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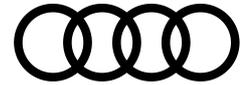
October 2018

**MOTORSPORT INFORMATION**

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Audi in the 2018 DTM

## **From hunter to hunted**

**DTM Champion, winners of the teams' and manufacturers' classification, Audi drivers in the top four positions of the table: In 2017, Audi Sport finished the DTM season with its most successful results of all time. As title defenders in this year's DTM, Audi is no longer the hunter but the hunted.**

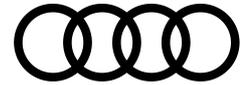
“Our aim is to win titles. Our exceptional success last season doesn't change this,” says Head of Audi Motorsport Dieter Gass. “That's why in 2018 we'd like to clinch as many titles as possible again – among them, obviously, the drivers' title which has the highest prestige in the DTM.”

The cards have been reshuffled. Last season, it was the Audi RS 5 DTM that had to be beaten. For the new DTM season, aerodynamics has been specified for all DTM cars and downforce reduced by some 25 percent. With respect to the suspension, there are generally fewer adjustment options as well so that Audi has to change its previous philosophy. At the same time, the abolishment of the controversial performance weights remains in effect. They sparked permanent discussions last season and fans heavily criticized them.

Due to the most recent actions, the field in the DTM is supposed to move together even closer. As it is hardly possible any longer for manufacturers to develop a technological advantage, the drivers, the trackside setup of the race cars and the conditions will play an even more crucial role now. Due to the reduced downforce, optimum use of the tires is becoming more important as well.

Audi is the only manufacturer to continue relying on three fielding teams. The proven Audi Sport teams, Abt Sportsline, Phoenix and Rosberg, are each fielding two Audi RS 5 DTM cars in the 2018 season. The tasks have remained the same: Audi develops the race cars and the teams are responsible for fielding them, and for maintenance between the DTM events.

For the “title defense” project, Audi Sport has slightly changed the driver squad. Reigning champion René Rast (Germany) and Jamie Green (Great Britain) continue to race for Audi Sport Team Rosberg. Mike Rockenfeller (Germany), the 2013 DTM Champion, and Loïc Duval (France) are forming Audi Sport Team Phoenix like last year. Only Nico Müller (Switzerland) in Audi Sport Team Abt Sportsline has a new teammate. Mattias Ekström's decision to fully concentrate on the FIA World

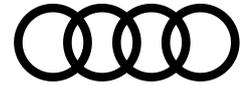


Rallycross Championship after 17 DTM years with Audi makes it possible for Robin Frijns (the Netherlands) to be promoted to an Audi factory driver.

“When you clinch all three DTM titles plus the top four positions in the drivers’ classification, there’s no reason to make major changes,” says Head of Audi Motorsport Dieter Gass. “That’s why Robin Frijns is our only rookie. He’s taking Mattias Ekström’s cockpit at ABT. The two other driver pairings at Phoenix and Rosberg remain unchanged. I’m convinced that this way we’re perfectly positioned for the title defense in the DTM.”

In keeping with tradition, the 2018 DTM begins and ends at the Hockenheimring. The DTM race calendar now features ten instead of the previous nine events. All races are held in Europe. Five events take place in Germany. Austria, Hungary, Italy, the Netherlands and the United Kingdom are other DTM venues. New on the calendar are the Grand Prix circuit at Brands Hatch (United Kingdom) and the first night races in DTM history at Misano on Italy’s Adriatic Coast. The proven double-header format with one race each on Saturday and Sunday has been retained. The starting times for the 2018 season have been largely standardized, with most races beginning at 1.30 pm.

The new TV partner in the German-speaking region is SAT.1. Airtime is clearly longer than before. The renowned sports rights agency IMG has assumed responsibility for global TV marketing of the series.



Interview with Head of Audi Motorsport Dieter Gass

## **“Aiming for as many titles as possible”**

**Head of Audi Motorsport Dieter Gass about the aims for the 2018 DTM season, year one after Mattias Ekström, the new aerodynamics of the DTM cars and the development of the series in general.**

**2017 has been Audi’s most successful DTM season to date. In the light of this success, what aims are left for 2018?**

Our aim is to win titles. Our exceptional success last season doesn’t change this. That’s why in 2018 we’d like to clinch as many titles as possible again – among them, obviously, the drivers’ title which has the highest prestige in the DTM.

**Mattias Ekström was one of Audi’s spearheads in the DTM for years. This year, he’s fully concentrating on the FIA World Rallycross Championship. How much are you going to miss him?**

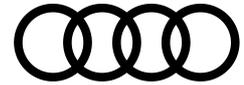
Mattias was part of the DTM for many years and clearly one of its icons. From a sporting perspective it was obvious to everyone last year if not earlier that we have a driver squad on an extremely high level. We’re still perfectly positioned. René (Rast) and Jamie (Green) were the strongest driver combination in 2017. Mike (Rockenfeller) is a driver always to be reckoned with as well. For Nico (Müller) it’s time now to finally break his duck. I think we’re also going to see more from Loïc (Duval) this year. Plus, I expect quite a bit from our new signing Robin (Frijns).

**In favor of a tenth racing event, the pre-season tests in 2018 have been further reduced. What effects does this have?**

Fewer tests make things difficult primarily for Robin (Frijns). That’s why we tried to let him drive the car at least on a few laps in the test at Vallelunga, Italy – even though the conditions were less than perfect. René (Rast) became champion last year although there were only few testing opportunities then as well, so a really good driver can even be successful that way.

**What do fewer test days mean for pre-season preparations in general?**

The situation is the same for everyone. You have to make the best of it and test in a structured manner. I’m convinced that we’re going to be well sorted by the time the season starts.



**This year, all the cars in the DTM have near-identical aerodynamics with 25 percent less downforce for the first time. How do you view this move?**

First of all, I feel that no longer having the unpopular performance weights is very good. That'll lead to absolutely free driving in every respect. I believe we're going to see thrilling and intensive duels between all drivers. We all hope that with more identical aerodynamics the field will move even closer together than last year.

**This said, what is left that still makes a difference in the "new" DTM?**

A good team, a good setup and a good driver are success factors. And of course, the engine has an impact on performance.

**Change of topic: Brands Hatch and Misano are two new events on the calendar.**

**What are your comments on this?**

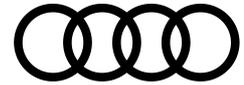
I look forward to the new races. I felt it was a shame that we always used to race on the "Mickey Mouse" circuit at Brands Hatch. For me, "grown-up" racing like the DTM belongs on "grown-up" race tracks. With the Grand Prix circuit that's now definitely the case at Brands Hatch. Misano will be a night event – that's a premiere for the DTM. Both events are going to enhance the DTM.

**In the German-speaking region, SAT.1 will be covering the DTM races starting this year. How do you feel about the DTM's new TV partner?**

Very good! With SAT.1 we can feel the channel's enthusiasm for the DTM. I hope that this will be reflected in emotional coverage and respective viewing rates.

**How do you view the most recent development in the DTM?**

Last year, we took a lot of steps in the right direction. The finale at Hockenheim was a highlight in terms of spectator response and the environment that we were all working toward. My wish is for us to take this positive energy into the new season and to continue to improve on this level.



The Audi RS 5 DTM

## **Championship-winning car with new aerodynamics**

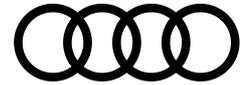
**Audi contests the 2018 DTM season with the further developed championship-winning car from last year. Major changes compared to 2017 have particularly been made to the Audi RS 5 DTM's aerodynamics.**

This year, following the abolishment of the performance weights, the drivers in the DTM are taking center stage to an even greater extent than before. Previously, in 2017, more powerful engines and softer tires made for more thrilling races. Now aerodynamic downforce of the DTM race cars with more than 500 horsepower has been reduced by about 25 percent compared to last year and the suspensions have been simplified. Per wheel, the regulations now permit only one spring/damper unit. The so-called "third element," a connection between the two wheels of an axle, is no longer being used. The objective is to bring the field even closer together than before.

"We are in agreement with DTM CEO Gerhard Berger about the future of the DTM," says Head of Audi Motorsport Dieter Gass. "We do not want to see a never-ending technological arms race and dominance of a single brand, but thrilling, top-caliber races." The objective is to make the driver and individual performance of the various teams matter to a greater extent. Gass sees the DTM continuing on the right track in the new season: "The further reduction of downforce and simplified suspension promise an even greater spectacle for the fans."

Since 2013, at 73 events in the internationally popular touring car series, the Audi RS 5 DTM has clinched 32 victories and 26 pole positions, and posted 42 fastest race laps. In the past three years, Audi won the largest number of DTM races with a strong overall performance.

The scope for development has been reduced in major ways this year as areas of aerodynamics which used to be subject to discretionary design – such as the area around the wheel wells – are now specified for all DTM race cars. "Basically, all cars now have the same aerodynamics package," says Andreas Roos, the new Project Leader DTM at Audi. "Subject to each manufacturer's individual design are the transition areas between the aerodynamics components and the bodywork of the respective vehicle." Intensive aerodynamics development as in the past no longer exists. The reduction of downforce has a major effect on the suspension setup and



handling of the tires. Overall, there are fewer adjustment options for the suspension as well so that Audi has to change its previous philosophy.

“We felt the reduced downforce even during the first virtual tests in the simulator,” says DTM Champion René Rast. “The cars are now even more challenging to drive than before. For me, personally, this is great fun and the spectators, too, will enjoy the races that will be more exciting than ever.”

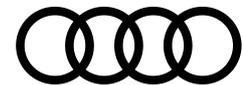
The internal project name of the latest-generation Audi RS 5 DTM is RC7. Except for its new aerodynamics and simplified suspension it is largely identical in construction with the previous RC6 model that was first fielded in the 2017 season. Its four-liter V8 engine delivers more than 500 horsepower transmitted to the rear wheels. The semi-automatic six-speed transmission is operated via paddle shifters in the steering wheel.

Driver assistance systems such as ABS or traction control have traditionally been prohibited in the DTM. Overtaking is assisted by the Drag Reduction System (DRS) known from Formula 1. By pushing a button, the driver is able to flatten the angle of the rear wing, thereby gaining a short-term speed increase of up to 10 km/h, depending on the race track.

Tire partner Hankook has been supplying softer tires since last season. 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. Perfect tire management was one of Audi's fortes in 2017 and will become even more important in 2018 due to the further reduction of downforce.

The DTM has been setting standards in terms of safety for many years. In the Audi RS 5 DTM, the drivers sit in a carbon fiber monocoque which is combined with a solid steel cage. CFRP crash elements on the sides, rear and front absorb energy in the event of a crash. The body of the Audi RS 5 DTM consists of carbon fiber.

DTM race cars are prototypes specifically developed for racing which are visually based on the production models – in the case of the RC7 on the current Audi RS 5 Coupé.

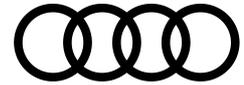


Technical data

## Audi RS 5 DTM (2018)

As of: April 2018

Model	Audi RS 5 DTM (2018)
<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>	
Engine	Normally aspirated V8 gasoline engine, 90-degree bank angle, 4 valves per cylinder, mandatory intake air restrictors – 2 x 29,0 mm
Engine management	Bosch MS 5.1
Engine lubrication	Dry sump
Cubic capacity	4,000 cc
Power	More than 500 hp
Torque	More than 500 Nm
<b>Drivetrain/transmission</b>	
Type of drive	Rear-wheel drive
Clutch	4-plate CFRP clutch
Transmission	Semi-automatic 6-speed transmission with paddle shift
Differential	Adjustable plate-type limited slip differential
Drive shafts	Tripod-joint drive shafts
<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	1,115 kg (including driver)
Fuel cell capacity	120 l
<b>Performance</b>	
0–100 km/h	approx. 2.8 seconds
Top speed	approx. 275 km/h



Driver lineup

## **Six-pack with a newcomer**

**Audi is tackling the “title defense” project in the 2018 DTM with a slightly changed driver lineup.**

“When you’ve clinched all three DTM titles, plus the top four positions in the drivers’ classification there’s no reason to make major changes,” says Head of Audi Motorsport Dieter Gass. “That’s why Robin Frijns is our only rookie. He’s taking over Mattias Ekström’s cockpit at ABT. The other two driver pairings at Phoenix and Rosberg remain unchanged. I’m convinced that this way we’re perfectly positioned for the title defense in the DTM.”

Mattias Ekström’s decision to fully concentrate on the FIA World Rallycross Championship after 17 years in the DTM with Audi made it possible for Robin Frijns to be promoted to the role of an Audi factory driver. The Dutchman is the new teammate of the Swiss Nico Müller in Audi Sport Team Abt Sportsline. The two 26-year-olds form the youngest Audi driver duo in the DTM although Müller, with 64 DTM races under his belt, is almost an old hand.

Competing for Audi Sport Team Phoenix are the German Mike Rockenfeller, the 2013 DTM Champion, and the Frenchman Loïc Duval who in 2018 is tackling his second DTM season. Audi Sport Team Rosberg continues to be made up by Jamie Green (Great Britain) and title defender René Rast (Germany).

### **Audi Sport teams in the DTM**

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

#4 Robin Frijns (NL), Aral Ultimate Audi RS 5 DTM (engineer: Michael Petit)

#51 Nico Müller (CH), Castrol EDGE Audi RS 5 DTM (Felix Fechner)

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

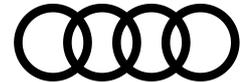
#28 Loïc Duval (F), Audi Sport RS 5 DTM (Gabriele Delli Colli)

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

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

#33 René Rast (D), Audi Sport RS 5 DTM (Florian Rinkes)

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



### Statistics: Audi drivers in the 2018 DTM

**#28 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; 1st DTM race: 2017; DTM races: 36; pole positions: 1; victories: 0 (best result: position 2); fastest laps: 1; points: 66; DTM titles: 0.

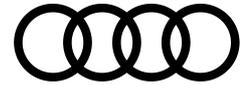
**#4 Robin Frijns (NL):** \* August 07, 1991 in Maastricht (NL); residence: Maastricht (NL); single; height: 1.71 m; weight: 63.5 kg; Audi driver since 2015; 1st DTM race: 2018; DTM races: 18; pole positions: 0; victories: 0 (best result: position 2); fastest laps: 0; points: 56; DTM titles: 0.

**#53 Jamie Green (GB):** \* June 14, 1982 in Leicester (GB); residence: Leicester (GB); married to Ginny, one daughter (Georgiana), two sons (Zachary and William); height: 1.78 m; weight: 70 kg; Audi driver since 2013; 1. DTM races: 2005; DTM races: 175; pole positions: 13; victories: 16; fastest laps: 23; points: 934.5; 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; 1st DTM race: 2014; DTM races: 82; pole positions: 1; victories: 1; fastest laps: 4; points: 283; 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; 1st DTM race: 2016; DTM races: 38; pole positions: 5; victories: 8; fastest laps: 5; points: 385; DTM titles: 1 (2017).

**#99 Mike Rockenfeller (D):** \* October 31, 1983 in Neuwied (D); residence: Landschlacht (CH); married to Susanne, two sons (Phil and Paul); height: 1.75 m; weight: 68 kg; Audi driver since 2007; 1st DTM race: 2007; DTM races: 153; pole positions: 6; victories: 5; fastest laps: 8; points: 733; DTM titles: 1 (2013).



Loïc Duval (Audi Sport RS 5 DTM #28)

## **Second attempt**

**Loïc Duval has celebrated many major successes in motorsport. They include winning the 24 Hours of Le Mans in 2013 plus the FIA World Endurance Championship (WEC) the same year. Even so, the Frenchman was faced with a new beginning in the 2017 DTM season.**

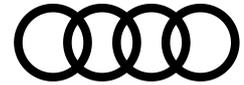
Besides René Rast, Duval was the only newcomer in the field of 18 entrants in the 2017 DTM season. “In spite of my experience in motorsport, I was practically a rookie again,” says the Frenchman. “I knew that the DTM is not an easy series. Even so, my first season was tougher than expected. There were some highlights like my first DTM podium at Zandvoort, but on the whole it was a difficult season in which I learned a lot. “I think we’re going to see even more from Loïc,” says a confident Head of Audi Motorsport Dieter Gass who, following the brand’s departure from prototype racing at the end of 2016, asked Duval to join the Audi DTM squad.

The FIA World Endurance Championship (WEC) with Le Mans as its pinnacle event of the season was Loïc Duval’s professional home for five years. “2013 with victory at Le Mans and the WEC title win together with Allan McNish and Tom Kristensen was a brilliant season,” says the Frenchman. Only a year later, he made headlines with a serious accident at Le Mans – a story that has some things in common with that of his current DTM teammate Mike Rockenfeller. Just like “Rocky,” Duval returned to the cockpit after a brief recovery break. In 2016, in the two last Audi triumphs in the WEC, he was sitting in the victorious Audi R18.

“I’m very happy about forming a team in the DTM with Mike,” says Duval. “We’ve always gotten along really well. Mike is a good, open type of guy and knows what matters in the DTM. I benefit from his experience.”

The DTM scene, though, was not totally new to Duval. In 2004 and 2005, he contested the Formula 3 Euro Series as part of the supporting program. On that occasion, he watched the DTM races with suspense and also got to know most of the race tracks on which the DTM is held.

Following his Formula 3 days, Duval moved to Japan for nearly a decade where in parallel to single-seater racing he was active in the Super GT Championship which he won in 2010. “There I drove similar cars as in the DTM which is another reason why I immediately felt comfortable in the Audi RS 5 DTM in my first test.”



That the DTM and the Super GT are now cooperating and jointly working on a common future particularly pleases Duval. “Both are strong series, this cooperation can only be positive. The cars from Japan with demo laps in the DTM finale at Hockenheim caused quite a stir last year and we received an enthusiastic welcome at the Super-GT finale at Motegi as well.”

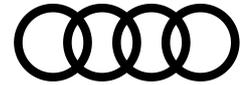
In parallel to the DTM, Duval is returning this year in the LMP 2 category to the FIA World Endurance Championship and the 24-hour race at Le Mans. The latter is his great passion – not surprisingly since he was born in Chartres, 130 kilometers northeast of Le Mans.

For a long time, the Frenchman lived in Tokyo in Japan. Now the Audi factory driver with his wife, Gaëlle, and their two sons, Hugo and Martin, lives in Nyon on Lake Geneva in Switzerland. Parked in the family’s garage is an Audi SQ7 TDI. “A perfect family car,” says an enthusiastic Duval who this year will also act as commentator for several Formula 1 races for the French TV channel Canal+.

In addition to motor racing, soccer is one of the Frenchman’s passions. Be it during official PR commitments, matches of celebrity teams or in personal surroundings – Duval is an avid soccer player and has been a supporter of Audi’s partner FC Bayern München since his childhood days. “I love tennis too. I’m generally a great fans of sports and watch many sporting events on television. In early 2017, I had the opportunity to watch the Hahnenkamm ski race as a spectator in Kitzbühel. That was a fantastic experience as well.”

Duval stays fit primarily by cycling and swimming. He rides hoverboards and trains with a personal fitness coach. For his second DTM season, he has selected a new number for his car: “28 is the number of the French ‘département’ where I was born. It has accompanied me my whole life.”

Loïc Duval’s new race engineer is Gabriele Delli Colli, the former engineer of Rubens Barrichello at Ferrari in Formula 1. Currently, Colli is chief test engineer in Audi’s DTM program.



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), 15th FIA Formula E

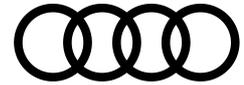
**2018** 17th DTM (Audi RS 5 DTM), 3rd 24 Hours of Daytona

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

[www.facebook.com/Loic.Duval.Official](https://www.facebook.com/Loic.Duval.Official)

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Robin Frijns (Aral Ultimate Audi RS 5 DTM #4)

## The newcomer

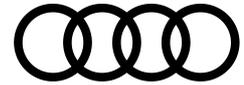
**Robin Frijns was promoted from Audi Sport's GT program to the role of an Audi factory driver in the DTM. The 26-year-old Dutchman closes the gap this year that Mattias Ekström left in Audi Sport Team Abt Sportsline.**

"I've been dreaming of the DTM for a long time," says Frijns. "The series has a long tradition and stands for gripping racing – exactly the thing I like. When I heard that I would belong to Audi's DTM squad effective immediately I was both overjoyed and speechless."

Frijns has been active for Audi in customer racing since 2015 and comes from single-seater racing. He gathered initial experience at the wheel of an Audi DTM race car in an evaluation of young talent in Spain in 2013. "Robin left a strong impression at that time and we've been keeping track of him ever since," says Head of Audi Motorsport Dieter Gass. "At the wheel of the Audi R8 LMS, he showed his ability and in our Formula E simulator he does a very good job as well. René Rast proved last year that in the DTM you can be in contention for the title even as a rookie. Robin has great potential."

After René Rast as a rookie instantly won the DTM title in 2017, every newcomer is compared with the reigning champion. "René impressively proved that in the DTM you can become champion even in your first year," says Frijns. "But I remain completely realistic in that respect. After all, I'm pitted against drivers who've been active for years – if not decades – in the DTM. My main goal is to get used to the environment and to the car as soon as possible. Plus, I'd like to have fun because that's the prerequisite for being fast in the races. If in the end that results in podium positions or even victories so much the better."

The Dutchman who hails from Maastricht began his career in karting, and in single-seater racing made it all the way into Formula 1 as a test and reserve driver. "I had three very successful years in single-seater racing in which I was able to stand my ground against notable names and win the championship on each occasion," relates Frijns. "As a Formula 1 test driver in the following years I had only few opportunities to contest races myself. In that respect, it was a great opportunity for me to be able to get into GT racing with Audi and to finally race again. Today, I'm more than happy that I took advantage of this opportunity at the time. Together, we've celebrated many successes."



In his first years with Audi, Frijns in 2015 won the Blancpain GT Series in the Audi R8 LMS and the Blancpain GT Series Sprint Cup in 2017 – both with Belgian Audi Club Team WRT. For this team, Frijns, in parallel to his DTM program, is active in 2018 as well and already triumphed in the Bathurst 12 Hour (Australia).

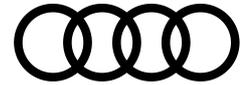
In addition, Frijns competed for Michael Andretti's team in the Formula E electric racing series for two years. Due to BMW's entry, the Dutchman lost his cockpit. For Frijns, Audi clearly took priority. Now Frijns occasionally sits in the Formula E simulator at Audi Sport in Neuburg in order to stay fit in the pioneering electric racing series.

This year, though, the DTM where he competes in car number 4 is clearly Frijns' priority. "This number accompanied me during my successful years in single-seater racing and brought me a lot of luck. I hope it will continue to do so."

The race Frijns particularly looks forward to is the one on home soil at Zandvoort. "Last season, I watched Sunday's race at the venue and was impressed," says the 26-year-old. "There was a large turnout of spectators and I hope to see all the fans again this year. As the only Dutchman in the DTM field I'm obviously looking forward to the event and to the support from my compatriots with huge anticipation."

As a new Audi factory driver, he enjoys the privilege of being able to select a company car from the model range of the four rings. "I opted for an Audi RS 6 Avant," says Frijns. "I've heard a lot of positive things about this car."

Frijns in Dutch is pronounced "Frijns," with a drawn-out "ai." In English, most people say "Frins" with a short "i." "For me, personally, the diverse pronunciations make no difference. As long as I can tell that it's me people are addressing, either version is completely okay for me."



Profile

## **Robin Frijns (NL)**

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

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

**Residence:** Maastricht (NL)

**Marital status:** single

**Height/weight** 1.71 m/63.5 kg

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

### **Sporting career**

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

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

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

**2011** 1st Formula Renault 2.0 Eurocup

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

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

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

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

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

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

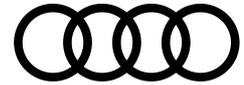
**2018** 13th DTM (Audi RS 5 DTM), 1st Bathurst 12 Hour (Audi R8 LMS)

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

## Back at home

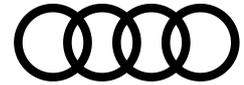
**As if it is jinxed in some way: Jamie Green has won 16 DTM races in his career to date. Most recently, he had good chances of clinching the DTM title three times in succession, but on every occasion, something got in the way shortly before the end of the season.**

In the DTM, Green was a title candidate in each of the past three years up until shortly before the end of the season, but in the end had to settle for the runner-up's spot in 2015 and third position in 2016 and 2017. "Finishing in the top three in three successive seasons is a strong achievement and a good sign," says the Briton who competes in car number 53, a number that his father used to race with as well. "We always had the chance to become champion."

In 2017, he came particularly close. Green seemed to be well on his way to finally make his big dream come true. On the Red Bull Ring at Spielberg, on the penultimate race weekend of the season, he was headed for a sure victory when, shortly before the end of the race, he was suddenly no longer able to shift and, as a result, dropped to third place in the overall standings trailing his teammate, René Rast, and Mattias Ekström. Although he won one of the final races at Hockenheim, he had to settle for third position in the end and watch his new teammate, René Rast, crown himself DTM Champion right in his first year. "Obviously, that was tough for me, but René did a great job and I was very happy for Team Rosberg. Their title win was more than overdue. I hope that my time will come too, the DTM title has been and continues to be my big aim."

Jamie Green lived in Monte Carlo on the Côte d'Azur with his wife, Ginny, and their three children for many years. During the winter and summer vacations, the five Greens would regularly return to England. In the course of time, they considered moving back to England, a plan the family has since turned into reality. "In Leicester, we now enjoy our big garden which, unfortunately, we didn't have in Monaco." For Green, this marked the beginning of a new stage in his life as, particularly in winter, life in the United Kingdom is different than it is on the Côte d'Azur where, above all, he enjoyed cycling tours with fellow race drivers like Paul Di Resta, Lucas di Grassi, Alex Wurz or David Coulthard. "Cycling is still my favorite cardio training," says Green. "Plus, I go to the gym twice a week. When I'm traveling I go jogging."

The Audi campaigner also stays fit in karting. His oldest son is now eight and a year ago received a Bambini kart. Jamie Green used this opportunity to buy a racing kart



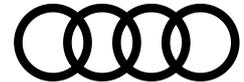
for himself too and is now regularly practicing with Zachary. Green is convinced that he benefits from his hobby in the DTM as well. “Karting is perfect practice for me. The tracks are small and my kart is very fast. It’s a great physical and mental challenge because everything happens extremely fast. That sharpens your fitness and senses.”

In motorsport, Green has now expanded his activities as well. After having fully concentrated on the DTM for many years, he contested initial events in the Audi R8 LMS in GT racing. In addition, he pursued obtaining a license for the legendary Nordschleife with the aim of contesting the 24-hour race at the Nürburgring one day.

Green started his motorsport career in events held in the area of his native Leicester. Initial attempts in stock car racing were followed by a classic karting and single-seater career. Finally, the title in the 2004 Formula 3 Euro Series was the springboard into the DTM in which he made a name for himself with four victories on the Norisring and other successes. Since 2013, he has been competing for Audi and in the DTM squad is not only valued for his speed but also for his grasp of technology. That is why Jamie Green was always included in the development tests of the Audi RS 5 DTM in recent years, so to some extent he can be credited with the title win by his teammate, René Rast, as well.

For his everyday driving needs, the Briton is sold on the Audi Q7 and the Audi RS 6 Avant. “When you have three children, the Audi Q7 is simply the best choice and the RS 6 is a fantastic car,” he says.

That the DTM in 2018 races in Brands Hatch again for the first time in five years, makes Jamie Green particularly happy: “I’ve never won a DTM race at home. It would be great to change that this year!”



Profile

## Jamie Green (GB)

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

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

**Residence:** Leicester (GB)

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

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

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

### 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

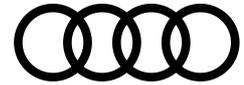
**2017** 3rd DTM (Audi RS 5 DTM), 3 victories

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

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

## **From a shadowing driver to a title candidate**

**For Nico Müller, the moment of truth is arriving in the 2018 DTM season. For the first time, he is the seasoned driver in his team.**

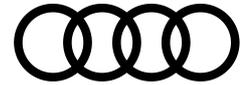
The Swiss is regarded as an all-rounder who is fast in any race car. Be it the Audi RS 5 DTM, Audi R8 LMS, Audi S1 EKS RX quattro or, most recently, the Audi e-tron FE04: Nico Müller's name including the number of his car, 51, with which he was previously successful in karting, keep appearing at the very top of the monitors showing the results lists.

In the DTM, Nico Müller has already made a name for himself as well. In 2016, in his third season, he clinched his first pole position, first podium and first victory – in Audi's prestigious home race at the Norisring of all events. The four rings had most recently won the race there in 2002.

In the DTM's overall standings, the youngster has made it into the top ten once to date. In 2016, he was lacking overall consistency, particularly in qualifying. Last year, in the title race, he put himself at the service of his seasoned teammate, Mattias Ekström. The skill he displayed in doing so earned him plenty of criticism from rivals in the DTM paddock. "I didn't do anything that wasn't allowed, the stewards of the meeting saw it that way too," the Swiss counters.

That Mattias Ekström ultimately missed the title by an extremely narrow margin was a great disappointment for the entire Audi Sport Team Abt Sportsline. The Swede's subsequent retirement from his DTM career, was "a shock" for Nico Müller. At the same time, it now offers him a great opportunity. The driver who used to shadow Mattias Ekström has to turn into a real title candidate in 2018. He has the pace and experience to do so and has shown his ability to move the Audi RS 5 DTM at high speed more than once.

Now having a DTM rookie – Robin Frijns – as his new teammate, Müller in his fifth DTM year is automatically the team leader. His race engineer is new as well. Felix Fechner was most recently a performance engineer at Audi in the DTM and is now assuming responsibility for a race car for the first time. Müller and Fechner are able to draw on the enormous wealth of experience of Florian Modlinger who as technical director led Audi to the "triple success" in 2017 and joined ABT Sportsline this year.



“Even though there were some changes in winter I have the backing of a great team that always gives 100 percent,” says Nico Müller who is tackling his third season in Audi Sport Team Abt Sportsline. “I feel incredibly comfortable with Abt.”

As a sports soldier in the Swiss Army, Nico Müller stays fit at the national sports center in Magglingen, the Olympic base of Swiss Ski. “I have optimum training conditions there and have come to know many other athletes and sporting disciplines,” says Müller.

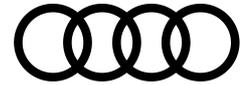
In addition, the Swiss enjoys cycling – “riding a mountain bike in cold weather and in summer more frequently a road bike,” relates the youngster who lives in Bern together with his partner, Victoria.

Privately, Nico Müller drives an Audi RS 6 Avant performance. “For me, the car is simply perfect,” he enthuses. “I feel privileged be able to drive such a car as a young Audi factory driver.”

At the same time, Müller fell in love with another Audi model: the Audi S1 EKS RX quattro from the FIA World Rallycross Championship. “The fire has been burning ever since Eki (Mattias Ekström) invited me to a test and I had the opportunity to contest two races in 2017. That was huge fun.”

On making his debut in the Formula E electric racing series, Nico Müller left a lasting impression as well. During the rookie test in Marrakesh, the Swiss achieved a dominant best time and set a new track record in the Audi e-tron FE04.

In the Audi R8 LMS GT3 sports car, Nico Müller is contesting races again in 2018 as well, although the DTM is clearly his top priority.



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), 3rd 24 Hours of Nürburgring (Audi R8 LMS)

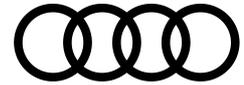
**2018** 10th DTM (Audi RS 5 DTM), test and reserve driver Formula E

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René Rast (Audi Sport RS 5 DTM #33)

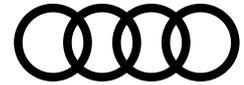
## **DTM Champion at the first attempt**

**René Rast made a bit of motorsport history last year. The Audi campaigner instantly secured the title in his first full DTM season – a feat that had most recently been achieved 24 years ago by the Italian Nicola Larini.**

Rast is only the seventh campaigner in the history of the popular touring car racing series to have won the prestigious title in his rookie season. Before the 2017 season, the native of Minden had only contested three DTM races. In July 2016 – literally overnight – he stood in for Adrien Tambay at Zandvoort with Audi Sport Team Rosberg. With no preparation whatsoever, Rast left such a good impression that in the 2016 finale at Hockenheim he was asked to stand in for Mattias Ekström. In sixth position, Rast scored his first points in his second DTM race, so recommending himself for a regular cockpit in the Audi DTM squad.

Twelve months later, Rast snatched the DTM title from Mattias Ekström on the finish straight. In doing so, he managed to convert a 21-point deficit to the Swede into a razor-thin three-point advantage on clinching sixth position on Saturday and second on Sunday. “René drove an incredible season last year,” says Head of Audi Motorsport Dieter Gass. “It was not without reason that we got him to join our DTM squad and expected good performances of him. Yet no-one – not even René himself – expected him to be in contention for the title in his first DTM year – and actually winning it in the end. His basic speed was one of the decisive factors. In 2017, he was the best qualifier.”

René Rast’s 2017 rookie season was impressive in every respect. As early as in the season opener at Hockenheim, he started from the front row for the first time. Two weeks later, it was followed by the first podium in his young DTM career at the Lausitzring and by his first victory at Budapest on the third race weekend. With that, Rast for the first time also took the lead of the standings which subsequently alternated several times between the German and Mattias Ekström. At Moscow and on the Red Bull Ring at Spielberg, Rast scored two further victories. In addition, his tally reflects three pole positions and four fastest race laps. “My aim was to become the best rookie,” says René Rast. “I wanted to learn how to score points regularly and always finish well. Who’d have thought before the season that I’d immediately be in contention for the title? That’s why in the finale I had nothing to lose. I tackled the weekend without pressure and was overjoyed about the positive outcome. My thanks go to Audi for giving me this fantastic car and the opportunity to still enter the DTM



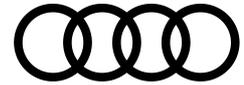
at the age of 30. I'm also thankful to Team Rosberg where I felt comfortable from day one and to my teammate, Jamie Green."

René Rast's unusual career within the Volkswagen Group led 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 a benchmark and guarantee for success. His victories in the 24-hour races at Daytona, Spa and on the Nürburgring underline this, as do a title win in the ADAC GT Masters – and now the DTM title. At the beginning of 2018, Rast contested his first "Race of Champions" event of the world's best race drivers and together with Timo Bernhard won the Nations Cup for Germany – giving proof of being in a class of his own once again.

René Rast has opted not to use the DTM Champion's number 1 on his car. He prefers to continue driving car number 33, the number that brought him luck in his debut season. "I think 33 looks cool and it's easy for me to remember a double number." Rast is a pragmatist through and through.

With his partner, Diana, and their son, Liam, who was born shortly before Christmas in 2016, the German lives in Bregenz on the Austrian side of Lake Constance. He has a simulator at home on which he regularly practices for the DTM. In addition, he sidelines as a development driver in the field of electric racing.

In "real life," René Rast drives an Audi SQ7 TDI. "With a child we need a little more space, so the SQ7 is ideal," says Rast. It did not take him long to get used to the role of a family man and father. "Having a child is mega. I hugely enjoy my time at home. It gives me strength for my next commitments on the race track."



Profile

## René Rast (D)

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

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

**Residence:** Bregenz (A)

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

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

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

### Sporting career

**1996–2002** Kart

**2002** 1st German ICA Juniors 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 24 Hours of Nürburgring

**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 24 Stunden Spa (Audi R8 LMS ultra), 1st GT class 24 Hours of Daytona, ADAC GT Masters (Audi R8 LMS ultra)

**2013** 2nd GT class 24 Hours of Daytona (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 24 Hours of Nürburgring, 1st 24 Hours of Spa, 6th Blancpain GT Series (each in Audi R8 LMS ultra)

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

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

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

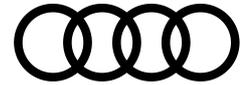
**2018** 2nd DTM (Audi RS 5 DTM), 6 victories, 1st Nations Cup Race of Champions

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Mike Rockenfeller (Schaeffler Audi RS 5 DTM #99)

## **Back at the top**

**Following two difficult years, Mike Rockenfeller is enjoying the DTM again. Together with Audi Sport Team Phoenix he climbed out of the valley and drove back to the top. Now, in the 2018 season, the Audi campaigner is aiming to pick up where he left off last year.**

In 2013, Mike Rockenfeller won the DTM drivers' title and in 2014, in third position overall, he was the best Audi campaigner. After that, things went downhill. The tire generation used back then was not a good fit for his tire-saving driving style and things at Audi Sport Team Phoenix were not running smoothly anymore in every respect either. That is why the German at the end of 2016 was faced with the key question of either doing something different after ten years in the DTM or starting over.

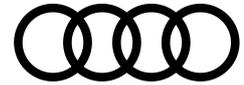
“Rocky” opted for a relaunch in the DTM – together with Ernst Moser’s team in which he had his most successful DTM years. “I was optimistic that we’d be able to make it back to the top,” he says. “Both, the team and I, had to dig ourselves out of that hole. We had to change a few things in order to make a different appearance again. All in all, after two difficult years, it was a good season for me because I was in contention again for victories and the title.”

Rockenfeller did a good job of handling the softer, unheated Hankook tires straight from the start. The cooperation with his new race engineer, Laurent Fedacou, worked well and the other changes made to the DTM helped him too. “There was a fresh breeze in the DTM. That was good for the team and also for me.”

His season, though, was overshadowed by an accident on the Norisring that was not his fault and in which he broke his left foot. “Rocky” gritted his teeth and was back at the wheel of his Audi RS 5 DTM right in the next race at Moscow. That he mounted the podium on crutches was remarkable: unusual for a race driver, he had to use his right foot to accelerate and brake.

In spite of his accident, he had chances of winning his second DTM title up until the last race at Hockenheim. In the end, he placed fourth. The positive overall impression, though, has remained.

Rockenfeller has been competing in the internationally popular touring car racing series with Audi since 2007. The first years at the wheel of a previous-generation car were tough. “Rocky” drew his motivation primarily from the sports car races he contested in parallel to the DTM. In 2010, in the Audi R15 TDI, he clinched overall



victory in the 24 Hours of Le Mans and a year later, he had the most serious accident in his career to date in the iconic French endurance race – just at the moment when he had gained a foothold in the DTM and won his first DTM race. Forced to skip two races following his accident at Le Mans, he had to bury his hopes for the title.

In 2012, he switched to Audi Sport Team Phoenix. In his first year with the Eifel-based squad, 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,” “Rocky” recalls.

In parallel to the DTM, Mike Rockenfeller occasionally contests sports car races, at the moment, primarily for Corvette Racing in the United States. This year, he is scheduled to return to the 24-hour race at Le Mans with the U.S. team – the French endurance classic has and continues to be Mike Rockenfeller’s great passion.

His parents, his wife, Susanne, and their two sons, Phil and Paul, give “Rocky” strength. On the Swiss side of Lake Constance, the Rockenfellers built a house in 2013, his championship-winning year, which includes a private gym where “Rocky” stays fit. An activity he likes even better is riding his road bike which he frequently does together with former cycling pro Andreas Klöden.

Privately, Rockenfeller is now driving an Audi SQ7 TDI. “I used to have an RS 6, but the SQ7 is simply perfect for family and sports,” he says.

Aside from his family and motorsport, Mike Rockenfeller has a soft spot for old cars – not an unusual interest for someone who was trained as a master automotive 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

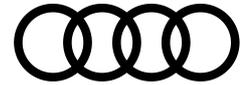
**2017** 4th DTM (Audi RS 5 DTM), 1 victory, 1st GTE class 12 Hours of Sebring

**2018** 11th DTM (Audi RS 5 DTM), 3rd GTE class 12 Hours of Daytona

[facebook.com/mikerockenfeller](https://www.facebook.com/mikerockenfeller)

[@m\\_rockenfeller](https://twitter.com/m_rockenfeller)

[instagram.com/mike\\_rockenfeller](https://www.instagram.com/mike_rockenfeller)



Audi Sport Teams in the DTM

## Good things come in threes

**In the 2018 DTM, Audi, BMW and Mercedes-Benz are again on the grid with different philosophies. Audi is the only manufacturer to continue relying on its three proven race teams.**

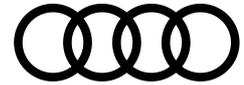
Audi Sport Teams Abt Sportsline, Phoenix and Rosberg each are responsible for two two Audi RS 5 DTM cars in the 2018 season. The distribution of tasks has remained the same: Audi develops the race cars and the teams are responsible for fielding the race cars and for maintenance between the DTM events.

“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 have previously won the drivers’ and teams’ championships. They ensure a healthy internal competition. BMW and Mercedes-Benz have been pursuing different paths since last season. If I look at the results of the 2017 season, I’d say that our concept is right – also for the DTM and the fans who like to see classic race teams.”

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. 2018 marks the 19th season of the Abts squad with Audi in the DTM and the 15th 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 was overdue. In 2015 and 2016, the squad from Neustadt an der Weinstraße was in the title race up until shortly before the end of the season. In 2017, Audi Sport Team Rosberg managed to win both the drivers’ and the teams’ title.



Audi Sport Team Abt Sportsline

## **DTM relaunch in the Allgäu**

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

With a little more fortune, the squad headed by team owner Hans-Jürgen Abt and motorsport director Thomas Biermaier could have won two more DTM drivers' titles in the past two years. In the 2016 season, Edoardo Mortara was merely four points short of clinching the title and Mattias Ekström even just three last year. "Missing out on winning the title by just a narrow margin in the last race twice in a row was obviously very painful," says Thomas Biermaier. "We analyzed what we could do better and have reorganized ourselves in many areas. Now we're attacking again with full motivation."

2018 in a way is like a relaunch in the DTM for Audi Sport Team Abt Sportsline because since Audi's return with a factory commitment in 2014 everything in Kempten revolved around Mattias Ekström. After the Swede stepped down, hopes at Abt are now resting on two younger drivers: Robin Frijns and Nico Müller.

New as well are the two race engineers: Michael Petit, previously Mattias Ekström's data engineer, is responsible for the car of DTM rookie Robin Frijns. Felix Fechner, most recently a performance engineer with Audi in the DTM, takes care of Nico Müller. Both can draw on Florian Modlinger's enormous experience. As Technical Director DTM he led Audi to the "triple" in 2017 and since this year has been with ABT Sportsline.

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

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

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

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

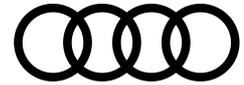
**1st Formula E teams' classification:** 2017/2018

**1st German Supertouring 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

## **Back to former strength**

**After two challenging years, Audi Sport Team Phoenix found its old strength again in the DTM last year. For the 2018 season, the team from the Eifel partly reorganized itself once more.**

Although Mike Rockenfeller in 2017 broke his left foot in an accident on the Norisring that was not his fault he had chances of winning his second DTM drivers' title up until the finale. Accordingly, Team Director Ernst Moser summed up the season positively: "Except for Mike's accident, the season was really enjoyable again. The most important reason for this was the new Audi RS 5 DTM, but also the many changes to the regulations that made really thrilling DTM races possible again."

Audi and Phoenix Racing have been partners in the DTM since 2006. Twice, in 2011 and 2013, the squad based in Neuspath near the Nürburgring in the Eifel provided the DTM Champion in Martin Tomczyk and Mike Rockenfeller and the best Audi driver in the overall classification four times. Having been active in the DTM since the racing series' comeback in 2000, the team headed by Team Director Ernst Moser and Team Manager Dirk Theimann is of the most experienced squads in the series.

A responsible role in the DTM team this year has been assumed by Frédéric Ruat, a specialist in the field of tires which is extremely important in the DTM. Loïc Duval's new race engineer is Gabriele Delli Colli, a former engineer of Rubens Barrichello at Ferrari in Formula 1 and currently the chief test engineer in Audi's DTM program. As before, Laurent Fedacou takes care of Mike Rockenfeller's RS 5 DTM.

Phoenix Racing's second pillar is GT racing. In Europe and Asia, the team in 2018 is fielding the GT3 and the GT4 versions of the Audi R8 LMS.

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

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

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

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

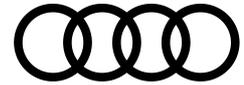
**1st 24 Hours of Spa:** 2007, 2012 (Audi)

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

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

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

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



[Audi Sport Team Rosberg](#)

## The title defenders from Neustadt

**For Audi Sport Team Rosberg, the famous motto “Never change a winning team” applies this year.**

After the squad headed by Team Director Arno Zensen just barely missed the drivers’ title in 2015 and 2016, it even achieved the “double” in 2017. As a rookie in the team and the DTM René Rast immediately secured the title. Jamie Green in position three ensured that Audi Sport Team Rosberg won the teams’ classification as well.

“We had two equally strong drivers for the first time in the DTM,” says Arno Zensen. “These were our first championship trophies in the DTM for which we worked long and hard. For me, René and Jamie are currently forming the strongest driver pairing in the DTM, so I’m happy that in 2018 we’re able to compete with both of them again.”

Since 2006, Team Rosberg has been racing as an Audi factory team in the DTM. It was formed in 1994 by former Formula 1 World Champion Keke Rosberg who was at the wheel himself in season one. Subsequently, many prominent drivers raced for this team. Nico Rosberg, the 2016 Formula 1 World Champion, did his first racing laps in his father’s team as well.

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.

In 2018, alongside the DTM, Team Rosberg is active with the Lamborghini Huracan GT3 in the ADAC GT Masters as well. 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 success of Team Rosberg

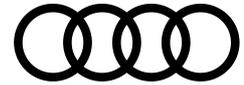
**1st DTM drivers’ classification: 2017 (Audi)**

**1st DTM teams’ classification: 2017 (Audi)**

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

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

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



## DTM 2018

### **On course for the future**

**In Gerhard Berger the DTM has had a new boss since last 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.**

The Austrian and his squad are intensively working to make the DTM fit for the future. In 2017, there were softer tires, more engine power, a reduced number of mechanics for the pit stops, a changed paddock look, plus the so-called “pit view” that makes it possible for spectators to look at the garages of the DTM teams.

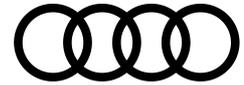
“Last year, we took a lot of steps in the right direction,” says Head of Audi Motorsport Dieter Gass. “We saw thrilling racing and a title decision among four drivers in the last race. For the fans, too, a lot more was done than in the past. In 2018, we’re taking further steps to continue to improve on what’s already a high level.”

The cars’ aerodynamics is now specified and downforce has been reduced by about 25 percent. The controversial performance weights that in the past repeatedly resulted in tactical games were abolished. In 2018, there is nothing but flat-out racing.

In 2019, the introduction of modern and efficient four-cylinder turbo engines is on the agenda, plus the premiere of the so-called “Class One” that is driven by the DTM and the Japanese Super GT. The joint regulations are intended to make it possible to field the cars in both championships and provide the basis for joint races.

Major changes in marketing the DTM have already been made this year. The new TV partner in German-speaking regions is SAT.1. The private channel dedicates plenty of air time to the DTM. Globally, the renowned sports rights agency IMG has assumed responsibility for TV marketing of the series.

Instead of nine events, there are ten, each with two races, on the 2018 calendar. New on the DTM calendar are the Grand Prix circuit at Brands Hatch and two night races at Misano on Italy’s Adriatic Coast.



[DTM events in 2018](#)

## Ten times double-header DTM action

**Less testing, more racing:** For the 2018 season, the DTM race calendar has been extended from nine to ten events all of which are held in Europe. The proven double-header format featuring a race on Saturday and Sunday has been retained. Five events are held in Germany, the other DTM venues being Austria, Hungary, Italy, the Netherlands and the United Kingdom. New on the calendar are the Grand Prix circuit at Brands Hatch (United Kingdom) and the first night races in DTM history at Misano on Italy's Adriatic Coast. The starting times have been largely standardized for the 2018 season: most races will begin at 1.30 pm.

### **Hockenheim (D)**

**Race 1 (round 1):** Saturday, May 5, 1.30 pm

**Race 2 (round 2):** Sunday, May 6, 1.30 pm

**Track length:** 4.574 kilometers

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

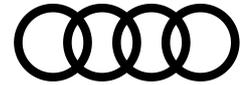
**DTM race lap record:** Jamie Green (Audi), 1m 32.456s (2017)

### **Audi victories in the DTM 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 Mike Rockenfeller:**

“For me, the Hockenheimring is a very special race track. It's the only circuit we visit twice in a DTM season: for the opener and for the finale. Plus, it has a long tradition. Hockenheim belongs to the DTM and the DTM belongs to Hockenheim. Because we have two race weekends there per season and also test there, all the drivers obviously know the track really well. Being the first race weekend after the long winter break, Hockenheim always offers a good opportunity to compare where you stand with other manufacturers. Suspense is especially high whenever there are new technical or sporting regulations. With the DTM cars with less downforce I hope that the races this year will be even better. I'm also excited to see how the DTM is presented this year with SAT.1 as its new TV partner. And, like all drivers, I'm happy that the season finally starts, so there's usually a really cool atmosphere on the first race weekend at Hockenheim.”



### **Lausitzring (D)**

**Race 1 (round 3):** Saturday, May 19, 1.30 pm

**Race 2 (round 4):** Sunday, May 20, 1.30 pm

**Track length:** 4.570 kilometers

**DTM qualifying lap record:** Lucas Auer (Mercedes-Benz), 1m 37.343s (2018)

**DTM race lap record:** Marco Wittmann (BMW), 1m 39.395s (2018)

### **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 (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 Jamie Green:**

“The Lausitzring is a track on which I’ve celebrated many successes – especially with Audi. I’ve always been fast there and won three times at the Lausitzring in the past three years. This year, the DTM will race on the long track version for the first time since 2004 which, I feel, is better to drive. The most recently used short version was pretty narrow with just a few overtaking opportunities. The track was pretty short and I didn’t really like the layout – in spite of my successes. I think that the longer version will be more fun and will offer more overtaking opportunities. Obviously, I hope that on the longer version I’ll be just as successful as on the shorter one.”

### **Hungaroring (H)**

**Race 1 (round 5):** Saturday, June 2, 1.30 pm

**Race 2 (round 6):** Sunday, June 3, 1.30 pm

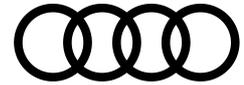
**Track length:** 4,381 kilometers

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

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

### **Audi victories 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 René Rast:**

“Budapest has been one of my favorite tracks not just since my first DTM victory in 2017. I also used to enjoy racing there before because it’s a difficult and very technical track. On track, you have only few opportunities to take a breather because as soon as you cross the start-finish straight there’s a right-left combination and after that you’re under a constant strain. The Hungaroring is a challenging track with fast turns and many directional changes. Due to the new surface, you have a lot of grip. Only on the start-finish straight, there’s a chance to take a breather: a track I always really enjoy.”

**Norisring (D)**

**Race 1 (round 7):** Saturday, June 23, 1.30 pm

**Race 2 (round 8):** Sunday, June 24, 1.30 pm

**Track length:** 2.300 kilometers

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

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

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

**Track description by Nico Müller:**

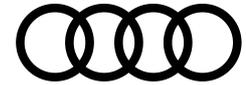
“The Norisring in Nuremberg, the only city street circuit on the DTM calendar, is a real highlight. For Audi’s DTM drivers, it’s also the race on home soil, very close to the company’s headquarters in Ingolstadt. That’s why it’s an important race for us. For me, personally, the Norisring is always linked to particularly fond memories because that’s where I was able to celebrate my first DTM victory in 2016. I feel very comfortable at the Norisring because I always really enjoy driving between the high barrier walls and usually have pretty good races on city circuits. But the Norisring is also a very treacherous track, even though you might think that it’s very short, has only four turns and, because of that, is easy. But exactly the opposite is true because the four turns are really tricky. To be really fast and to have the hundredths and thousandths on your side you’ve got to have a handle on the Norisring. It’s a special and unique challenge on the calendar that every driver no doubt is looking forward to.”

**Zandvoort (NL)**

**Race 1 (round 9):** Saturday, July 14, 1.30 pm

**Race 2 (round 10):** Sunday, July 15, 1.30 pm

**Track length:** 4.307 kilometers



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

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

**Audi 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; 2016 (Sunday) Jamie Green, Audi RS 5 DTM; 2017 (Sunday) Mike Rockenfeller, Audi RS 5 DTM; 2018 (Sunday) René Rast, Audi RS 5 DTM

**Track description by Robin Frijns:**

“I’m already really excited about the race weekend at Zandvoort. After all, it’s my home race, so, obviously, I’m going to make an extra effort to clinch a good result there. I know the circuit from my time in single-seater racing and various GT3 events. However, I haven’t raced there since the tarmac was renewed. The track permits no mistakes. If you make one, you’ll end up in the gravel trap or directly in the fence. The track layout is very narrow, so it’s difficult to overtake. The best opportunities are in the so-called Tarzanbocht and in the Audi S. Personally I particularly like the high-speed sections like the extremely fast Scheivlak corner. Most drivers, though, have problems in the following turn – that’s where accidents are not uncommon. The entire circuit is located in the middle of the dunes directly on the North Sea coast. There are many uphill and downhill sections and frequently there are gusty winds. You can clearly feel that sitting in a race car. It’s also possible that sand is blown onto the track, so the grip level can vary from lap to lap.”

**Brands Hatch (GB)**

**Race 1 (round 11):** Saturday, August 11, 1.30 pm (2.30 pm CEST)

**Race 2 (round 12):** Sunday, August 12, 1.30 pm (2.30 pm CEST)

**Track length:** 3.916 kilometers

**DTM qualifying lap record:** Gary Paffett (Mercedes-Benz), 1m 17.948s (2018)

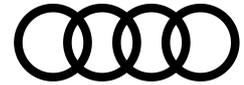
**DTM race lap record:** Paul Di Resta (Mercedes-Benz), 1m 19.943s (2018)

**Audi victories in the DTM at Brands Hatch:**

2006 Mattias Ekström (Audi A4 DTM); 2008 Timo Scheider (Audi A4 DTM); 2011 Martin Tomczyk (Audi A4 DTM); 2013 Mike Rockenfeller (Audi RS 5 DTM)

**Track description by Jamie Green:**

“Brands Hatch is a race on home soil for me. We haven’t raced with the DTM in the UK since 2013, so I’m really happy to contest a race in my country again this year – and it happens to be the year in which I moved from Monaco back to England. In the past,



we only drove on the Indy Circuit at Brands. Now we're driving on the full track and we're all looking forward to that. The Grand Prix circuit is an old-school track with many fast, long turns, a little like Zandvoort. That's always pretty exciting for us drivers – a high speed challenge. I've never won a DTM race in my country. It would be great to manage that this year.”

**Misano (I)**

**Race 1 (round 13):** Saturday, August 25, 10.30 pm

**Race 2 (round 14):** Sunday, August 26, 10.30 pm

**Track length:** 4.226 kilometers

**DTM qualifying lap record:** Loïc Duval (Audi), 1m 45.983s (2018)

**DTM race lap record:** Augusto Farfus (BMW), 1m 30.288s (2018)

**Track description by René Rast:**

“At Misano, the DTM is experiencing two premieres this year. For the first time, a DTM race is held on the circuit on the Adriatic Coast and it's also the first night race in DTM history. I've raced at Misano before. At that time, the curbs there were very wide and it was easy to drive over the track barrier. I hope this won't be the case this year in the DTM because you can easily snatch some time advantages by overshooting the mark. Misano is a very technical track. There are many slow corners and a megafast turn toward the end of the lap. It's a track that's fun. Plus, the grip level is relatively low. The straight is very short. I believe overtaking will be difficult. But let's see what happens.”

**Nürburgring (D)**

**Race 1 (round 15):** Saturday, September 8, 1.30 pm

**Race 2 (round 16):** Sunday, September 9, 1.30 pm

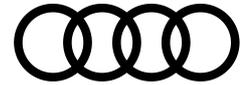
**Track length:** 3.629 kilometers

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

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

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

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



**Track description by Mike Rockenfeller:**

“The Nürburgring is the home round for me and for Audi Sport Team Phoenix. I’m very much looking forward to racing in the Eifel, in front of a home crowd of fans. We’d really like to win there this year. Unfortunately, the race in the 2017 season was an outright catastrophe for me. I love the Nürburgring and wouldn’t mind driving the full track – including the Nordschleife. In the DTM, we race on the short version, but that’s great fun too and technically very challenging. There are two long straights on the Nürburgring where, thanks to DRS, you’ve got good overtaking opportunities. Plus, the ‘Ring’ has semi-fast to slow turns but no really fast ones.”

**Spielberg (A)**

**Race 1 (round 17):** Saturday, September 22, 1.30 pm

**Race 2 (round 18):** Sunday, September 23, 1.30 pm

**Track length:** 4.318 kilometers

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

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

**Audi victories bei der 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; 2018 (Saturday) René Rast, Audi RS 5 DTM; 2018 (Sunday) René Rast, Audi RS 5 DTM

**Track description by Loïc Duval:**

“I have fond memories of the Red Bull Ring with an outstanding result for the Audi squad last year. I hope things in 2018 will be going equally well. Spielberg is a great place with a beautiful track with uphill and downhill sections. It’s a fast track with places where you really feel the downforce and the power of the Audi RS 5 DTM. There aren’t many overtaking opportunities. That’s a challenge but you can try it in Turn 1 and Turn 3. The fast double left-hander downhill and the last two corners are simply fantastic. Grip level is not as high as it is on other tracks, but it’s great fun. I look forward to returning there.”

**Hockenheim (D)**

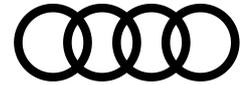
**Race 1 (round 19):** Saturday, October 13, 1.30 pm

**Race 2 (round 20):** Sunday October 14, 1.30 pm

**Track length:** 4.574 kilometers

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

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

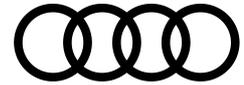


**Audi victories in the DTM finale at Hockenheim:**

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) Edoardo Mortara, Audi RS 5 DTM; 2017 (Saturday) Jamie Green, Audi RS 5 DTM; 2018 (Saturday) René Rast, Audi RS 5 DTM; 2018 (Sunday) René Rast, Audi RS 5 DTM

**Track description by Mike Rockenfeller:**

“Due to the races and tests, the Hockenheimring is a track that all DTM drivers know really well. Plus, Hockenheim always provides a great setting for thrilling races. In last year’s finale, we had a large number of enthusiastic fans in the grandstands, which made me very happy. I hope that this season a lot of spectators will come to the finale again for a live experience of the DTM. I’m sure they won’t be disappointed because the title decision is very often produced only in the last race. Plus, with its mix of fast turns, slow corners and top-speed sections, Hockenheim has everything you need for gripping races. In addition, it’s a good track for overtaking and a lot of fun in terms of driving. In some places, it goes a little overboard with run-off areas for my liking. Sometimes, that’s not so great, but that’s all part of it.”



Audi's track record in the DTM

## Ten DTM drivers' titles for Audi

**The 2017 season has been the most successful one to date in the company's long DTM history. All three championship titles went to the brand with the four rings. René Rast is the tenth DTM Champion at the wheel of an Audi.**

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.

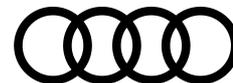
The return of the four rings to the DTM with a factory-backed commitment was successful as well. In 2004, Mattias Ekström in the new Audi A4 DTM won the championship and the manufacturers' and teams' classifications went to Audi, too.

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.

With the Audi RS 5 DTM Audi is continuing its success story in the DTM. Since 2013, the brand has achieved 32 victories, 26 pole positions and 42 fastest race laps in 73 races. Mike Rockenfeller, in 2013, clinched the ninth DTM drivers' title for Audi and René Rast, in 2017, as a rookie sensationally won title number ten.

In 2017, for the second time after 2004, the company won all three DTM titles. With positions one to four in the drivers' classification it has been Audi's most successful season in the DTM to date.

In the 2018 season, Audi is targeting further championship titles, its 100th race win, 300th podium, 100th fastest race lap and 100th pole position.



## 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)**

**2018 René Rast (2nd)**

## 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:** 4 (2004, 2014, 2016, 2017)

**Teams' championship titles:** 6 (2004, 2007, 2011, 2013, 2016, 2017)

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

**Years:** 22 (1990–1992, 2000–2018)

**Races:** 298

**Victories:** 102

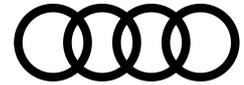
**Podiums:** 307

**Pole positions:** 93

**Fastest laps:** 100

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

**Drivers:** 51



Audi Sport

## Vorsprung durch Motorsport

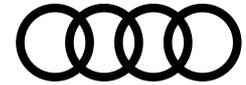
**For nearly 40 years, Audi Sport has stood for the successful motorsport commitments of AUDI AG. Now the Ingolstadt-based brand is selling the sportiest Audi models and accessories under the Audi Sport label as well.**

The initial motorsport activities of the brand in the late 1970s were run under the name of Audi Motorsport. When Audi entered the World Rally Championship the motorsport department, in 1980, was renamed Audi Sport and the first Audi Sport logo created.

Even at that time, factory-backed motorsport at Audi was part of Technical Development (TE). This close connection guarantees the technology transfer between motorsport and production which has traditionally been a decisive reason for Audi to be active in motorsport at the highest level. The team led by Head of Audi Motorsport Dieter Gass closely works together with colleagues from production development and other areas of TE. Since August 2014, Audi's motorsport department has been headquartered at the Competence Center Motorsport in Neuburg an der Donau.

Currently, Audi's motorsport program consists of Formula E, the DTM, the FIA World Rallycross Championship and customer motorsport which is based in Neuburg as well. At the moment, Audi Sport customer racing is offering customers GT3 and GT4 versions of the Audi R8 LMS and the Audi RS 3 LMS TCR touring car.

Audi markets the production Audi R8 and the Audi RS models under the brand name of Audi Sport as well. quattro GmbH which had been registered since 1996 as a manufacturer of high-performance automobiles was renamed Audi Sport GmbH at the end of 2016. The company's credo is "Born on the track" which illustrates where the genes of the sportiest Audi models stem from – motor racing.



Partners

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

**In the fierce competition of the DTM, Audi can rely on support by internationally renowned partners. Audi was able to even gain new partners for the 2018 DTM season.**

### **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 performance and efficiency. Aral Ultimate 102 and Aral Ultimate Diesel with the anti-dirt formula they contain ensure clean combustion in any engine. This enhances performance and may reduce fuel consumption – also in the V8 of the Audi RS 5 DTM. Aral Ultimate is now being used as the DTM's exclusive fuel for the 13th year.

### **Castrol EDGE**

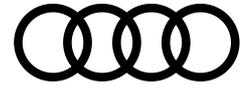
Castrol has been a leading producer of high-grade engine oils since the end of the 19th century, including joint developments with customers such as Audi. One result is Castrol EDGE, the company's most powerful oil to date.

### **Hoffmann Group**

Some 3,000 employees around the globe and the performance they deliver have made the Hoffmann Group what it is today: Europe's leading system partner for quality tools and a global player with 135,000 customers in 50 countries. 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.

### **MASCOT**

MASCOT is a Danish family-owned company that develops and produces work clothes and safety shoes and exports its products to countries around the globe. MASCOT has more than 2,600 employees worldwide. Its products and solutions address sectors such as the construction trade, civil engineering, logistics and manufacturing, etc.



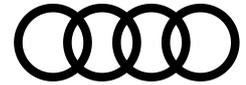
The work clothes are manufactured at the company's own CSR-certified production sites in Vietnam and Laos.

**MegaRide**

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

**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 a large variety of industrial applications, the Schaeffler Group makes an important contribution to "mobility of tomorrow."



**Other Audi partners in the DTM**

**Alpinestars**

Manufacturer of professional racing gear and lifestyle products

**Gerolsteiner**

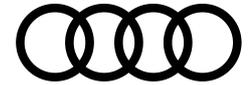
Mineral water and soft drinks of top quality

**Hofmühl**

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

**MAN**

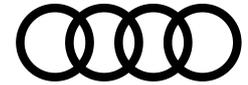
One of the global market leaders in the commercial vehicle and truck markets



Calendar

**2018 DTM events**

05/04-06	Hockenheim (D)
05/18-20	Lausitzring (D)
06/01-03	Budapest (H)
06/22-24	Norisring (D)
07/13-15	Zandvoort (NL)
08/11-12	Brands Hatch (GB)
08/24-26	Misano (I)
09/07-09	Nürburgring (D)
09/21-23	Red Bull Ring (A)
10/12-14	Finale Hockenheim (D)



Contacts

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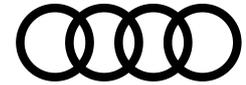
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## **Consumption of the models named above**

### **Audi RS 5 Coupé**

Combined fuel consumption in l/100 km: 8.7 \*\*

Combined CO<sub>2</sub> emissions in g/km: 197 \*\*

### **Audi RS 6 Avant**

Combined fuel consumption in l/100 km: 9.6 \*\*

Combined CO<sub>2</sub> emissions in g/km: 223 \*\*

### **Audi RS 6 Avant performance**

Combined fuel consumption in l/100 km: 9.6 \*\*

Combined CO<sub>2</sub> emissions in g/km: 223 \*\*

### **Audi RS 7**

Combined fuel consumption in l/100 km: 9.5 \*\*

Combined CO<sub>2</sub> emissions in g/km: 221 \*\*

### **Audi SQ7 TDI**

Combined fuel consumption in l/100 km: 7.6–7.2 \*\*

Combined CO<sub>2</sub> emissions in g/km: 199–189 \*\*

\*\* Figures depend on the tire/wheel sets used and the engine/transmission variant