our new baby."

## Technical data Audi RS 5 DTM (2017)

As of: May 2017

Model	Audi RS 5 DTM (2017)
<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 gasoline engine 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	Over 500 HP
Torque	More than 500 Nm
<b>Drivetrain/transmission</b>	
Type of drive	Rear wheel drive
Clutch	4-plate carbon clutch
Transmission	Semi-automatic 6-speed transmission 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	1,125 kg (including driver)
Fuel cell capacity	120 l

## Driver lineup

### Six strong characters

**Audi is bringing a breath of fresh air into the DTM. Two new campaigners – the Frenchman Loïc Duval and the German René Rast – will contest the 2017 season in the Audi RS 5 DTM. Both have previously been successful in other racing series for Audi, most recently having been active in the WEC. Confirmed as drivers for the 2017 DTM have been Mattias Ekström (Sweden), Jamie Green (Great Britain), Nico Müller (Switzerland) and Mike Rockenfeller (Germany).**

“I’m convinced that we’re in a top position with our driver lineup for the 2017 season and have six strong characters in our team,” says Head of Audi Motorsport Dieter Gass. “In Mattias and Mike, we have two DTM Champions on board who in my book will be among the favorites this year, not least due to the new rules and tires. Jamie, no doubt, is one of the strongest campaigners in the DTM. Nico convinced us with consistently good performances and his first DTM victory last season. Not only in delivering a strong race in the finale at Hockenheim, René has also shown that he will be in contention at the very front in the DTM. And in Loïc, we’ve integrated one of our best drivers from the Le Mans program into our DTM squad.”

In all three Audi Sport Teams, Gass relies on seasoned campaigners in combination with promising teammates. “In Mattias Ekström at ABT, Jamie Green at Rosberg and Mike Rockenfeller at Phoenix, all three teams have their familiar spearheads,” says Gass. “These team-driver combinations were very powerful in the past. Our youngster, Nico Müller, is following in Edoardo Mortara’s footsteps and our two new DTM signings, Loïc Duval and René Rast, are going to benefit from the experience of their seasoned teammates.”

For the first time, Nico Müller will be racing for Audi Sport Team Abt Sportsline together with Mattias Ekström. The Swiss celebrated his first DTM victory with the Allgäu-based outfit last season. In Audi Sport Team Phoenix, the Frenchman Loïc Duval will be the new teammate of Mike Rockenfeller whom he knows well from Audi’s LMP program. René Rast will be racing alongside Jamie Green for Audi Sport Team Rosberg, the squad he contested his first DTM race with last year.





“Mattias (Ekström) has become a member of the family at ABT and Nico (Müller) perfectly gelled with us in his first season,” says Hans-Jürgen Abt, Team Director of Audi Sport Team Abt Sportsline. “I’m convinced that in the old Swede and the Swiss young gun we’ll have one of the strongest driver combinations in the field.”

“Rocky (Mike Rockenfeller) produced his masterpiece in the DTM with Phoenix in 2013 and together with him we’re aiming to return to the top,” says Ernst Moser, Team Director of Audi Sport Team Phoenix. “I know Loïc (Duval) from the Audi Sport winter camps. He’s been successful as a racing driver in many categories. I’m hoping for the team to receive some fresh impetus from him and for him to be successful in the DTM as well.”

“Jamie (Green), no doubt, is one of the fastest DTM drivers and his first title is more than overdue,” says Arno Zensen, Team Director of Audi Sport Team Rosberg. “René (Rast) did a tremendous job in his first DTM races last year and is a great guy. Now he’s got to show that he can do equally well throughout a full season.”

#### **Audi’s lineup for the 2017 DTM**

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

#5 Mattias Ekström: Red Bull Audi RS 5 DTM (engineer: Arnau Niubó)

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

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

#77 Loïc Duval: Castrol EDGE Audi RS 5 DTM (Mathieu Le Nail)

#99 Mike Rockenfeller: Schaeffler Audi RS 5 DTM (Laurent Fedacou)

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

#33 René Rast: AUTO BILD MOTORSPORT Audi RS 5 DTM (Florian Rinkes)

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

## **Statistics: Audi drivers in the 2017 DTM**

**#77 Loïc Duval (F):** \* June 12, 1982 in Chartres (F); residence: Nyon (CH); married to Gaëlle, two sons (Hugo and Martin); height: 1.78 m; weight: 70 kg; Audi driver since 2012; DTM races: 18; pole positions: 0; victories: 0 (best result: position 2); fastest laps: 1; points: 22; DTM titles: 0.

**#5 Mattias Ekström (S):** \* July 14, 1978 in Falun (S); residence: Ellmau (A); single (partner Heidi), one son (Mats), one daughter (Hanna); height: 1.83 m; weight: 79 kg; Audi driver since 1999; DTM races: 195; pole positions: 20; victories: 23; fastest laps: 18; points: 1219; DTM titles: 2 (2004, 2007).

**#53 Jamie Green (GB):** \* June 14, 1982 in Leicester (GB); residence: Monaco (MC); married to Ginny, one daughter (Georgiana), two sons (Zachary and William); height: 1.78 m; weight: 70 kg; Audi driver since 2013; DTM races: 157; pole positions: 13; victories: 16; fastest laps: 23; points: 907.5; DTM titles: 0.

**#51 Nico Müller (CH):** \* February 25, 1992 in Thun (CH); residence: Bern (CH); single (partner Victoria); height: 1.85 m; weight: 73 kg; Audi driver since 2014; DTM races: 64; pole positions: 1; victories: 1; fastest laps: 4; points: 205; DTM titles: 0.

**#33 René Rast (D):** \* October 26, 1986 in Minden (D); residence: Bregenz (A); single (partner Diana), one son (Liam); height: 1.79 m; weight: 64 kg; Audi driver since 2009; DTM races: 21; pole positions: 3; victories: 3; fastest laps: 4; points: 187; DTM titles: 1 (2017).

**#99 Mike Rockenfeller (D):** \* October 31, 1983 in Neuwied (D); residence: Landschlacht (CH); married to Susanne, two sons (Paul and Phil); height: 1.75 m; weight: 68 kg; Audi driver since 2007; DTM races: 135; pole positions: 6; victories: 5; fastest laps: 7; points: 654; DTM titles: 1 (2013).

**Loïc Duval (Castrol EDGE Audi RS 5 DTM #77)**

## **The newcomer with the double 7**

**Loïc Duval has celebrated many major successes in motorsport. They include a victory in the 2013 24 Hours of Le Mans plus winning the FIA World Endurance Championship (WEC) in the same year. Still, at the age of 34, the Frenchman is once again facing a new beginning.**

Besides his brand colleague René Rast, Duval is the only newcomer in the 2017 DTM field of 18 drivers. "In spite of my experience in motorsport, I'm almost a rookie again," says the Frenchman. "Obviously, I know that the DTM isn't an easy series. But I've always been a great fan of the DTM and feel privileged to be able to compete in another great championship following Audi's withdrawal from the WEC."

The FIA World Endurance Championship (WEC) with Le Mans as its pinnacle event of the season was the series that was home to Loïc Duval professionally in the past five years. "2013, with victory at Le Mans and the WEC title win together with Allan McNish and Tom Kristensen, was a tremendous season," says the Frenchman. Only a year later, he hit the headlines with a serious accident at Le Mans – a story bearing some resemblance to that of his new DTM teammate Mike Rockenfeller.

Just like "Rocky," Duval returned to the cockpit following a brief recovery and in 2016, when Audi achieved its last two triumphs in the WEC, sat in the winning Audi R18 on both occasions.

"I'm delighted to form a team in the DTM now with Mike," says Duval. "We've always gotten along really well. Mike's a good, open-minded guy and knows the ropes in the DTM. I can only benefit from his experience."

The DTM scene, though, is not an all-new one for Duval. In 2004 and 2005, he contested the Formula 3 Euro Series. During that time he would watch the DTM races with bated breath and also became familiar with most of the race tracks at which DTM races are held. "New for me are Moscow, Budapest and the Red Bull Ring. But today it's relatively easy to get to know race tracks on the simulator."

Following his Formula 3 days, Duval went on to race in Japan for nearly a decade. As well as in single-seater racing, he was active in the Super GT Championship there,



which he won in 2010. "I drove cars there that were similar to the ones in the DTM, so I immediately felt comfortable in my first test in the Audi RS 5 DTM at Jerez. Besides that, this is not the worst point in time for switching to the DTM. In 2017, there'll be changes in aerodynamics, engine power and tires. Plus, the tires can no longer be preheated. All these things mean that even seasoned campaigners have to make some adjustments, it may be easier for me to reach the same level."

His goal for his first DTM year: "I'd like to have a lot of fun because that's when the results are good too. The faster I adjust to the DTM the sooner good results can be expected. I'd like to mount the podium in the 2017 season. I know that in Audi Sport Team Phoenix I can rely on the backing of a strong team. After all, it's the team that clinched the last two titles for Audi."

Alongside the DTM, Duval will continue to contest the FIA Formula E electric racing series. "In case of overlapping events, the DTM will clearly take priority," says the Frenchman who was born in Chartres, 130 kilometers northeast of Le Mans, and lived in Tokyo for a long time. Today, the DTM newcomer lives in Nyon on Lake Geneva in Switzerland together with his wife, Gaëlle, and their two sons, Hugo and Martin. Parked in the family's garage used to be an Audi RS 6 Avant that in 2017 will be replaced by an Audi SQ7. "A perfect family car," Duval enthuses.

Besides racing, soccer is one of the Frenchman's passions. Be it at official PR events, games with celebrity teams or simply in his private surroundings – Duval is an avid kicker and has been a supporter of Audi's partner FC Bayern München ever since his childhood days. "I love tennis as well. I'm generally a big sports fan and enjoy watching many sporting events on television. At the beginning of the year, I had the opportunity to watch the Hahnenkamm ski race on-site in Kitzbühel. That was a great experience too."

Duval personally stays fit primarily by cycling and swimming. He is into hoverboarding and has been working out with a private fitness coach since last winter. For the DTM, he selected 77 as his car number, another parallel to Mike Rockenfeller who drives car number 99. "I've had a 7 on several occasions in my career. But it was no longer available in the DTM, so I thought that maybe a double 7 will bring me a double dose of fortune ..."

## Profile

# Loïc Duval (F)

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

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

**Residence:** Nyon (CH)

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

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

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

## Sporting career

**1992–2001** Kart

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

**2002** 1st Formula Campus France

**2003** 1st Formula Renault France

**2004** 11th Formula 3 Euro Series, member of Renault Driver Development

**2005** 6th Formula 3 Euro Series, member of Renault Driver Development

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

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

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

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

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

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

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

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

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

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

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

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

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**Mattias Ekström (Red Bull Audi RS 5 DTM #5)**

## **A world champion fired up for the DTM title**

**Mattias Ekström is a racing driver, a father and family man, plus a successful businessman. His maxim “Go hard or go home” has long become his hallmark.**

The Swede, above all, is authentic. On the race track, he is a high-powered racer, always running flat-out. On camera, he won't sugarcoat his words. Ekström speaks his mind in interviews. Plus, the Audi driver is always quick with a quip.

Ekström has now been racing in the DTM at the highest level for 17 years. There has hardly been a season in which he was not among the candidates for the title. Twice (in 2004 and 2007) he became DTM Champion. With more than 20 victories under his belt, he is the most successful Audi campaigner of all time – and one who knows exactly how to develop a new car. That's why Ekström, together with Jamie Green, handled the lion's share of the testing work in the new Audi RS 5 DTM.

Ekström hopes to personally profit from it. “My main goal is the third DTM title,” says the Swede. “Last year, my big dream was to become Rallycross World Champion. It came true, so it would be great if it worked out with the DTM this year.”

The prerequisites are good. “There's a lot that's new in the 2017 DTM and most of it will help me,” Ekström believes. “My goal is to achieve better results in qualifying and in the races on Saturday. If that works out I might be able to clinch my third title.”

Ekström has a new vehicle engineer, the Spaniard Arnau Niubó. “That's a challenge I'm pleased to accept,” he says. “I know Arnau really well from many joint development tests and look forward to working with him.”

There was no doubt in Ekström's mind about tackling his 17th DTM season in Audi Sport Team Abt Sportsline. “ABT is my second family and Hans-Jürgen (Abt) is like a father for me,” says Ekström. “In the DTM, I can't imagine racing for anyone other than the Abt squad.”

A lot of what he has learned at Audi Sport and ABT is reflected in his own rallycross team, EKS. As a businessman, he built the squad from scratch and went on to lead it to a double title win in the FIA World Rallycross Championship (World RX) within the

space of three years. "This has been my greatest achievement in motorsport to date. I'm thankful to all the people that made it possible for me to make my dream come true."

Starting this season, EKS will receive factory support from Audi. "We worked towards this for three years," says Ekström who will continue to handle a dual driving commitment in the DTM and the World RX. At the beginning of July, there will be a conflict between the two important events at the Norisring and at Höljes. "We'll come up with a solution for that as well," says Ekström, unruffled. "My dual program only works to begin with because I'm getting tremendous support from everyone involved: from Audi, from ABT, from my own team and from my own family."

Ekström lives in Austria, near the German border, with his partner, Heidi, and their two children. For his numerous trips to the Munich airport, his team in Kempten or Audi in Neuburg/Donau the versatile Ekström relies on the Audi Q7. "This year, I ordered an SQ7 – the Q7 is simply the best family car."

DTM, rallycross and his family hardly leave any time for Ekström to pursue other hobbies. He stays fit with cross-country skiing, running and, preferably, playing tennis. In winter, he went skiing with his two children practically in his back yard. And, naturally, his stylishly furnished home in Ellmau includes a well-appointed gym.

Like most race drivers, Ekström is enthusiastic about other sports as well. For instance, he was particularly pleased when he had the opportunity to take part in an ice hockey practice session with ERC Ingolstadt at the beginning of the year and was given his own jersey bearing his name and his DTM car number 5: "I had the opportunity to practice with ERCI before, ten years ago, and subsequently clinched my second DTM title. Maybe it'll bring me luck again ..."

## 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), 1 victory

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

**2004** 1st DTM (Audi A4 DTM), 4 victories, 1st Group N Rally Sweden and 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 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, 10th World RX (Audi S1 EKS RX quattro), 1 victory

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

**2016** 7th DTM (Audi RS 5 DTM), 1 victory, 1st World RX (Audi S1 EKS RX quattro),  
4 victories

**2017** 2nd DTM (Audi RS 5 DTM), 1 victory, 2nd World RX (Audi S1 EKS RX quattro), 4 victories

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

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**Jamie Green (Hoffmann Group Audi RS 5 DTM #53)**

## **Karting for the senses**

**On clinching a surprise win of the English Premier League in the 2015/2016 season, his home club, Leicester City, achieved something that Jamie Green, most recently, just barely missed twice in the DTM.**

Green is a soccer fan and, actually, Liverpool FC is his club. But having grown up in Leicester, he obviously keeps his fingers crossed for the squad of his hometown as well and last summer was tremendously happy about its unexpected title win.

In the DTM, Green was a candidate for the title in the past two years nearly up until the end of the season but ultimately had to settle for runner-up in 2015 and for third place in the 2016 season. "Finishing the DTM in the top three twice in succession is a strong achievement and bodes well," says the Briton who competes in car number 53, a number his father used to race with. "It shows that we always had chances of becoming champions. That's why in 2017 the title can be the only goal. I continue to be fully motivated, work hard for it and, at the moment, am generally very happy with my life, also aside from motorsport."

With his wife, Ginny, and their three children Green lives in Monte Carlo on the Côte d'Azur. Their oldest son is now seven and received his first Bambini kart in winter. His father used the opportunity to buy a racing kart for himself and now practices on a small race track near San Remo in Italy together with Zachary once a week.

Green is convinced that he will benefit from his new hobby in the DTM as well: "Karting is perfect practice for me. The track is small and my kart very fast. It's a great physical and mental challenge because everything happens extremely fast. That sharpens your fitness and your senses."

Green used to dedicate most of his free time to riding a road bike. This passion has been unbroken and continues to be part of his fitness program. In Monaco, his adopted country, he regularly meets for a "coffee shop ride" with fellow race drivers like Paul Di Resta and Lucas di Grassi or former campaigner such as Alex Wurz or David Coulthard. Their bike tours usually take them to the town of Ventimiglia, just across the French-Italian border. "A few British businesspeople and professional bikers regularly join us as well," relates Green. "It's a nice mix of people from various



backgrounds and cycling continues to be my most important cardio training. In addition, I go to the gym twice a week with a trainer. When I'm traveling I run. That's the easiest thing to do."

During the winter and summer breaks, the five Greens regularly go home to England. "We have a large garden there which we obviously don't have with our apartment in Monaco," says the Audi driver. "We also meet with old friends again at home and the children get to see their grandparents." Moving back to England is on the family's mid-term agenda: "This year, it won't happen yet, but perhaps in 2018."

While spending his last summer vacation at home, Green rediscovered karting. It was an excursion back to his roots. Initial attempts in stock car races were followed by a karting and single-seater career. The title in the 2004 Formula 3 Euro Series was ultimately the springboard for the DTM in which he made a name for himself with four victories at the Norisring, among other things.

In spite of his success there, the Norisring is not his favorite track in the DTM. "It features thrilling racing and gripping overtaking maneuvers but, in terms of driving, the Norisring isn't a track that's particularly good fun. My absolute favorite in the DTM is Zandvoort – an old-school track with long and fast turns that hardly exist anymore today. Having won there for the first time in the DTM last year means a lot to me."

At home, in Monaco, the Briton relies on an Audi Q7. "In Monaco, with three children, it's simply the best choice," he says. "In England, I have another car, an Audi RS 6 Avant – a fantastic automobile."

In the development of the new Audi RS 5 DTM, he handled the lion's share of the testing work in winter together with Mattias Ekström. "Because we don't have many test days in the DTM it's important to always have the same drivers in the car. That really works well with the two of us. I hope that'll also be reflected by the new car being fast ..."

## Profile

### Jamie Green (GB)

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

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

**Residence:** Monaco (MC)

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

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

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

#### Sporting career

**1992–1993** Stock car

**1994–2000** 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** 3rd DTM (Audi RS 5 DTM), 1 victory

**2017** 3rd DTM (Audi RS 5 DTM), 2 victories

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**Nico Müller (Playboy Audi RS 5 DTM #51)**

## **An old and a new love**

**First pole position, first podium, first victory: Nico Müller achieved a lot in the DTM last season. In 2017, he intends to be constantly in contention at the front of the field in the Playboy Audi RS 5 DTM.**

“In 2016, I showed that I basically had the pace, but I could have definitely done better,” the Swiss self-critically admits. “My aim for 2017 is to become more consistent and to also put my speed on track when it matters – which is in qualifying. I rigorously worked on this in winter.”

Before the 2016 season, Audi’s youngest driver switched to Hans-Jürgen Abt’s team, with a fast and furious beginning. At the Hockenheim season opener, Müller clinched the top spot on the grid and first place in a race, scoring his first podium result. A victory at the Norisring, his first in the DTM, was the absolute highlight.

The free practice sessions in 2016 nearly always saw Müller among the front runners, but in the battle for the top grid positions he frequently suffered setbacks. “If we improve there, I’m optimistic because my race pace was practically always okay.”

In Audi Sport Team Abt Sportsline, the 25-year-old continues to work with his race engineer, Daniel Grundwald. The other team members remained nearly the same as well. “Two mechanics are no longer with us. It was painful to say goodbye but the new ones are good guys. I’m very thankful to Audi for the fact that my surroundings have practically remained unchanged. I know that I’m backed by a tremendous team that always gives 100 percent.”

Müller prepared intensively for the new season in winter in spite of having been drafted as a Swiss Army recruit immediately after the 2016 DTM finale. Following three weeks of basic training in Lyss, he was promoted to the rank of a sports soldier at the national Sports Center in Magglingen, the Olympic base of Swiss Ski. “I had perfect training conditions there to prepare for the season and got to know a lot of other athletes and sports disciplines. Plus, I was able to leave the barracks at any time for commitments relating to motorsport.”



Aside from this, Müller stays fit by cycling. "In the cold on a mountain bike and in the summer on a road bike," says the youngster who is planning to move in with his partner Victoria in Bern this year. The young race driver and the German model fell in love with each other last season and have been a couple ever since.

In regard to his personal company car, Müller has returned to an old love. After driving an Audi RS 7 last year, the Swiss ordered an Audi RS 6 Avant again. "The RS 6 simply can't be topped," he enthuses. "I feel privileged to have the opportunity to drive such cars as a young Audi factory driver."

Müller has fallen in love with another car as well: the Audi S1 EKS RX quattro from the FIA World Rallycross Championship. "The fire's been burning ever since Eki (Mattias Ekström) invited me to a test. That was extremely good fun. It's simply fantastic to drive such a car. It would be cool to contest a race in it now and then. After all, I still have some time left alongside the DTM."

That is why Müller always welcomes GT racing opportunities in the Audi R8 LMS. "I've had some great races in GT," he says. "I'd like to tackle a second victory in the 24-hour race at the Nürburgring and, following two podiums, my first victory at Spa too."

His clear priority, though, is the DTM in which Müller is contesting his fourth season and looking forward to the most recent changes to the regulations and the cars. "A breath of fresh air is always good," he says. "We had many thrilling races in the past and racing will hopefully be even better as a result of the changes. I'm very much looking forward to 2017."

In the DTM, Nico Müller drives car number 51, a number that he was previously fortunate with in karting. "My cousin used to have number 50 on his kart. When I became his teammate it was only logical to pick 51," relates Müller whose hobby is juggling. "I won many kart races with this number and later the title in Formula Renault as well." And in the DTM, the 51 seems to work too ...

## Profile

### Nico Müller (CH)

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

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

**Residence:** Bern (CH)

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

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

**2017** 12th DTM (Audi RS 5 DTM), World RX (Audi S1 EKS RX quattro)

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**René Rast (AUTO BILD MOTORSPORT Audi RS 5 DTM #33)**

## **Things happen when you least expect them**

**When he was young, René Rast dreamed of a DTM career. He had long let go of this dream when the opportunity unexpectedly presented itself last year and he impressively used it.**

The first call that was to change his career came on a Saturday night. “We were celebrating my girlfriend’s 30th birthday when my cell phone rang around nine, nine-thirty,” the Audi driver recalls. “The caller asked if I felt like racing DTM.” Adrien Tambay had injured his hand during the start of race one at Zandvoort and Audi Sport Team Rosberg was looking for a stand-in for Sunday. “Of course, I immediately accepted. Fortunately, I still had my helmet in the trunk. We arrived at the hotel at around two or three o’clock in the morning.”

Rast had never driven the Audi RS 5 DTM before and left such a good impression on making his DTM debut without any preparation whatsoever that he was given another stand-in opportunity, for Mattias Ekström at the finale – this time with a little more time to prepare, including a test at Budapest. The result: a sixth place, initial points and a clear recommendation for a full DTM season.

“The DTM has always been a series I wanted to race in,” says Rast, who lives in Bregenz on Lake Constance with his partner, Diana, and son, Liam. In the early days of my career, I used to race in the DTM’s supporting program for many years, so the DTM was always a big aim of mine. But at some point in time, I focused on endurance racing, which made the DTM fade into the background somewhat. That it worked out now after all was not to be expected but makes it all the sweeter.”

René Rast continually delivered convincing performances in his career, which allowed him to move up the ladder step by step. His career path within the Volkswagen Group has taken him from the Polo Cup all the way to Le Mans and now into the DTM. He won the Porsche Supercup held as part of the Formula 1 supporting program an amazing three times. Since 2011, he has been active under the banner of the four rings. At the wheel of the Audi R8 LMS GT3 sports car, he is regarded as the benchmark and a driver that guarantees success. His victories in the 24-hour races at Daytona, Spa and at the Nürburgring underline this, as does a title win in the ADAC GT Masters.

On making his Le Mans debut at the wheel of the Audi R18 e-tron quattro hybrid race car, Rast left a strong impression as well. And with top performances in the LMP2 category of the FIA World Endurance Championship (WEC), Rast made his mark too. He has even contested a race in Formula E.

Rast is regarded as a racing driver who is fast in any type of race car. His side job in the gaming industry may be of help as well. A Fanatec simulator on which the “Project Cars” simulation is run has been set up at his home. Rast serves as a “handling consultant” to the e-racing project and now benefits from his side job in the DTM as well. “The DTM car requires a driving style I haven’t experienced in any other car. Driving that way on the simulator every day means that I’m storing the experience in my mind, so I don’t have to start from scratch when I sit in the real RS 5 DTM.”

Rast is cautious about making any predictions for his first DTM season. “My goal is to become the best rookie even though, with Loïc (Duval) in the field, there are two of us. I’d like to learn to regularly score points and to always finish the race well, to simply learn my way around the DTM, to integrate myself and to extract the most. We’ll have to wait and see how far that’ll get me. The DTM is extremely changeable. Nobody can tell where he stands at the end of the year. There are simply 18 extremely good drivers competing in the DTM.”

The car number he picked is 33. The reason is somehow typical for Rast, who is regarded as a pragmatist who remains unflappable in any situation. “I think ‘33’ simply looks cool, plus it’s easy for me to remember a double number.”

He is happy about contesting his first season in Audi Sport Team Rosberg. “That’s a tremendous squad I immediately felt comfortable with on making my debut at Zandvoort. In Jamie (Green), I have one of the fastest drivers as my teammate from whom I can learn a few things.”

In René Rast’s personal life, there was a major change at the end of 2016 when his son, Liam, was born shortly before Christmas. That is why the 30-year-old who stays fit by running ordered an Audi SQ7. “With a child we need a little more room, so the SQ7 is ideal.” He seems to have adjusted to the role of a father similarly fast as to the Audi RS 5 DTM: “Having a child is mega. I extremely enjoy my time at home.”



## Profile

# René Rast (D)

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

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

**Residence:** Bregenz (A)

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

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

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

## Sporting career

**1996–2002** Kart

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

**2003** Formula BMW ADAC

**2004** Formula BMW ADAC

**2005** 1st ADAC Volkswagen Polo Cup

**2006** 2nd Seat León Supercopa

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

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

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

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

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

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

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

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

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

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

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

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**Mike Rockenfeller (Schaeffler Audi RS 5 DTM #99)**

## **Restart for a champion**

**After two difficult years in the DTM, Mike Rockenfeller is driven by a single-minded commitment: together with Audi Sport Team Phoenix he intends to move out of the valley and back to the top.**

“There’s no doubt about it: the last two years were frustrating,” says “Rocky” who in 2013 clinched the last DTM drivers’ title for Audi to date and who in 2014, in third place overall, was the best Audi driver as well. After that, things went downhill. That is why, at the end of the last season, Rockenfeller had to confront the key question of either doing something else after ten years of DTM or starting over again.

“Rocky” chose to start over again in the DTM – together with Ernst Moser’s team in which he had his most successful DTM years. “I’m optimistic that we’re going to make it back to the top,” he says. “The team and I have to get out of this hole. We need to change a few things and are ready to do that. We’re hoping to be able to make different appearances again than we did in the last two years, especially better than in 2016.”

Since 2007, Rockenfeller has been competing in the internationally popular touring car racing series with Audi. His first years at the wheel of a previous-generation car were tough. “Rocky” kept himself motivated particularly in sports car races he contested alongside the DTM. In 2010, in the Audi R15 TDI, he achieved overall victory in the 24 Hours of Le Mans and a year later, he had the most serious accident in his career to date at the iconic French endurance race – just at the time when he had gained a foothold in the DTM and won his first DTM race. He had to bury his hopes for the title because he had to skip two races following the accident at Le Mans.

In 2012, he switched to Audi Sport Team Phoenix. In his first year with the team based in the Eifel, he was the best Audi driver and in 2013, 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,” recalls “Rocky.”

Now hard work is back on his agenda. Rockenfeller regards the changes being made to the DTM as a great opportunity. "The cars will be similar to drive as before. But there'll be softer, unheated tires and more power output. This is a new challenge I'm looking forward to. Some fresh air will be blown into the DTM, which will be good for the team and for me, too."

One can tell that Mike Rockenfeller is serious about his restart. That is why he will fully concentrate on the DTM during the 2017 season. At the beginning of the season, he treated himself to two endurance races with Corvette Racing in Florida. "Afterwards, I won't drive anything else, so I won't have to constantly readjust – I'm hoping for that to pay off."

In Florida, Rockenfeller recharged his batteries for the new DTM season from the end of February to the end of March with his whole family. "We rented a motor home, enjoyed the warm weather and had a little family vacation. When we're back, it's going to be DTM all the way again!"

"We" refers to Rockenfeller's wife, Susanne, and their two sons, Phil and Paul. "Phil is already in preschool, which he tremendously enjoys. The little one is fit too. We're doing well on the whole and feel very comfortable on Lake Constance."

On the Swiss side of Lake Constance, the Rockenfellers built a handsome house with its own gym which "Rocky" uses to stay fit, although he likes to ride his road bike even better, frequently together with former cycling pro Andreas Klöden who is a friend of Rockenfeller's.

Like most of his fellow DTM drivers Rockenfeller privately drives an Audi Q7. "The car is perfect for family and sport," he says. "The next car I'll order will probably be an SQ7."

Aside from family and friends, Mike Rockenfeller has a passion for old cars – not an unusual predilection for a trained master car mechanic ...

## Profile

# Mike Rockenfeller (D)

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

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

**Residence:** Landschlacht (CH)

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

**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** 12th 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** 10th DTM (Audi RS 5 DTM), 1 victory, 3rd Daytona 24 Hours

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

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

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

### **Good things come in threes**

**Audi, BMW and Mercedes-Benz are tackling the 2017 DTM with different philosophies. Audi is the only manufacturer to continue relying on its three proven race teams.**

Audi Sport Teams Abt Sportsline, Phoenix and Rosberg each are responsible for two two Audi RS 5 DTM cars in the 2017 season. The distribution of tasks has remained the same: Audi develops the race cars and the teams are responsible for fielding the race cars and for maintenance between the DTM events.

“We’ve been successfully working together with our DTM teams for more than ten years,” says Head of Audi Motorsport Dieter Gass. “All three teams are in contention for the championship title – having proved this in the past. They ensure a healthy internal competition. BMW and Mercedes-Benz have chosen to pursue a different path this season. I’m eager to see which system will win out in the end – obviously we’re hoping it’ll be ours.”

ABT Sportsline and Audi have been successful partners ever since their joint super touring car days in the late 90s. The Allgäu-based outfit was also the one that paved Audi’s way back into the DTM with an Abt Audi TT-R it fielded on its own at the beginning of the new millennium. In 2004, the squad became Audi Sport Team Abt Sportsline. 2017 marks the 18th season of the “Abts” with Audi in the DTM and the 14th one as an Audi factory team. Five DTM drivers’ titles and four teams’ titles are on the Allgäu outfit’s tally.

Audi Sport Teams Phoenix and Rosberg have completed Audi’s DTM squad since 2006 – initially both fielding previous-generation cars but ever since the new DTM regulations in 2012 with identical material and absolutely equal rights.

Audi Sport Team Phoenix has clinched the DTM title for Audi twice, most recently in the 2013 season. The first DTM title for Audi Sport Team Rosberg is overdue. In the past two years, the squad from Neustadt an der Weinstraße was in the title race up until shortly before the end of the season.

## **Audi Sport Team Abt Sportsline**

### **Title collectors from the Allgäu**

**Audi Sport Team Abt Sportsline is the most successful team in the DTM. The Allgäu-based squad's tally reflects five drivers' titles and four teams' titles – all of them with Audi.**

The family-owned ABT company based in the Allgäu has been in existence for 121 years. From 2000 to 2003, a privateer team of the company competed in the DTM with the Abt-Audi TT-R and in 2002 even clinched the title. In 2004, ABT Sportsline became an Audi factory team and has since won four more DTM drivers' titles – twice with Mattias Ekström and twice with Timo Scheider.

In 2017, instead of fielding four cars as in the past, Audi Sport Team Abt Sportsline is concentrating on two Audi RS 5 DTM cars for the first time. In addition, ABT Sportsline continues to take care of the DTM race taxis for Audi. Team Director Hans-Jürgen Abt, Motorsport Director Thomas Biermaier and Team Manager Michael Seifert are responsible for the squad.

The race cars are prepared at a modern motorsport center in Kempten. At the 2,400-square meter complex, Audi also prepares the Audi Sport TT Cup race cars. The successful Formula E Team ABT Schaeffler Audi Sport has its base there as well.

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

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

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

**1st place Formula E drivers' classification:** 2016/2017

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

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

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

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

## **Audi Sport Team Phoenix**

### **Back to former strength**

**Following two challenging years, Audi Sport Team Phoenix is attacking again in the DTM. The Eifel-based squad has reorganized itself to some extent for this purpose.**

Alongside Team Director Ernst Moser and Team Manager Dirk Theimann, Jürgen Jungklaus as Head of Audi Sport Team Phoenix has returned to the DTM. The seasoned engineer led Mike Rockenfeller to the DTM title in the 2013 season and had to take a break last year for health reasons.

Audi and Phoenix Racing have been partners in the DTM since 2006. The squad based in Neuspath near the Nürburgring has won the DTM drivers' title twice and four times provided the best Audi driver in the overall classification. Having been active in the DTM since the racing series' comeback in 2000, the team is one of the most experienced squads in the field.

GT racing is Phoenix Racing's second pillar – also with Audi. The team has won the 24-hour race at the Nürburgring twice with the Audi R8 LMS. GT racing commitments are again planned for 2017. In addition, Phoenix Racing has intensified its activities in Asia, starting in the 2016 season – including those in the Audi R8 LMS Cup.

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

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

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

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

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

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

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

**1st place Belgian GT3 Championship:** 2009 (Audi)

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



## **Audi Sport Team Rosberg**

### **Aiming for the first DTM title**

**Audi Sport Team Rosberg with Jamie Green most recently just barely missed winning the championship twice in succession. Now the first DTM title is overdue.**

Vice-champions in the 2015 season, third in 2016, plus five victories in total: Audi Sport Team Rosberg was one of Audi's spearheads in the DTM in the last two years.

Since 2006, Team Rosberg has been competing in the DTM as an Audi factory team. In total, the squad looks back on a more than 20-year history. The former Formula 1 World Champion Keke Rosberg formed Team Rosberg in 1994 and took the wheel himself in its first season. Subsequently, many prominent drivers raced for Team Rosberg. And the reigning Formula 1 World Champion and team founder's son, Nico Rosberg, took his initial steps in motorsport there as well.

Team Director Arno Zensen takes care of the team's routine business. Keke Rosberg takes a backseat, but provides important impulses. Francesco Nenci, who has extensive Formula 1 experience under his belt, is the Technical Director and Kimmo Liimatainen, who used to race himself, is the Team Manager.

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

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

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

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

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



## DTM 2017

### The DTM is reinventing itself

**In Gerhard Berger the DTM has a new boss, starting this season. The change at the helm of the internationally popular touring car racing series marks just one step on the road toward an all-new DTM.**

In summer 2015, Audi, BMW and Mercedes-Benz jointly repositioned the DTM and made it fit for the future. Following some strategic tweaks last years, 2017 is seeing a major change. All three manufacturers are putting new cars on the grid to make the sport even more attractive. In addition, the new cars pose a greater challenge to the drivers. Aerodynamic downforce has been reduced by the regulations, engine power has increased to more than 500 HP and the softer tires that degrade faster in the race.

In addition, the tires may no longer be preheated. This makes the initial laps following the start and a tire change particularly thrilling. During the pit stops, only a total of eight mechanics may change the wheels. This makes the pit stops longer and more transparent for the spectators. All 18 races feature an identical format of 55 minutes, plus one lap including the tire change.

The officials have increased the effect of the Drag Reduction System (DRS) in order to enable more overtaking maneuvers. The driver no longer lowers the entire wing but, like in Formula 1, flattens the angle of the top wing blade.

Even smallest details have been fine-tuned by the developers. The small winglets at the front have been moved further inward, which protects them in collisions. And the redesigned rear diffuser of the car causes less damage in contact with another car as well.

The DTM is pursuing new avenues also in terms of presenting the starter field and its appearance in the paddock. The most important change for fans is that spectators are now able to peek into the pits of selected manufacturers. "Our aim is to create an all-new fan experience and we still have a lot of other ideas in the pipeline," says Head of Audi Motorsport Dieter Gass. "2017 is an initial step in the right direction."

## **DTM Events in 2017**

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

The 2017 DTM season again features double-header action. Two races are held on every DTM weekend – the first one on Saturday and the second one on Sunday. New this year is the equal length of the races and that both include a pit stop. A total of 18 races at nine events are on the calendar. The venues are the same as last year. Five of them are held in Germany, plus races in Austria, the Netherlands, Russia and Hungary.

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

**Race 1 (round 1):** Saturday, May 6

**Race 2 (round 2):** Sunday, May 7

**Track length:** 4.574 kilometers

**Qualifying lap record:** Tom Blomqvist (BMW), 1m 30.491s (2017)

**Race lap record:** Jamie Green (Audi), 1m 32.456s (2017)

#### **Audi wins at the DTM season opener at Hockenheim:**

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

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

"I'm really excited about the season opener in Hockenheim – my first race as a factory driver in the Audi DTM squad. After the long winter break, it will be the first opportunity to get a direct comparison with the other manufacturers. Right from the first lap there will be lots of action, because everyone will be particularly motivated in the first race of the year. Qualifying will therefore be crucial, because having a good starting position means you have a better chance of getting through the turbulent initial phase without any incidents. A key section will be the Parabolika and the subsequent hairpin turn. Here, fans can expect many overtaking maneuvers. However, you only have a chance of making up a place if you get optimal acceleration to begin with, because on the straight every kilometer-per-hour counts. Similar is the double right-hander before the start-finish. These turns also slope slightly to the outside, so the car tends to under-steer. Of all the sections, turn two is my favorite one – it's incredibly fast –, and also the entrance into the Motodrom. For the Hockenheim set-up, you have to find a compromise between top



speed on the straights and sufficient downforce for the medium and fast corners. Overall, Hockenheim offers the perfect setting for an exciting start to the 2017 DTM season.”

#### **Lausitzring (D)**

**Race 1 (round 3):** Saturday, May 20

**Race 2 (round 4):** Sunday, May 21

**Track length:** 3.478 kilometers

**Qualifying lap record:** Lucas Auer (Mercedes-Benz), 1m 16.193s Min. (2017)

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

#### **Audi wins 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 (both races) Jamie Green, Audi RS 5 DTM; 2016 (Saturday) Miguel Molina, Audi RS 5 DTM; 2017 (Sunday) Jamie Green, Audi RS 5 DTM

#### **Track description by Mattias Ekström:**

“The race weekend at the Lausitzring is the only DTM event in the east of Germany. The fans there are always very enthusiastic about motorsport. And to go past the grandstand is breathtaking every time. The track is very special due to its combinations of turns in the first and the final sector. Good downforce for the fast corners is needed just as much as a high top speed on the start-finish straight. Overtaking maneuvers are only possible in the braking zone before turn one. The last section of the track will be particularly important this year. When accelerating out of the corners you have to take as much speed with you as possible in order to be able to use the DRS on the straight in the slipstream of the car in front of you. Thanks to a new rear wing with two blades the effectiveness of DRS has been increased.”

#### **Hungaroring (H)**

**Race 1 (round 5):** Saturday, June 17

**Race 2 (round 6):** Sunday, June 18

**Track length:** 4.381 kilometers

**Qualifying lap record:** René Rast (Audi), 1m 34.740s (2017)

**Race lap record:** Mattias Ekström (Audi), 1m 36.538s (2016)

#### **Audi wins in the DTM at the Hungaroring:**

2016 (Saturday) Edoardo Mortara, Audi RS 5 DTM; 2016 (Sunday) Mattias Ekström, Audi RS 5 DTM; 2017 (Sunday) René Rast, Audi RS 5 DTM

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



“At the Hungaroring, we achieved some really good results lately. Last season we occupied first to eighth place in the first qualifying session – something that had never been done before. And in the end, we won both races. Formula 1 has been at home in Hungary for many years, and in the DTM you can feel the great enthusiasm of the fans as well. What’s characteristic of the circuit is its very technical layout with some fast ‘S’ turns. Overtaking is generally very difficult – the best opportunity is at the end of the long start-finish straight. I like the Hungaroring because it is one of the biggest challenges on the calendar. Above all, the middle sector is technically and therefore mentally very demanding. Due to the many turns and short straights, you have to brake constantly and immediately accelerate again. There’s not a single section in which you can loosen your grip on the steering wheel and there’s no time to think or react. You definitely can’t afford to make any mistakes here because can hardly recover from them.”

#### **Norisring (D)**

**Race 1 (round 7):** Saturday, July 1

**Race 2 (round 8):** Sunday, July 2

**Track length:** 2.300 kilometers

**Qualifying lap record:** Tom Blomqvist (BMW), 47.252s (2017)

**Race lap record:** Bruno Spengler (BMW), 47.846s (2017)

#### **Audi wins 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; 2016 (Saturday) Edoardo Mortara, Audi RS 5 DTM; 2016 (Sunday) Nico Müller, Audi RS 5 DTM

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

“The race at the Norisring is one of the really great highlights of the season for me. Not only because it feels like a home race for us, thanks to many Audi fans who give us a special motivational boost. It’s also because the event in the middle of the city creates a special atmosphere. I was over the moon when I celebrated my first DTM victory in the Sunday race last season in front of our home crowd. Despite having only few corners, the circuit has a lot to offer. The tarmac has many bumps. In addition, parts of the track are used as public streets. So you have to readjust to the grip level each race weekend. To get to the front, you need a car that’s powerful on the brakes and generates lots of mechanical grip.”

#### **Moscow Raceway (RUS)**

**Race 1 (round 9):** Saturday, July 22

**Race 2 (round 10):** Sunday, July 23

**Track length:** 3.931 kilometers

**Qualifying lap record:** Bruno Spegner (BMW), 1m 26.579s (2017)

**Race lap record:** Miguel Molina (Audi), 1m 28.305s (2014)

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

2013 Mike Rockenfeller, Audi RS 5 DTM; 2015 (Sunday) Mike Rockenfeller, Audi RS 5 DTM;  
2017 (Saturday) René Rast, Audi RS 5 DTM

**Track description by Mike Rockenfeller:**

“The Moscow Raceway, besides the Lausitzring and the Norisring, is the only circuit which we drive counter-clockwise. The track is characterized by its high level of grip. The surface is very flat and has hardly any bumps. The layout is nevertheless very demanding, especially the fast left-hand turns. Another challenge is posed by the fact that you can’t brake straight on entering many of the turns, but only decelerate when turning in. So, the set-up of the car and your driving style have to be adapted in such a way that you can hit the brake as late as possible without the rear of the car swerving or the front wheels locking. The long straight offers a good opportunity for overtaking with DRS. So far I’ve always felt very comfortable at Moscow, having won there twice. I’ve come to appreciate the city away from the track as well.”

**Zandvoort (NL)**

**Race 1 (round 11):** Saturday, August 19

**Race 2 (round 12):** Sunday, August 20

**Track length:** 4.307 kilometers

**Qualifying lap record:** Augusto Farfus (BMW), 1m 27.475s (2017)

**Race lap record:** Loïc Duval (Audi), 1m 29.168s (2017)

**Audi wins 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; 2016 (Sunday) Jamie Green, Audi RS 5 DTM; 2017 (Sunday) Mike Rockenfeller, Audi RS 5 DTM

**Track description by Jamie Green:**

“Zandvoort is an old-school circuit and, for me personally, the most beautiful track on the DTM calendar. The fact that I won there for the first time in last year’s DTM means very much to me. I particularly like the high-speed section. Driving through it is a lot of fun, especially in qualifying with very little fuel in the tank. This is the place that shows who copes best with the race cars’ high downforce. The track also offers some slow, treacherous sections. Overall, the circuit is very

varied and a fantastic challenge for us drivers. It offers little room for mistakes because there are virtually no run-off areas – only gravel and sand. For the set-up the focus is on a lot of downforce for the long, fast turns. At the same time, however, top speed on the straight must not be neglected.”

### **Nürburgring (D)**

**Race 1 (round 13):** Saturday, September 9

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

**Track length:** 3.629 kilometers

**Qualifying lap record:** Marco Wittmann (BMW), 1m 20.936s (2017)

**Race lap record:** René Rast (Audi), 1m 22.308s (2017)

### **Audi wins 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; 2016 (Sunday) Edoardo Mortara, Audi RS 5 DTM

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

“I was able to gather initial experience at the Nürburgring during my time in Formula 3. And most recently I drove there for Audi in the WEC. The track features a connection of very diverse sections. In the first sector, there are slow sections allowing for several racing lines. This is where the first opportunity for overtaking may present itself. Medium to fast turns follow later. Finding a fluid rhythm and maintaining concentration at high levels for these changes is very important. The chicane before the final turn is no doubt one of the key sections, as you can lose a lot of time without the right timing. If you nail down the final turn you have a good chance of overtaking with DRS on the start-finish.”

### **Spielberg (A)**

**Race 1 (round 15):** Saturday, September 23

**Race 2 (round 16):** Sunday, September 24

**Track length:** 4.326 kilometers

**Qualifying lap record:** Jamie Green (Audi), 1m 21.955s (2017)

**Race lap record:** Mattias Ekström (Audi), 1m 23.442s (2016)

### **Audi wins in the DTM in Spielberg:**



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; 2017 (Saturday) Mattias Ekström, Audi RS 5 DTM; 2017 (Sunday) René Rast, Audi RS 5 DTM

**Track description by Mattias Ekström:**

"I love this place! The backdrop is unique and you can immediately tell the high quality standards, from the facilities to the actual racing track. Driving here is simply a great experience. The rhythm and the vertical differences of the track are really fun, and the extreme braking zones make some exciting overtaking maneuvers possible. In addition, DRS can be put to good use on the circuit. And of course, I love to drive in front of Red Bull fans. Hopefully, I'll do a good job of getting through turn one without turning in the wrong direction."

**Hockenheim (D)**

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

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

**Track length:** 4.574 kilometers

**Qualifying lap record:** Tom Blomqvist (BMW), 1m 30.491s (2017)

**Race lap record:** Jamie Green (Audi), 1m 32.456s (2017)

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

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

**Track description by Mattias Ekström:**

"The Hockenheimring offers an ideal layout for great racing. With its mix of slow, medium and fast turns, the circuit makes numerous overtaking maneuvers possible. Due to the very different demands made by the sections with turns, the set-up of the car is particularly important, especially in terms of aerodynamic efficiency. It is the only race track that we visit twice during the DTM season, and both race weekends are very special: the opener in May is the first milestone. No one really knows where they stand. And for me, personally, the World Rallycross Championship round is an additional event being held at Hockenheim at the same time. I definitely want to repeat my victory from last year. At the DTM finale there is always a very special atmosphere, and the fight for the title is usually open until the last race. So the anticipation is huge every year, especially if you still have a shot at the big title. The enthusiastic

fans at the Hockenheimring are another reason why drivers have so much fun racing at the Hockenheimring.”

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

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

**2016 marked the 20th DTM season for Audi. Its track record is impressive. The DTM Champion drove an Audi an amazing nine times.**

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 2015 and 2016, it was the car to be beaten, Audi having won ten out of 18 races with the R5 DTM. Last year, Audi secured the manufacturers' title in the DTM for the third time.







## **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)

2016 Edoardo Mortara (2nd)

**2017 René Rast (Champion)**

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

**Drivers' championship titles:** 10 (1990, 1991, 2002, 2004, 2007, 2008, 2009, 2011, 2013, 2017)

**Manufacturers' championship titles:** 3 (2004, 2014, 2016, 2017)

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

**Years:** 21 (1990-1992, 2000-2017)

**Races:** 279

**Victories:** 95

**Podiums:** 291

**Pole positions:** 90

**Fastest laps:** 96

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

**Drivers:** 50

## **Partners**

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

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

#### **Akrapovič**

Akrapovič is a Slovenian materials engineering company and develops premium exhaust systems. The brand that celebrated 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 13th season in which Aral Ultimate is used as the DTM's exclusive fuel.

#### **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.

#### **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 Competence Center Motorsport in Neuburg.

### **MegaRide**

The MegaRide software is based on models developed at the "Federico II" University in Naples, Italy. It is focused on vehicle dynamics and specifically on the interaction between the tires and the road. Objectives of the partnership include the prediction of grip conditions, thermal dynamics and tire degradation in order to optimize strategic decisions and vehicle setup.

### **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 for numerous industrial applications, the Schaeffler Group makes an important contribution to "mobility for tomorrow."



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

#### **Alpinestars**

Manufacturer of professional racing gear and lifestyle products

#### **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

#### **Welt Gruppe**

DIE WELT is one of Europe's leading daily newspapers

## Calendar

### 2017 DTM events

05/05–07	DTM season opener Hockenheim (D)
05/19–21	DTM Lausitzring (D)
06/16–18	DTM Budapest (H)
06/30–07/02	DTM Norisring, Nürnberg (D)
07/21–23	DTM Moscow Raceway (RUS)
08/18–20	DTM Zandvoort (NL)
09/08–10	DTM Nürburgring (D)
09/22–24	DTM Red Bull Ring, Spielberg (A)
10/13–15	DTM Finale Hockenheim (D)



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