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MOTORSPORT INFORMATION

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Audi in the 2019 DTM

With Audi TFSI power into a new DTM era

The beginning of a new era in the DTM: Starting in the 2019 season, modern and highly efficient turbo engines will be used in the Class 1 race cars of the popular touring car racing series. They make the DTM the fastest one ever since its inception in 1984. At the same time, the series – just like Formula E in the field of electric mobility – has received an intensified reference to production development.

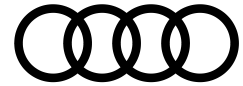
“Internal combustion engines will continue to be widely used on our roads also in the coming years,” says Head of Audi Motorsport Dieter Gass. “That’s why the move from the naturally aspirated V8 to the turbo engine was very important. We’re now racing with a high-efficiency engine in the DTM of the type we’re also using in various performance levels in a very large number of the Group’s production cars.

The two-liter TFSI engine of the Audi RS 5 DTM delivers more than 610 horsepower and thus 100 horsepower more than the previous naturally aspirated V8 engine. The additional output and power development have been thrilling the Audi drivers ever since the initial tests. The new Class 1 race cars are nearly 300 km/h fast and anything but easy to handle. The driver will play an even greater role than before.

The aerodynamics of the cars received further fine-tuning to make for even more spectacular racing. The wider, one-piece rear wing that can be flattened by the driver for overtaking by means of the DRS system is a significant feature of the new Class 1 race cars. Additionally, a “Push-to-Pass” function is providing a short-term boost of about 30 additional horsepower.

The tradition-steeped British brand Aston Martin is bringing international flair to the DTM. Team R-Motorsport is planning to field a total of four Class 1 race cars. BMW will compete with six cars and Audi, with eight Audi RS 5 DTM cars, is the strongest brand in the field, not least thanks to the Belgian WRT team: WRT is the first customer in the more recent DTM history to put two Audi RS 5 DTM cars on the grid.

The four factory-backed Audi RS 5 DTM cars will be fielded by the proven Audi Sport teams, Abt Sportsline, Phoenix and Rosberg. The same drivers as last year are sitting in the cockpits: Loïc Duval (F), Robin Frijns (NL), Jamie Green (GB), Nico Müller (CH), René Rast (D) and Mike Rockenfeller (D). Nine DTM events of two races each are on the calendar in the 2019 season. Plus, on November 23/24, 2019, a joint race with the Japanese Super GT will be held at Fuji (Japan). Three Super GT cars from Japan will race in the DTM finale at Hockenheim.



Interview with Head of Motorsport Dieter Gass

“Super-thrilling racing”

Head of Audi Motorsport Dieter Gass talks about the new turbo era in the DTM, Aston Martin’s entry and the internationalization of the series.

Why should motorsport fans be excited about the 2019 DTM?

In the DTM, motorsport fans can always, and that’s again true for 2019, look forward to super-thrilling racing. With the more powerful engines and Aston Martin’s participation, the thrill will no doubt be raised to yet another new level.

What is changing as a result of the turbo engines?

The major change is that we have a turbo engine with some 100 additional horsepower. At the same time, it’s very important that in the DTM we’re now racing with a four-cylinder turbo engine, in other words, a high-efficiency engine of the type we also use in various performances levels in a very large number of our production models. Our drivers have been totally enthusiastic about the engine ever since the first test. They can clearly feel the additional power. The higher tire wear this entails, especially on the rear driven wheels, will pose a special challenge to their driving skills.

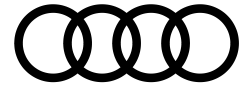
The DTM deliberately uses efficient turbo engines, and so continues to race with IC engine technology. Why?

This is an initial step. We’ve long been in discussions with the ITR about where to go from here. Of course, we always have to keep an eye on costs, but we’re definitely looking into options such as introducing synthetic fuels and hybrid technology.

Wouldn’t the DTM have to become electric?

Our factory-backed motorsport program deliberately rests on two pillars: Formula E supports electric mobility and the DTM modern, highly efficient IC engines of the type being fielded in Class 1 starting in 2019. At the current state, Audi will be selling more cars with IC engines than with electric powertrains for the foreseeable future. That’s why a racing series with modern IC engines definitely makes sense. In the DTM, we’re now going to use a 2.0 TFSI engine. Audi uses this engine concept worldwide in many production models and performance levels and it is an important element in the context of reducing fleet emissions.

With the new turbo engine for the DTM, how intensive is the exchange between motorsport and production that has traditionally been very important at Audi?



That was a decisive reason why we took a strong stance on the DTM using the turbo engine. The new Class 1 regulations focus on efficiency and lightweight design – both are extremely important in everyday driving as well. In racing, we point out approaches that will hopefully make their way into future production models as well – In Formula E just like in the DTM.

In 2019, the DTM will for the first time see a customer team competing again: WRT Team Audi Sport. What are your expectations of the Belgian outfit?

WRT is a highly professional team that has been celebrating many successes in Audi customer sport for years. WRT now wants to take the next step and move up to a higher level. I know they're able to do this and definitely expect some positive surprises because they receive the same 'material' as our factory teams – very similar, by the way, as our Formula E customer team Envision Virgin Racing that scored a Formula E race win in only their third event.

What's your assessment of Aston Martin?

The participation of this international premium manufacturer is good for the whole series. I expect Aston Martin to present themselves on an equal footing.

What can fans look forward to at the first joint race of the DTM and the Super GT in Japan at the end of November?

It'll be a super-spectacle when we're on the grid with six manufacturers (Aston Martin, Audi, BMW, Honda, Lexus and Nissan) and more than twenty cars. That's going to set off a real fireworks of racing. The guest entry of the Japanese manufacturers in the DTM finale at Hockenheim will be very interesting as well.

How much closer is the cooperation with the Japanese and internationalization of the DTM planned to become after 2019?

We're interested in further internationalization. From a mid- and long-term perspective, it will be difficult to position and run a high-caliber championship like the DTM exclusively in Germany. That's why further internationalization is important. Aston Martin's participation and the joint races with the Super GT are important initial steps.



Audi RS 5 DTM

More power, revised aerodynamics

Since the 2013 season, Audi Sport has been relying on the RS 5 Coupé in the DTM. The 2019 version is the most powerful DTM Audi of all time and a new development in many areas.

The new Class 1 regulations that will also largely apply in the Japanese Super GT Championship starting in 2020 are ringing in a new technological era in the 2019 DTM. The previous naturally aspirated V8 engines are replaced by newly designed race engines with four cylinders, two liters of displacement, plus turbochargers, offering a good mix of performance and efficiency. In Audi's production vehicles, the four-cylinder two-liter turbo units are important IC engines worldwide.

Due to the turbo engines, the DTM not only receives an intensified reference to production, but fans and drivers can also look forward to some 100 additional horsepower. The TFSI engine of the 2019-generation of the Audi RS 5 DTM, internally designated at Audi as "RC8," delivers more than 610 horsepower. By means of the "Push-to-Pass" function the engine's output can even briefly be boosted by another 30 horsepower.

Aerodynamics has been completely revised as well: the rear wing, underfloor, and the front and rear diffuser have been redefined by the regulations. In addition, the engineers adapted the front to the more compact turbo engine and its cooling requirements. The clearly changed airflow at the front end gives the Audi RS 5 DTM an even more aggressive stance than its successful predecessor, especially in the frontal view.

The additional air scoops for the intercooler at the front are striking features. Instead of the two previous vents on the hood there are now four. The rear wing now only consists of one blade, but is 52 centimeters wider than before. Its angle can be flattened for overtaking by means of DRS (Drag Reduction System). In combination with "Push-to-Pass" the Audi RS 5 DTM achieves a top speed of near-300 km/h, depending on the race track.

The compact four-cylinder turbo engine with gasoline direct injection (TFSI) weighs only 85 kilograms and thus half as much as the naturally aspirated V8 engine previously used in the DTM. As a result, the dry weight of the Audi RS 5 DTM has dropped to less than 1,000 kilograms. The power-to-weight ratio is now 1.6 kg per



horsepower.

“The wide rear wing and the air scoops at the front make the new Audi RS 5 DTM look aggressive,” says DTM Project Leader Andreas Roos. “The new Class 1 cars are very fast and should permit really good racing. In addition, the new turbo engines sound great.”

“The improved power-to-weight ratio is visible with the naked eye,” says Head of Audi Motorsport Dieter Gass. “With that, we’re making a clear move toward the ‘cannonball ride’ desired by DTM CEO Gerhard Berger.

Even last season there was already a greater focus on the driver due to specification aerodynamics and the related 25-percent reduction of downforce and a simplified suspension with just one spring/damper unit per wheel. With the new turbo engines and the reduced vehicle weight, the DTM is consistently continuing to pursue this path.

The carbon driveshaft of the Audi RS 5 DTM was modified for the additional power output and higher torque of the turbo engine. As before, power is transmitted to the rear wheels and the semi-automatic six-speed transmission is operated by means of paddle shifters in the steering wheel. Driving aids such as ABS and traction control have traditionally been prohibited in the DTM.

Identical for all entrants are the tires from Hankook, which have remained unchanged compared to the 2018 season. Good tire management by the driver was very important in the DTM even in the two previous seasons and, due to the more powerful turbo engines and the resulting higher loads, will be even more so now.

In terms of safety, the DTM has been setting standards for many years: Like in all Class 1 race cars, the drivers of the Audi RS 5 DTM sit in a specification carbon fiber monocoque that 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 bodywork of the Audi RS 5 DTM is made of carbon fiber.

From 2013 to 2018 the Audi RS 5 DTM clinched 39 victories and 29 pole positions, and set 46 fastest race laps in the internationally popular racing series.

Class 1 race cars are prototypes specifically developed for racing, which are visually based on production models.



Technical data

Audi RS 5 DTM (2019)

Model	Audi RS 5 DTM (2019)
Vehicle	
Vehicle type	Class 1 race car
Chassis	CFRP monocoque with integrated fuel cell, combined with tubular steel frame, lateral CFRP crash elements, front and rear CFRP crash elements
Engine	
Engine	Inline-four spark ignition engine with gasoline direct injection (TFSI), four-valve technology, double-overhead camshaft, efficiency combustion process, exhaust turbocharger with intercooler limited to 3.5 bar absolute
Engine management	Bosch MS 7.4
Fuel system	Central high-pressure injection, rail pressure 350 bar, fuel flow limited by regulations to 95 kg/h (Push-to-Pass: 100 kg/h)
Engine lubrication	Dry sump, Castrol EDGE
Cubic capacity	2,000 cc
Power output	More than 610 hp (450 kW) Approx. 30 hp boost due to Push-to-Pass function
Torque	More than 650 Nm
Engine weight	85 kg
Fuel	ARAL Ultimate 102
Mileage per season	Approx. 6,000 km
Electrical system	
Power management	Bosch PBX 190
Display	Bosch DDU 10
Drivetrain/transmission	
Engine	Front longitudinal engine
Type of drive	Rear-wheel via drive shaft (transaxle)
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 shafts
Suspension/steering/brakes	
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
Wheels	Forged aluminum wheels, front: 12 x 18 inches; rear: 13 x 18 inches
Tires	Hankook, front: 300-680-18; rear: 320-710-18
Weight/dimensions	
Length	4,958 mm (incl. rear wing)
Width	1,950 mm
Height	1,150 mm
Minimum weight	986 kg (excluding driver)
Fuel cell capacity	120 l
Performance	
0-100 km/h	Approx. 2.8 seconds
Top speed	Approx. 300 km/h



2.0 TFSI engine

Light-weight, efficient and powerful

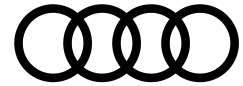
The two-liter four-cylinder engine of the Audi RS 5 DTM delivers more than 610 horsepower. By means of the “Push-to-Pass” function the drivers can even briefly use 30 additional horsepower.

The new Class 1 Regulations of the DTM are geared to utmost efficiency. Just like in production, the challenge is to extract the maximum from the available fuel through high compression and very good efficiency. In the DTM, the amount of fuel is limited to 95 kilograms per hour. “That may sound like a lot but, in view of more than 610 horsepower, it really isn’t,” says Ulrich Baretzky, Head of Engine Development at Audi Motorsport. “The specific consumption of the DTM engine is extremely low and now within ranges that used to be typical for diesel engines. In terms of weight and lightweight design – especially in the context of avoiding CO₂ emissions – we’re pointing out a few approaches that will hopefully find their way into future road-going vehicles – like in the case of the first TFSI for Le Mans and the TDI.”

The compact four-cylinder turbo engine with gasoline direct injection (TFSI) only weighs 85 kilograms and thus only half as much as the naturally aspirated V8 engine that was previously used in the DTM. As a result, the dry weight of the Audi RS 5 DTM has dropped to less than 1,000 kilograms. The power-to-weight ratio is now about 1.6 kg per horsepower.

Like in the past, a DTM engine has to last for a full season, so it is designed to run for some 6,000 kilometers. “The format of the DTM is a great challenge,” says Stefan Dreyer, Head of Powertrain at Audi Motorsport. “The long mileage, distributed to many events with short runs, is really tough. Plus, the four-cylinder engine’s vibration behavior totally differs from that of the V8. That posed a huge challenge during the development of the engine and also to our dynamometers.” Additional output of more than 100 horsepower, as well as higher torque, put a greater load on the entire powertrain.

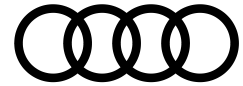
Due to a so-called “Push-to-Pass” system, the driver can use a short-term engine power boost by pushing a button, for instance in an overtaking maneuver. Via a bypass of the fuel flow restrictor (FRR), an additional five kg of fuel per hour is provided, which results in a boost of about 30 horsepower.



The DTM races with standard filling station fuel (RON 98), which is conducive to the technology transfer from motorsport to production. In addition, the engine is ready for the use of alternative fuels (e-fuels) enabling extremely eco-friendly operation of high-efficiency internal combustion engines.

High efficiency and low fuel consumption are crucial factors of success in the DTM: competitors who are able to start with less fuel in their fuel cells and thus less weight than their rivals automatically have an advantage.

Audi has ample experience with turbo engines in motorsport, from the legendary original quattro through to the successful Le Mans prototypes. Based on this experience, each of the roughly 2,000 components of the DTM engine was designed from scratch. The compact inline four-cylinder front engine is longitudinally mounted in the Audi RS 5 DTM. The turbocharger that operates with a maximum absolute pressure of 3.5 bar sits on the right-hand side of the car and is kept spinning by means of an anti-lag system (ALS) even when the driver's foot is not on the accelerator pedal. The power-plant's manifolds glowing red under full load artfully loom high in the engine bay. Gears are shifted at 9,500 rpm.



Driver lineup

Six plus two

Audi Sport is entering the new turbo era of the DTM with a proven driver squad. Loïc Duval (F), Robin Frijns (NL), Jamie Green (GB), Nico Müller (CH), René Rast (D) und Mike Rockenfeller (D) have been confirmed as drivers for the 2019 DTM season. The previous pairings with the three Audi Sport teams, Abt Sportsline, Phoenix and Rosberg, have remained unchanged as well. In addition, two customer cars will be fielded by the Belgian WRT Team Audi Sport.

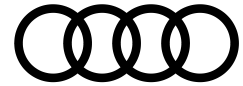
“There are many exciting innovations in the DTM this year,” says Head of Audi Motorsport Dieter Gass. “The more powerful engine no doubt is the most significant one.” The pre-season tests confirmed that at the wheel of the new Class 1 race cars the drivers’ performance is even more crucial than it used to be.” That is why Audi has filled its six cockpits with drivers that have previous DTM experience and are able to handle the demands that have grown once again.

“In Loïc, Robin, Jamie, Nico, René and Mike we already had an extremely strong driver squad in 2018 and are continuing this lineup in the new season,” says Gass. “In my view, they’re the right six for Audi Sport. All of them have the potential to battle for the DTM title. Aside from that, they again proved to be extremely good team players last season.”

The Audi driver lineup includes two former DTM Champions, Mike Rockenfeller (2013) and René Rast (2017), who, on scoring six consecutive wins last year, set a new DTM record. Four of the six Audi drivers have previously won DTM races. Combined, the Audi sextet’s track record before the new season reflects 32 victories, 26 pole positions and 42 fastest race laps.

Robin Frijns and Nico Müller are racing for Audi Sport Team Abt Sportsline, Loïc Duval and Mike Rockenfeller for Audi Sport Team Phoenix, Jamie Green and René Rast for Audi Sport Team Rosberg. “In the past, we’d change the team compositions from time to time,” says Dieter Gass. “However, in the current pairings, the drivers complement each other perfectly so that we didn’t see any room for improvement in this respect.”

In WRT Team Audi Sport, the 21-year-old South African Jonathan Aberdein and the 22-year-old Brazilian Pietro Fittipaldi are celebrating their DTM debuts.



The Audi teams in the 2019 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), MASCOT WORKWEAR Audi RS 5 DTM (Philipp Kluth)

#99 Mike Rockenfeller (D), Akrapovič 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)

WRT Team Audi Sport

#21 Pietro Fittipaldi (BR), WRT Audi RS 5 DTM (Jonas Vanpachtenbeke)

#27 Jonathan Aberdein (ZA), WRT Audi RS 5 DTM (Jerome Woiret)

Statistics: the Audi drivers in the 2019 DTM

#27 Jonathan Aberdein (ZA): * Feb 14, 1998 in Cape Town (ZA); residence: Cape Town (ZA); single; height: 1.75 m; weight: 62 kg; Audi driver since: 2019; 1st DTM race: 2019; DTM races: 18; pole positions: 0; victories: 0 (best result: position 4); fastest laps: 0; points: 67; DTM titles: 0.

#28 Loïc Duval (F): * Jun 12, 1982 in Chartres (F); residence: Prangins (CH); married to Gaëlle, two sons (Hugo and Martin); height: 1.78 m; weight: 70 kg; Audi driver since 2012; 1st DTM race: 2017; DTM races: 58; pole positions: 1; victories: 0 (best result: position 2); fastest laps: 1; points: 209; DTM titles: 0.

#21 Pietro Fittipaldi (BR): * Jun 25, 1996 in Miami (USA); residence: Davidson, NC (USA); single; height: 1.70 m; weight: 64 kg; Audi driver since: 2019; 1st DTM race: 2019; DTM races: 18; pole positions: 0; victories: 0 (best result: position 5); fastest laps: 2; points: 22; DTM titles: 0.

#4 Robin Frijns (NL): * Aug 07, 1991 in Maastricht (NL); residence: Lanaken (B); single; height: 1.71 m; weight: 65 kg; Audi driver since 2015; 1st DTM race: 2018; DTM races: 38; pole positions: 0; victories: 0 (best result: position 2); fastest laps: 4; points: 241; DTM titles: 0.

#53 Jamie Green (GB): * Jun 14, 1982 in Leicester (GB); residence: Leicester (GB); married to Ginny, one daughter (Georgiana), two sons (Zachary and William); height: 1.78 m; weight: 67 kg; Audi driver since 2013; 1st DTM race: 2005; DTM races: 193; pole positions: 15; victories: 17; fastest laps: 23; points: 1,051.5; DTM titles: 0.

#51 Nico Müller (CH): * Feb 25, 1992 in Thun (CH); residence: Blumenstein (CH); single (partner Victoria); height: 1.85 m; weight: 75 kg; Audi driver since 2014; 1st DTM race: 2014; DTM races: 102; pole positions: 3; victories: 4; fastest laps: 8; points: 550; DTM titles: 0.

#33 René Rast (D): * Oct 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: 59; pole positions: 13; victories: 17; fastest laps 7; points: 760; DTM titles: 2 (2017, 2019).

#99 Mike Rockenfeller (D): * Oct 31, 1983 in Neuwied (D); residence: Landschlacht (CH); married to to Susanne, two sons (Phil and Paul); height: 1.75 m; weight: 69 kg; Audi driver since 2007; 1st DTM race: 2007; DTM races: 173; pole positions: 6; victories: 6; fastest laps: 9; points: 923; DTM titles: 1 (2013).



Loïc Duval (MASCOT WORKWEAR Audi RS 5 DTM #28)

Do all good things come in threes?

Loïc Duval has celebrated many major successes in motor racing, including winning the 24 Hours of Le Mans in 2013 and the FIA World Endurance Championship WEC in the same year. Nevertheless, during his first two DTM seasons he had to learn a few things the hard way. Now at his third attempt he hopes to make a breakthrough.

“In spite of my motor racing experience, I was practically a rookie again in the 2017 season,” says the Frenchman. “I knew that the DTM was not an easy series. Still, the first season was tougher than I’d expected. There were some highlights, such as my first DTM podium at Zandvoort, but on the whole it was an extremely difficult season.”

From 2017 to 2018, he took a big step forward. “Unfortunately we at Audi struggled a bit initially. We only became really competitive in the second half of the season. I hope I can make similar progress to what I did from 2017 to 2018 and continue the good performances that we enjoyed towards the end of last season. I’m very excited about the new turbo engine and having Aston Martin as a rival. Both are great for the series.”

Duval already gave an indication last year that he would be one of the fastest in the Audi RS 5 DTM after clinching pole position at the night race in Misano. Over winter, he worked intensively alongside his new race engineer Philipp Kluth to prepare perfectly for the new season. “Philipp has been with Phoenix for a long time, has a lot of experience and he’s very familiar with the DTM,” says Duval.

Prior to his switch to the DTM, Loïc Duval spent five years contesting the FIA World Endurance Championship (WEC) with Le Mans as the season highlight. “2013 was a sensational season with victory at Le Mans and the WEC title together with Allan McNish and Tom Kristensen,” explains the Frenchman. Only a year later, he made headlines with a serious accident at Le Mans – a story that has something 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, for the two most recent Audi triumphs in the WEC, he was sitting in the victorious Audi R18.

“I’m really thrilled that I’m still teamed up with Mike in the DTM,” says Duval. “We’ve always gotten along really well. Mike is a good, open type of guy who knows what’s



important in the DTM. I'm grateful for the stability of driving in the same team with the same teammate for the third year."

The DTM scene, however, was not entirely new to Duval. In 2004 and 2005, he contested the Formula 3 Euro Series as part of the support 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.

After his time in Formula 3, Duval moved to Japan for nearly a decade where, parallel to single-seater racing, he contested the Super GT Championship, which he won in 2010. "The cars I drove there were similar to those in the DTM, which is another reason why I immediately felt comfortable in the Audi RS 5 DTM at my first test."

Duval is particularly pleased that the DTM and the Super GT are now cooperating and that the first joint races are scheduled for the end of the year. "Both are strong series, this collaboration is fantastic for the DTM and motor racing as a whole. The joint events will be the best that touring car sport has to offer."

For many years, the Frenchman lived in Tokyo, Japan. Now, the Audi driver lives on Lake Geneva in Switzerland with his wife, Gaëlle, and their two sons, Hugo and Martin. Last summer, the Duval family moved from Nyon to the nearby town of Prangins. Parked in the family's garage is an Audi SQ7 TDI. "A perfect family car," says an enthusiastic Duval.

In addition to motor racing, football is one of the Frenchman's passions. Whether at official PR commitments, matches of celebrity teams or in his private life – 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 a great fan of all kinds of sports and watch many different events on television. In early 2017, I got 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. In the DTM, he has raced under a new car number since last season: "28 is the number of the French 'département' where I was born. It has accompanied me my whole life." Perhaps a color change will also help him achieve the much-awaited breakthrough in the DTM: For this season, the paintwork of his Audi RS 5 DTM has changed from black to red. "I hope we'll perform strongly right from the start and that I can fight for a podium results," says Duval.



Biography

Loïc Duval (F)

Date of birth: June 12, 1982

Place of birth: Chartres (F)

Residence: Prangins (CH)

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

Height/Weight: 1.78 m/70 kg

Racing since: 1992 (Audi driver since 2012)

Career

1992–2001 Karting

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

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 ALMS, 5th A1 GP with A1 Team France

2010 1st Super GT Japan, 3rd Formula Nippon

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

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

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

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

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

2016 2nd FIA World Endurance Championship WEC, 2 wins, 3rd 24 Hours of Le Mans (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

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

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

Dual commitment in the DTM and Formula E

Robin Frijns will clock up a particularly large number of air miles this season: the Dutchman contests the DTM as an Audi works driver and at the same time tackles the Formula E electric racing series for Audi's customer squad Envision Virgin Racing.

"I'm still young," says the 27-year-old. "If I thought that a dual program with the DTM and Formula E wouldn't work then I wouldn't do it. However, I haven't spent a lot of time in my new home in Belgium, which I moved into last year."

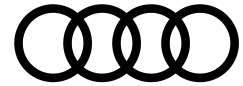
With his spectacular driving style and impressive overtaking maneuvers, Frijns promptly made a name for himself in his maiden DTM season. In this respect, he has proven to be a worthy successor to Mattias Ekström in the Audi Sport Team Abt Sportsline.

During his first DTM season, he climbed the podium twice. "I learned a great deal, especially what I need in the car to be fast," says the Dutchman. "The DTM is all about the set-up details and how the car responds to changes. Everyone's driving style differs slightly and needs something different. I first had to find my way. The second half of the season was much better."

For this reason, Frijns tackles his second DTM season feeling full of confidence: "I simply know a lot more than I did at the beginning of 2018," he says. "The learning curve won't be quite as steep, even though we have a new car, a new turbo engine and more power. It'll be very interesting and the tires will have an even tougher time than before ..."

With his dry sense of humor, Frijns was quickly welcomed into the Audi Sport Team Abt Sportsline, and he also gets on famously with his teammate Nico Müller. "I have a lot of fun with the Abt guys and I feel good there. Nico and I have known each other for some years."

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 at Sauber and Caterham. "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," explains Frijns. "As a Formula 1 test driver over the following years I had only few opportunities to contest races myself." An offer in 2015 to race for Audi



customer teams came at just the right moment. “It was a great opportunity 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.”

For two years, Frijns also competed for Michael Andretti’s team in the Formula E electric racing series. Due to BMW’s entry, the Dutchman lost his cockpit as for Frijns, Audi clearly took priority. In the Formula E simulator at Audi Sport in Neuburg, Frijns stayed fit for the groundbreaking electric racing series and did not hesitate for a moment when the chance for a comeback arose last summer.

“Obviously, we’ve thought carefully about whether such a dual commitment can work for Robin,” says Head of Audi Motorsport Dieter Gass. “The fact that there aren’t any conflicting schedules between the DTM and Formula E made the decision easier for us.”

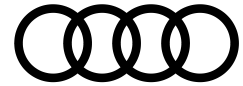
In 2013, Frijns gained his first experiences at the wheel of an Audi DTM race car in a selection shootout of talented youngsters in Spain. “Robin left a strong impression at that time and we’ve not lost sight of him since,” says Gass.

“I’ve dreamed of the DTM for a long time,” says Frijns. “The series has a long tradition and exemplifies gripping racing – precisely what I like. When I heard that I would join Audi’s DTM squad immediately I was both overjoyed and speechless.”

Frijns will drive the number 4 car in the DTM and in Formula E. “This number has 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.”

As an Audi factory driver, he enjoys the privilege of being able to select a company car from the model range of the four rings. “I chose an Audi RS 6 Avant and I don’t want to give it back – it’s fantastic,” says Frijns. “I’m really looking forward to the new RS 6.”

In Dutch, the name Frijns is pronounced “Fraijns,” with a drawn-out “ai.” In English, most people say “Frins” with a short “i.” “For me, personally, the different pronunciations make no difference. As long as I can tell that it’s me people are addressing, I’m completely okay with either version.” However, there is one thing he does insist on: he is from the Netherlands and not Holland.



Biography

Robin Frijns (NL)

Date of birth: August 7, 1991

Place of birth: Maastricht (NL)

Residence: Lanaken (B)

Marital status: single

Height/Weight: 1.71 m/65 kg

Racing since: 1999 (Audi driver since 2015)

Career

1999–2008 Karting, Belgian Cadet champion 2004, French Junior champion 2006

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 Formula 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)

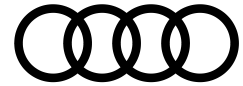
2019 5th DTM (Audi RS 5 DTM), Formula E (Audi e-tron FE05)

www.robinfrijns.com

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

16-time DTM winner

Jamie Green is a prime example of just how tough the DTM is: in 2015, 2016 and 2017 he was one of the hot favorites for the title until shortly before the end of the season. Last year saw him backslide to the bottom of the points table.

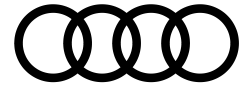
“In my 15 years of contesting the DTM this was my first season without a podium finish,” says Green. “This shows that anything can happen in the DTM – regardless of your past achievements. My goal for 2019 is clear: I want to be champion.”

It is not Audi’s style to drop one of its drivers after a difficult season. “We owe a lot to Jamie,” says Arno Zensen, the team principal of Audi Sport Team Rosberg, a squad for whom Green will contest his fifth DTM season. “He made a major contribution to us winning the championship in 2017. 2018 was a slip-up. I’m still convinced that we have the strongest driver combination in the DTM with Jamie and René (Rast).”

Green has won a total of 16 DTM races. In 2015 he claimed vice-championship honors, and came third in 2016 and 2017. “Finishing in the top three in three consecutive seasons shouldn’t be taken for granted in the DTM,” says the British racer, who competes in the number 53 car, a starting number that his father also raced under.

2017 proved to be a particularly tough year for the Briton. Green seemed to be well on his way to finally make his big dream come true. At the Red Bull Ring in 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 gears and, as a result, dropped to third place in the overall standings behind his teammates René Rast and Mattias Ekström. Although he won one of the final races at Hockenheim, he ultimately had to settle for third position and watch his new teammate, René Rast, be crowned DTM champion in his very 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.”

For many years, Jamie Green lived in Monte Carlo on the Côte d’Azur with his wife, Ginny, and their three children. During the winter and summer vacations, the five Greens would regularly return to England. Over the years 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 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.” Back home in England, Green discovered golfing. With his oldest son Zachary he also enjoys racing karts.

Green started his motorsport career in the area around 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. In the DTM squad, he is not only valued for his speed but also for his grasp of technology.

In motorsport, Green has now expanded his activities as well. After having fully concentrated on the DTM for many years, he contested his first GT racing events in the Audi R8 LMS last year. In addition, he obtained a license for the legendary Nordschleife with the aim of one day contesting the 24-hour race at the Nürburgring. “This race track is the greatest challenge that exists in motorsport.” In winter, he also got the opportunity to test the latest Audi e-tron FE05 from the Formula E electric racing series. The focus of the 2019 season, however, is very clearly on returning to his winning ways in the DTM.

He also dreams of winning his home race at Brands Hatch: “The Grand Prix circuit is old school; winning there would mean a great deal to me.” Green is looking forward to the maiden DTM race in Assen. “I’ve witnessed a lot of great motorbike races there and I’m curious to see if Assen is also a good race track for cars.”

For his everyday driving needs, the Briton is sold on the Audi RS 6 Avant. “I love this car! It’s comfortable, practical and fast. My racing bike and my golf equipment fit in the trunk. And if I’m ever running late, I can make up lost time in the RS 6.



Biography

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

Racing since: 1992 (Audi driver since 2013)

Career

1992–1993 Stock cars

1994–2000 Karting

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 wins

2008 4th DTM, 2 wins

2009 7th DTM, 1 win

2010 6th DTM, 1 win

2011 5th DTM, 1 win

2012 3rd DTM, 1 win

2013 11th DTM (Audi RS 5 DTM)

2014 10th DTM (Audi RS 5 DTM)

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

2016 3rd DTM (Audi RS 5 DTM), 1 win

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

2018 18th DTM (Audi RS 5 DTM)

2019 8th DTM (Audi RS 5 DTM), 1 win

www.jamiegreenracing.com

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

All-rounder

Nico Müller 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 the Audi e-tron FE05: Nico Müller and his No. 51 car, with which he scored karting successes in the past, keep appearing at the very top of the leaderboard.

In the DTM, Müller is almost part of the inventory. 2019 marks his sixth season in the popular touring car series, where the Swiss has made a name for himself – for example in 2016 with his first pole position, first podium and first victory – of all places at Audi's prestigious home race at the Norisring. However, the 27-year-old has not yet achieved his big breakthrough in the DTM. To now, the Swiss has finished in the top ten overall only twice.

This should change in 2019. During the winter months, Müller was involved as the test and development driver for the new Audi RS 5 DTM with its 610+ hp two-liter four-cylinder turbocharged engine – a role that had previously been permanently assigned to Mattias Ekström, his long-standing teammate and mentor.

Since Ekström's retirement at the beginning of the 2018 season, Müller has suddenly become the seasoned driver of the most successful Audi team to contest the DTM. Accordingly, expectations are high. "I feel well prepared," says the Swiss. "My ABT crew did a great job over winter. I'm super motivated, I'm determined to be amongst the frontrunners right from the start and I'll do my utmost for this."

When he talks about the new Audi RS 5 DTM and the brawnier turbo engines his eyes light up. "Thanks to the new cars, I'm super excited for the 2019 DTM season. There's a lot of action in the cockpit with this boost in power. It's huge fun. After the tests I simply can't get enough of the new Audi RS 5 DTM. It'll be spectacular to see the capacity grid with these turbo monsters jostling their way through Turn 1 at Hockenheim. The races will definitely be thrilling."

Since early 2018, Müller has also worked as the test and development driver for the company's Formula E project. The Formula E simulator at Audi Sport in Neuburg a. d. Donau is virtually a second home for the Swiss. He also regularly takes the wheel of the real Formula E racer.



While he finds the innovative electric racing series fascinating, his heart is firmly set on the Audi RS 5 DTM. “The DTM is simply a fantastic racing series,” he says. “I definitely wouldn’t trade in the turbo for the old V8 naturally aspirated engine.”

With Robin Frijns, he has a teammate with whom he can discuss both the DTM and Formula E. “We’ve known each other for ages and we immediately clicked during our first DTM season together with ABT,” says Müller, who, like Frijns, began his career racing karts and single-seaters before achieving successes with the Audi R8 LMS GT3 racing cars in Audi’s customer sport. The absolute highlight for him was clinching overall victory at the 24-hour race at the Nürburgring in the 2015 season.

At the wheel of the Audi R8 LMS, Müller continues to contest selected GT races. Driving for Mattias Ekström’s team, the Swiss has also made guest appearances in the FIA World Rallycross Championship (World RX). “It’s huge fun,” says Müller. “I’m very grateful to Mattias for giving me the chance in his EKS rallycross team.”

Privately, the versatile racer has swapped his Audi RS 6 Avant performance for the new Audi Q8 this year. “I simply wanted to try something new after driving three different RS 6. I really like the look of the Q8. The interior is awesome and the car is great for traveling and eating up the miles.”

With his German partner Victoria, Müller recently moved to Blumenstein, not far from his birthplace Thun. 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 perfect training conditions there and have come to know many other athletes and sporting disciplines,” says Müller. The Audi DTM pilot also enjoys cycling. “I ride a mountain bike in cold weather and mostly a road bike in summer.”



Biography

Nico Müller (CH)

Date of birth: February 25, 1992

Place of birth: Thun (CH)

Residence: Blumenstein (CH)

Marital status: single (partner: Victoria)

Height/Weight: 1.85 m/75 kg

Racing since: 2004 (Audi driver since 2014)

Career

2004–2007 Karting

2006 2nd Swiss Karting Championship (junior category)

2007 1st Bridgestone Karting Cup (KF3 category)

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

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

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 win

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

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

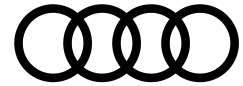
2019 2nd DTM (Audi RS 5 DTM), 3 wins, test and development driver Formula E

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René Rast (Audi Sport RS 5 DTM #33)

The record-holder

René Rast is writing DTM history: The Audi driver secured the title in his first full DTM season – the last time this feat was achieved was 24 years ago by the Italian Nicola Larini. In 2018, the German was the first DTM driver ever to net six straight victories.

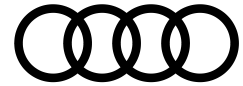
Rast is only the seventh driver in the history of the popular touring car racing series to have won the prestigious title in his rookie season. Before the 2017 season, the native of Minden had only contested three DTM races. In July 2016 – literally overnight – he stood in for Adrien Tambay at Zandvoort 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. Finishing in sixth position, Rast scored his first points at his second DTM race, thus earning himself a permanent position in the Audi DTM squad.

Twelve months later, Rast snatched the DTM title from Mattias Ekström on the finish straight. “René drove an incredible 2017 season,” says Head of Audi Motorsport Dieter Gass. “It was not without reason that we signed him on to our DTM squad and expected good performances of him. Yet no one expected him to be in contention for the title in his first DTM year – and ultimately win it. Not even René himself. His basic speed was one of the decisive factors. In 2017, he was the best qualifier.”

“My aim was to become the best rookie,” says Rast of his maiden season in the DTM. “I wanted to learn, to earn points regularly, and always finish well. Who’d have thought before my first season that I’d be in contention for the title? That’s why I had nothing to lose at the final round. I tackled the weekend without any pressure and was overjoyed when it all worked out.”

Then suddenly, at the beginning of the 2018 season, nothing seemed to work at first. He hit a low point with a spectacular flip at the Lausitzring. After a difficult start to the season for Audi, Rast ranked 15th after nine races, 104 points behind the leader. Still, with a spirited pursuit, the Audi driver managed to earn 100 points from winning seven races, the last six of them in a row. At the end of the season, Rast was a mere four points shy of defending his title.

Not surprisingly, Rast’s expectations for the 2019 season are high. “My clear goal is to regularly climb to the top of the podium and to stand there as champion at the end of the season.” He is very excited about the new season: “With the new engine and



Aston Martin joining the series as a new manufacturer, we are heading into new territory. No one really knows what will happen. These are exciting times for the DTM.”

After testing the new Audi RS 5 DTM mounted with the more than 610-hp two-liter four-cylinder turbocharged engine, he is just as impressed as his teammates. “As a racing driver you’re always thrilled to have more power. When you put your foot down and the turbocharger kicks in, you get this huge grin on your face. The DTM has never been faster.”

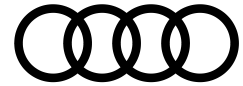
René Rast’s unusual career within the Volkswagen Group led him from the Polo Cup all the way to Le Mans and now into the DTM. He won the Porsche Supercup, run as support to Formula 1, an incredible three times. Since 2011, he has raced under the banner of the four rings. At the wheel of the Audi R8 LMS GT3 sports car, he is regarded as a benchmark and a guarantee for success. His victories in the 24-hour races at Daytona, Spa and on the Nürburgring underline this, as do his title wins in the ADAC GT Masters – and now the DTM. 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 – proving once again that he is in a class of his own.

René Rast has opted out of racing with 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 digit.” Rast is a pragmatist through and through.

Once again, the livery of his company car has changed: from black in 2017 to red in 2018 and now white for 2019.

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 everyday 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 fantastic. I love spending time at home. It gives me strength for my next outings on the race track.”



Biography

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

Racing since: 1996 (Audi driver since 2009)

Career

1996–2002 Karting

2002 1st German ICA Junior Karting Cup

2003 Formula BMW ADAC

2004 Formula BMW ADAC

2005 1st ADAC Volkswagen Polo Cup

2006 2nd Seat León Supercopa

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

2008 1st Porsche Carrera Cup, 6th Porsche Supercup

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

2010 1st Porsche Supercup, ADAC GT Masters

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

2012 1st Porsche Supercup, 1st Porsche Carrera Cup, 1st 24 Hours of 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 (Audi R8 LMS ultra)

2014 1st ADAC GT Masters, 1st Nürburgring 24 Hours, 1st 24 Hours of Spa, 6th Blancpain GT
Series (all 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-class FIA World Endurance
Championship WEC, 3rd 24 Hours of Spa (Audi R8 LMS), 23rd DTM (Audi RS 5 DTM)

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

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

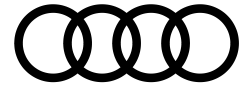
2019 1st DTM (Audi RS 5 DTM), 7 wins

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Mike Rockenfeller (Akrapovič Audi RS 5 DTM #99)

In love with the new turbo engines

Even before the start of the 2019 DTM season, Mike Rockenfeller is making headlines off the race track: The Audi works driver has stopped his social media activities.

“You probably know that I’m not a big fan of social media and I’ve never posted about my private life,” “Rocky” wrote to his Facebook fans. “For this reason I’ve decided to discontinue my social media activities. It’s just not my thing. I’m looking forward to meeting you at the races or at other events.”

Thanks to the many positive responses from his fans, the 2013 DTM champion feels validated in his decision. “I could never get used to the whole concept and it’s better to leave it altogether than do something half-hearted. It’s simply more genuine.”

Just as genuine is his excitement for the upcoming DTM season. “I love the new turbo engine and I’m certain the fans will love it too,” he enthuses. “The sound is terrific, the car is much faster and more spectacular. With Aston Martin joining the series, there’ll be some new faces and new colors around. I’m looking forward to this new DTM era and some thrilling races.”

Rockenfeller tackles his eighth season for Audi Sport Team Phoenix, with whom he won the DTM title in 2013, but since then has experienced a journey of mixed fortunes. Since 2017, his form has been on the rise, in spite of a minor setback in 2018 as a result of a generally difficult season for Audi. “Over winter we tried to make a lot of changes to the structure and approach,” explains “Rocky”. “I’m very optimistic that this will be a good year for me.”

Since no stone was left unturned, Rockenfeller even considered changing to a new permanent starting number: “It hasn’t really been working for me ever since I’ve raced with the number 99. But I’m not superstitious so I’ll stick with 99. It’s other things that need to change.”

In his first year with the Audi Sport Team Phoenix 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 towards this moment for such a long time,” “Rocky” recalls.



Securing third overall in 2014, he was again the best Audi driver. After that, things went downhill. The tire generation at that time was not a good fit for his tire-saving driving style and things were not running smoothly within the Eifel-based team either. Hence, at the end of 2016, the German was faced with the key question of either doing something different after ten years in the DTM or starting over.

“Rocky” opted for a fresh start 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. “The team and I had to dig ourselves out of that hole together. We had to change a few things in order to come back strong.”

When the softer, unheated Hankook tires were introduced in 2017, Rockenfeller immediately found his stride. Joining forces with his new race engineer, Laurent Fedacou, worked well and other changes in the DTM helped him too. In 2019 he will make a renewed attempt to score his second DTM title.

Rockenfeller began competing for Audi in the touring car series in 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 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 as he was gaining a foothold in the DTM and winning his first DTM race. Forced to skip two races following his accident at Le Mans, he had to bury his hopes for the title.

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 drives 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. The latest addition to his collection is an Audi R15 TDI. “Okay, it’s not my Le Mans-winning car, but it’s still a racing car that I have great memories of,” says “Rocky”. “The R15 also had a turbo engine.”



Biography

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/69 kg

Racing since: 1995 (Audi driver since 2007)

Career

1995–2000 Karting

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 24 Hours of Le Mans, 1st GT2 class 24 Hours of Spa

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

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

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

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

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

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

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

2013 1st DTM (Audi RS 5 DTM), 2 wins, ADAC Motorsports Person of the Year

2014 3rd DTM (Audi RS 5 DTM)

2015 10th DTM (Audi RS 5 DTM), 1 win, 3rd 24 Hours of Daytona

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

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

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

2019 4th DTM (Audi RS 5 DTM), 1 win



Audi teams in the 2019 DTM

Three factory teams and one customer team

With eight cars, Audi is the strongest brand in the 2019 DTM in terms of numbers. The six factory cars are fielded by the proven Audi Sport teams, Abt Sportsline, Phoenix and Rosberg. WRT Team Audi Sport is putting two additional Audi RS 5 DTM cars on the grid. It is the first customer team in the new era of the DTM.

“Together with the ITR we intensively worked on opening the DTM to customer teams again,” says Head of Audi Motorsport Dieter Gass. “We’re delighted about the opportunity to present the first customer team of the new DTM era. I know Team Principal Vincent Vosse from the STW and his team really well from our joint work in GT racing, and I’m aware of how WRT is positioned. I’m convinced that WRT has the potential of establishing itself in the DTM, too.”

WRT Team Audi Sport is provided with the same “material” as the three factory teams. Technical differences between factory-backed and privateer teams or even chanceless previous-generation cars no longer exist in the DTM. “In my view, the DTM is a very attractive platform for customer teams,” says Gass. “I hope that other teams will follow WRT’s example in the future.”

Within Audi’s lineup, WRT Team Audi Sport is pitted against three teams in the 2019 season that have all won races and championship titles in the DTM. Each of the Audi Sport teams, Abt Sportsline, Phoenix and Rosberg, is responsible for two Audi RS 5 DTM cars. The distribution of the responsibilities has remained unchanged: Audi develops the race cars and the teams take care of fielding them and maintenance between the DTM events.

ABT Sportsline and Audi have been successful partners ever since their joint super touring car days in the late 1990s and now also in the Formula E electric racing series. The 2019 season is ABT Sportsline’s 20th with Audi in the DTM. The ABT squad’s track record reflects five DTM drivers’ titles and four teams’ titles.

Audi Sport’s Phoenix and Rosberg teams have completed Audi’s lineup since 2006. Audi Sport Team Phoenix has clinched the DTM title twice for Audi, most recently in the 2013 season. The first DTM title for Audi Sport Team Rosberg was overdue: In 2015 and 2016, the outfit from Neustadt an der Weinstraße was in the title race up until shortly before the end of the season. In 2017, the squad scored both the drivers’ and the teams’ title wins. In 2018, Audi Sport Team Rosberg’s driver René Rast finished runner-up.

Audi Sport Team Abt Sportsline

20 years in DTM with Audi

Audi Sport Team Abt Sportsline has the longest and most successful track record in the DTM. The tally of the Allgäu-based squad reflects five drivers' titles and four teams' titles – all of them with Audi.

The family-owned ABT Sportsline company and Audi have been successful partners ever since their joint super touring car days at the end of the 1990s. The outfit based in Kempten also paved Audi's way back into the DTM at the beginning of the new millennium with a privately fielded Abt Audi TT-R. In 2004, it became Audi Sport Team Abt Sportsline.

2019 marks the Abt squad's 20th season with Audi in the DTM. With a little more luck, the squad led by team owner Hans-Jürgen Abt and Sport Director Thomas Biermaier could have won two more DTM drivers' titles. In the 2016 season, the team was only four points short of clinching the title, and merely three in 2017. "Having missed out on winning the title by a very narrow margin in the last race twice in a row was very painful," says Biermaier. "We analyzed what we're able to improve and reorganized ourselves in many areas."

Florian Modlinger has been the new technical director since last year. Michael Petit and Felix Fechner were deployed for the first time as race engineers in 2018. Mattias Ekström's withdrawal from the DTM after 17 joint years in the series meant a turning point as well for the team that in Robin Frijns and Nico Müller is now putting the youngest DTM driver duo in Audi's factory-backed lineup on the grid.

Alongside the DTM, ABT Sportsline partners with Audi in the Formula E electric racing series.

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)

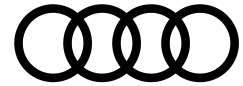
1st Formula E drivers' classification: 2016/2017

1st 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

20 years of Phoenix Racing

Audi Sport Team Phoenix has provided the DTM champion for Audi twice. After things most recently did not go exactly according to plan for Ernst Moser's squad the team in 2019, its anniversary year, intends to fight for the title again.

"You always expect to be in contention for the championship," says Team Director Ernst Moser. "This year, we're celebrating 20 years of Phoenix Racing – so, obviously, we're particularly motivated."

In the past two years, Phoenix Racing partly reorganized itself. Ernst Moser and Team Manager Dirk Theimann have been fixtures in the team for 20 years. Sebastien Breuil is its technical director. Loïc Duval's new race engineer this year is Philipp Kluth, who used to be the data engineer on Mike Rockenfeller's car. "Rocky" himself continues to work with Laurent Fedacou.

Audi and Phoenix Racing have been partners in the DTM since 2006. Ernst Moser's outfit based in Meuspath at the Nürburgring has won the DTM drivers' title twice and to date has provided the best Audi driver in the overall classification on four occasions. The two championship titles went to Martin Tomczyk in 2011 and to Mike Rockenfeller in 2013. Since the relaunch of the racing series in 2000 the team has been active in the DTM and so is one of its most experienced squads.

Alongside the DTM, Phoenix Racing is active in GT racing with the Audi R8 LMS. In 2019, the team competes in the Blancpain GT Series, in the VLN Endurance Championship and in the GT4 European Championship.

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)

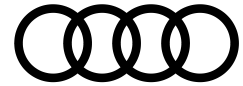
1st 24 Hours of Spa: 2007, 2012 (Audi)

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

Permanently in the title race

After Audi Sport Team Rosberg had just barely missed the DTM drivers' title in 2015 and 2016, the squad scored both the drivers' and teams' classification wins in 2017. In the 2018 season, the outfit led by Team Director Arno Zensen again provided the best Audi driver.

"In the past four years, we were always represented in the title race with at least one driver and in 2017 stood on top of the podium," says Zensen. "We're going to leave no stone unturned to achieve this again."

The two most successful Audi DTM drivers in recent years, Jamie Green and René Rast, are again on the grid for Audi Sport Team Rosberg in 2019. Their race engineers have remained unchanged: Erich Baumgärtner and Florian Rinkes. Team Manager Kimmo Liimatainen, who used to be a racer himself, is another fixture in the squad. Its new technical director is the DTM-experienced Italian Nicola Palarchi, whose predecessor, Francesco Nenci, switched to Audi in Formula E.

Team Rosberg has been racing as an Audi factory team in the DTM since 2006. It was founded in 1994 by former Formula One Champion Keke Rosberg, who was at the wheel himself in the first season. Many prominent drivers subsequently raced for this team. 2016 Formula One Champion Nico Rosberg gathered initial experience in his father's team as well. In the future, he will support the team more intensively and also accompany the DTM squad to the race tracks at selected events.

With its subsidiary TRE (Team Rosberg Engineering), the company at its headquarters in Neustadt an der Weinstraße, in addition to racing, specializes in services for the automotive industry. TRE has state-of-the-art test rigs and an in-house simulator.

Major success of Team Rosberg

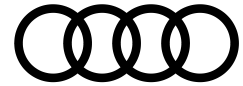
1st DTM drivers' classification: 2017, 2019 (both Audi)

1st DTM teams' classification: 2017, 2019 (both Audi)

1st German Formula 3 Championship: 2002

1st BMW Formula ADAC Championship: 2002

1st Rookie classification BMW Formula ADAC Championship: 2004



WRT Team Audi Sport

DTM entry in the company's anniversary year

On the occasion of the company's tenth anniversary, Vincent Vosse ventures into the DTM with his W Racing Team (WRT). WRT Team Audi Sport is the first customer team in the new era of the popular touring car racing series.

"Moving up into the DTM was a dream of ours," says Vosse. "As part of the Audi family we've been watching the DTM with keen interest. This platform has always been outstanding. The time to enter the series has never been better than now: in 2019, the new two-liter turbo engines are fielded for the first time so that all teams are starting with them from scratch. And we're getting the same 'material' as the factory teams. That makes the DTM so attractive to us and, no doubt, will to other teams, too, in the future."

W Racing Team based in Baudour, Belgium, was established in 2009 and has been successful from day one. The squad has won international recognition primarily due to numerous victories and championship titles clinched with the Audi R8 LMS GT 3 race car. They include triumphs in the 24-hour races at the Nürburgring, at Spa, Zolder and Dubai, the 12-hour races at Sepang and Bathurst, and several other championship titles in the Blancpain-GT-Series scored with the current Audi DTM drivers Robin Frijns, Nico Müller and René Rast, among others.

Additionally, since 2016, WRT has been racing successfully in the TCR touring car category, currently with the Audi RS 3 LMS.

Major successes of WRT

1st drivers' classification Blancpain GT Series: 2014, 2015 (all Audi)

1st teams' classification Blancpain GT Series: 2014, 2015 (all Audi)

1st drivers' classification Blancpain Endurance Series: 2012 (Audi)

1st teams' classification Blancpain Endurance Series: 2012, 2015 (all Audi)

1st drivers' classification Blancpain GT Sprint Series: 2016, 2017 (all Audi)

1st teams' classification Blancpain GT Sprint Series: 2014, 2015, 2016, 2017, 2018 (all Audi)

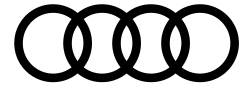
1st drivers' classification FIA GT Series: 2013 (Audi)

1st teams' classification FIA GT Series: 2013 (Audi)

1st TCR International Series: 2016, 2017

1st FIA GT World Cup: 2016 (Audi)

1st teams' classification Trophée Andros: 2015/2016, 2016/2017 (all Audi)



1st Belcar Series: 2010 (Audi)
1st 24 Hours of Nürburgring: 2015 (Audi)
1st 24 Hours of Spa: 2011 (Audi), 2014 (Audi)
1st 24 Hours of Zolder: 2011 (Audi), 2012 (Audi)
1st 24 Hours of Dubai: 2016 (Audi)
1st 12 Hours of Sepang: 2015, 2016 (all Audi)
1st Bathurst 12 Hour: 2018 (Audi)



Profile

Jonathan Aberdein (ZA)

Date of birth: February 14, 1998

Place of birth: Cape Town (ZA)

Residence: Cape Town (ZA)

Marital status: single

Height/weight: 1.75 m/62 kg

Motorsport since: 2009

Career

2009–15 Karting

2016 14th ADAC Formel 4

2016/17 1st United Arab Emirates Formula 4, ADAC Formel 4

2018 12th FIA Formula 3 European Championship

2019 10th DTM (WRT Team Audi Sport)

www.jonathanaberdein.com

facebook.com/jonathan.aberdein

instagram.com/j_aberdein



Profile

Pietro Fittipaldi (BR)

Date of birth: June 25, 1996

Place of birth: Miami (USA)

Residence: Davidson, NC (USA)

Marital status: single

Height/weight: 1.70 m/64 kg

Motorsport since: 2001

Career

2006–10 Karting

2011 1st NASCAR Limited Late Models

2012 5th NASCAR Limited Late Models

2013 BARC Formula Renault, BRDC Formula 4

2014 1st Formula Renault Prototyre, Formula Renault 2.0 Eurocup

2015 17th FIA European Formula 3 Championship

2016 1st MRF Racing Challenge, 10th Formula V8 3.5 World Series

2017 1st Formula V8 3.5 World Series

2018 IndyCar, FIA World Endurance Championship WEC, Super Formula

2019 15th DTM (WRT Team Audi Sport), Formula 1 test driver (Haas F1)

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DTM 2019

The strongest DTM of all time

Motorsport fans can look forward to the strongest DTM of all time. With new turbo engines and more than 610 horsepower the 2019 DTM enters a new era.

The new Class 1 regulations coming into effect in the DTM this year, and in 2020 largely in the Japanese Super GT Championship as well provide the basis for joint races of the two popular racing series. This year will already see the first joint events of the turbo race cars from Asia and Europe: The Super GT will send three of its cars to Hockenheim for the DTM finale in October 2019. On November 23 and 24, the first joint races of the DTM and the Super GT are scheduled on the Japanese race track at Fuji. “This will set off a fireworks of racing,” Head of Audi Motorsport Dieter Gass is convinced.

The DTM itself promises to deliver action and suspense galore as well. Aston Martin is a new manufacturer on the grid. WRT Team Audi Sport is the first customer team in the modern era of the DTM to compete with the same “material” as the three Audi factory teams. The new two-liter turbo engines, a Push-to-Pass system that provides a short-term boost of some 30 additional horsepower, plus another optimization of aerodynamics are intended to make for better racing than ever.

DTM CEO Gerhard Berger desires a “cannonball ride” and in this respect likes to compare his series with the MotoGP. The new turbo cars mark a further step in this direction for the DTM. “After the first test, I got out of the car with a big grin on my face,” says René Rast, the 2017 DTM Champion. “The new turbo engines have awesome output. Putting this power on the ground and keeping the tires alive over the long runs will be crucial factors.”

As before, the DTM uses standing starts. Per race, every driver has to change tires at least once, with a maximum of nine mechanics being allowed to work on the car during the pit stop – tension and stress galore for the crews. The Indy-style restarts following a safety car period, at which the cars lineup in rows of two for the restart, will make for maximum adrenaline surges in the cockpits. Last but not least, a new rule requiring the drivers to leave each other enough room while cornering side by side has proven its viability and resulted in gripping duels last year.



Regulations

How the DTM is run

Sequence of events on a DTM weekend

Friday:	Free practice 1 (45 minutes) Free practice 2 (30 minutes)
Saturday:	Qualifying 1 (20 minutes) Race 1 (approx. 58 minutes)
Sunday:	Qualifying 2 (20 minutes) Race 2 (approx. 58 minutes)

Qualifying

20-minute duration, the fastest lap of every driver counts. Maximum of two new tire sets.

Race

Standing start. Race duration approx. 58 minutes, one mandatory pit stop.

Mandatory pit stops

Maximum of 9 mechanics, maximum use of 2 impact wrenches at the same time. Not permitted during a safety car deployment.

Points-system

3-2-1 for positions 1 to 3 in qualifying.

25-18-15-12-10-8-6-4-2-1 for positions 1 to 10 in the race.

Classifications

Drivers, teams and manufacturers.

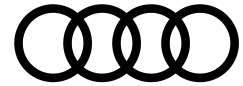
Both drivers of a team count in the teams' championship.

The four best-placed drivers of a manufacturer count in the manufacturers' championship, drivers of privateer teams are not considered.

Tires

7 sets of slicks per event and car.

Maximum of 12 rain tires (6 front and 6 rear tires, respectively) for qualifying and the race per car and classified round.



Engines

Maximum of 9 per season and manufacturer with 6 cars entered.

Maximum of 3 per privateer team with 2 cars.

Brake discs

Maximum of 3 sets for the front wheels and 3 sets for the rear wheels per season and car.

Turbocharger

Maximum of 2 per season and engine.

Top speed in the pit lane

50 km/h.

Top speed in slow zones (local yellow periods)

80 km/h.

DRS

Maximum of 36 times (Norisring: 24 times), permitted as of the 2nd race lap and with a gap of less than 3 seconds to the preceding car.

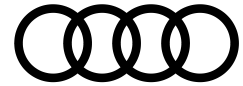
On the last 5 laps of the race permitted also with a larger gap to the preceding car.

Push-to-Pass

Maximum of 60 seconds per race, permitted as of the 2nd race lap and with a gap of less than 3 seconds to the preceding car.

On the last 5 laps of the race permitted also with a larger gap to the preceding car.

Maximum of 5 seconds per lap.



DTM Events 2019

Nine events, 18 races

The 2019 DTM champion will be determined from nine events in five European countries. Two races will be contested at each DTM weekend. The races on Saturday and Sunday will take off at 1.30 pm local time. In Germany, SAT.1 broadcasts all races live. In addition, the DTM can be seen on television or via live streaming on YouTube in many other countries.

The DTM rounds are contested on storied European race tracks. Germany is the home of the racing series and, as such, is represented on the 2019 calendar with five events. The Hockenheimring Baden-Württemberg serves as the traditional venue for the season opener and finale. At the final round, visitors will be treated to a guest appearance of three vehicles from the Japanese Super GT Championship. On this occasion, the six marques Aston Martin, Audi, BMW, Honda, Lexus and Nissan will compete.

A highlight on the calendar is the race in Nuremberg: The home race for Audi Sport is the only city race in the DTM. In East Germany, the touring car series visits the Lausitzring, about an hour's drive south of Berlin. The Nürburgring has been a permanent fixture on the DTM calendar since its 1984 debut season. New for this season are the events in Zolder (Belgium) and Assen (Netherlands). Rounding off the 2019 season are the races on the Grand Prix circuit of Brands Hatch close to London (Great Britain) and in Misano near Rimini at the Italian Adriatic coast.

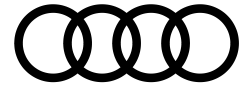
At all nine events, the DTM offers a comprehensive support program with different racing series. Many fans are eagerly awaiting the new W Series, an all-female event that runs exclusively on the 2019 DTM race weekends. The Audi Sport Seyffarth R8 LMS Cup will also be held on several weekends as part of the DTM. After the appearance of international top stars and DJs at selected events in the DTM support program in 2018, a concert in the paddock of the Fan Village is planned for the Saturday evenings of each race weekend. Access to the paddock – and thus the concerts – is included in all ticket categories, as long as tickets are available. Online tickets are generally 10 Euros cheaper than DTM tickets of the same category purchased at the gate on the day. A special feature of the DTM is the “pit view”, which gives fans a glimpse into the pits of the DTM teams Aston Martin, Audi and BMW.



Calendar

DTM Events 2019

03/05 – 05/05	Hockenheim (D)
17/05 – 19/05	Zolder (B)
07/06 – 09/06	Misano (I)
05/07 – 07/07	Norisring (D)
19/07 – 21/07	Assen (NL)
10/08 – 11/08	Brands Hatch (GB)
23/08 – 25/08	Lausitzring (D)
13/09 – 15/09	Nürburgring (D)
04/10 – 06/10	Finale Hockenheim (D)



Rounds 1+2

Hockenheim (D)

Facts & Figures

Race 1 (round 1): Saturday, May 4, 1.30 pm

Race 2 (round 2): Sunday, May 5, 1.30 pm

Circuit length: 4.574 kilometers

Race distance: 36 laps

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

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

Audi victories at the DTM opening round at Hockenheim

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

Event information

Traditionally, Hockenheim is the venue for the season opening round of the DTM. The first qualifying of the year is highly anticipated, as it gives the first indication of the state of play. Thanks to the new turbo engines, this will be particularly exciting.

Support program

W Series, Porsche Carrera Cup Deutschland, Audi Sport Seyffarth R8 LMS Cup

Track description by Mike Rockenfeller

“Hockenheim is all about finding a good compromise – you have to be fast on the straights with as little downforce as possible, but you need a good car for the Motodrom, where downforce is required. The best place to overtake is at the end of the long Parabolika straight where you brake for the hairpin. There are opportunities after that up until the Mercedes Arena. It’s a race track that is generally good for overtaking, which usually makes for exciting racing. Our new turbo engine should guarantee faster lap times thanks to the power plus but this puts more stresses on the tires. As a spectator, I would probably position myself at the last corner, where you get a great overview.”



Rounds 3+4

Zolder (B)

Facts & Figures

Race 1 (round 3): Saturday, May 18, 1.30 pm

Race 2 (round 4): Sunday, May 19, 1.30 pm

Circuit length: 4.003 kilometers

Race distance: 38 laps

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

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

Audi victories at the DTM in Zolder

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

Event information

The “Bergische Löwe” in Zolder was the venue for the first ever DTM race in 1984.

Now, 17 years after the last DTM guest appearance in Zolder, the DTM returns to the Belgian race track, which is less than an hour by car from the German border.

Support program

W Series, Porsche Carrera Cup Benelux, Belcar Endurance Championship, Touring Car Classics

Track description by Robin Frijns

“Zolder is a special race track. It’s very short and really tough on the brakes. Traction is also important here. I expect our rear tires to come under a lot of stress at Zolder, because our new turbo engines are really powerful. At this circuit, fans can get a close look at the DTM cars, especially on the right side at the exit of the first chicane. That’s where I’d watch the race as a spectator. At this spot, the cars are only five meters away and from there you get a good view of the following uphill passage. Zolder is simply a great place for spectators and there are always a lot of them.”



Rounds 5+6

Misano (I)

Facts & Figures

Race 1 (round 5): Saturday, June 8, 1.30 pm

Race 2 (round 6): Sunday, June 9, 1.30 pm

Circuit length: 4.226 kilometers

Race distance: 37 laps

DTM qualifying lap record: René Rast (Audi), 1m 25.294s (2018)

DTM race lap record: Augusto Robin Frijns (Audi), 1m 27.291s (2019)

Audi victories at the DTM in Misano

2019 (Sunday) Nico Müller, Audi RS 5 DTM

Event information

Last year the DTM celebrated a premiere with two spectacular night races on the Misano World Circuit Marco Simoncelli near Rimini. This year, the DTM will be contested for the first time in daylight on the circuit at the Adriatic.

Support program

W Series, Porsche Carrera Cup France, Audi Sport Seyffarth R8 LMS Cup, TCR DSG Endurance Cup (night race)

Track description by Loïc Duval

“I think Misano is one of the best tracks of the entire DTM season: It has all the prerequisites for thrilling duels. Parts of the race track are very wide hence the DTM cars can drive side-by-side through several turns. There are some good overtaking spots, for instance Turn 4 but especially in corners 8, 10 and 14. Misano features some medium to fast corners where balance is important to carry momentum through to the following straight. The new four-cylinder turbo engines will make it tricky for us drivers to get the power to the track without putting too much stress on the rear tires. I personally love racing in Italy. There are so many avid fans. If I came to Misano to watch the race, I’d look for a spot on the grandstand between corners 15 and 16. From there you can follow the vehicles on the straight and through several corners and you can also see the pit entry, where a lot usually happens.”



Rounds 7+8

Norisring (D)

Facts & Figures

Race 1 (round 7): Saturday, July 6, 1.30 pm

Race 2 (round 8): Sunday, July 7, 1.30 pm

Circuit length: 2.300 kilometers

Race distance: 68 laps

DTM qualifying lap record: René Rast (Audi), 46.146s (2019)

DTM race lap record: Nico Müller (Audi), 46.618s (2019)

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; 2019 (Saturday) René Rast, Audi RS 5 DTM

Event information

The Norisring is located in Nuremberg between the Dutzendteich and the Max Morlock Stadium. It is the only city circuit in the DTM and the shortest track on the calendar, with extremely close lap times. Moreover, it is the home race for Audi Sport.

Support program

W Series, Porsche Carrera Cup Deutschland, Touring Car Classics

Track description by Nico Müller

“The Norisring is an absolute highlight for me. At first glance, the race track seems relatively straightforward with just four corners. But they shouldn’t be underestimated, because it’s really bumpy and the surface changes from year to year. You constantly have to adjust to the new conditions and there are many challenges when you’re searching for those fractions of seconds that make all the difference. You need a car with great brakes. We reach high top speeds, particularly this season with our new four-cylinder turbo engines. The Norisring is good for overtaking, so there’s a lot of exciting racing. The Schöller-S is especially spectacular for spectators. At the exit, the cars come very close to the wall and sometimes the wing mirrors scrape them. There’s a lot of action in corner 1 and the last hairpin. But I reckon there’s plenty of fierce competition everywhere on the Norisring. That’s why it pays to visit this race more than once and witness the action live from different spots.”



Rounds 9+10

Assen (NL)

Facts & Figures

Race 1 (round 9): Saturday, July 20, 1.30 pm

Race 2 (round 10): Sunday, July 21, 1.30 pm

Circuit length: 4.555 kilometers

Race distance: 36 laps

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

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

Audi victories in the DTM at Assen

2019 (Sunday) Mike Rockenfeller, Audi RS 5 DTM.

Event information

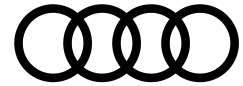
The TT Circuit at Assen in the Netherlands is mostly known as a motorbike race track, and hosts the DTM round for the first time in 2019.

Support program

W Series, Porsche Carrera Cup Benelux, Lotus Cup Europe, BOSS GP

Track description by Robin Frijns

“Assen is a typical motorbike race track with flat curbs. I contested a Formula Renault race here once. As a spectator, you get a pretty good view of the race track. At the start and finish there’s a huge grandstand that stretches from the last chicane to Turn 1 – which is great for spectators. At any other spot fans are quite far from the circuit because the run-off areas are rather large. Assen features a long straight. Particularly critical is the double left-hander before the back straight. Every corner in Assen has its quirks. For instance, there is a triple right-hander and a very tight left-hand hairpin that will not be easy.”



Rounds 11+12

Brands Hatch (GB)

Facts & Figures

Race 1 (round 11): Saturday, August 10, 1.30 pm (2.30 pm CEST)

Race 2 (round 12): Sunday, August 11, 1.30 pm (2.30 pm CEST)

Circuit length: 3.916 kilometers

Race distance: 41 laps

DTM qualifying lap record: René Rast (Audi), 1m 15.134s (2019)

DTM race lap record: Philipp Eng (BMW), 1m 17.862s (2019)

Audi victories at the DTM in 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); 2019 (Sunday) René Rast (Audi RS 5 DTM)

Event information

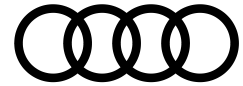
Since last year, the DTM races at Brands Hatch have been contested on the Grand Prix circuit, which is considered one of the most demanding courses in the world. The race track is located almost an hour's drive from London.

Support program

W Series, Lotus Cup Europe

Track description by Jamie Green

“Brands Hatch is an old-school race track with a wealth of motorsport history. Formula 1 used to race here. For me as an Englishman there is something very special about competing on the Grand Prix circuit at my DTM home race. Unlike many modern tracks, Brands Hatch offers many fast, sweeping corners. We need a well set-up car and a lot of courage for this high-speed challenge. Overtaking at Brands Hatch is usually difficult; Turns 3, 4 and 5 offer the best chances. Thanks to the new turbo engines, the DTM events will definitely be more spectacular. As a fan I'd watch the races either from Paddock Hill Bend or at the back of the race track, where you can get relatively close to the action.”



Rounds 13+14

Lausitzring (D)

Facts & Figures

Race 1 (round 13): Saturday, August 24, 1.30 pm

Race 2 (round 14): Sunday, August 25, 1.30 pm

Circuit length: 4.570 kilometers

Race distance: 34 laps

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

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

Audi victories at the DTM on 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; 2019 (Saturday) Nico Müller, Audi RS 5 DTM; 2019 (Sunday) René Rast, Audi RS 5 DTM

Event information

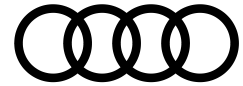
The Lausitzring has hosted DTM races since the year 2000. The DTM uses a section of the tri-oval and the infield. The steep grandstand opposite the pit lane lends a unique atmosphere.

Support program

Audi Sport Seyffarth R8 LMS Cup, Touring Car Classics, HAIGO ADAC Historic Cup

Track description by René Rast

“I have good and bad memories of the Lausitzring: I achieved my first DTM podium there in 2017, and last year I had a huge crash during the first race on Saturday and had to watch the second race from the sidelines. Nevertheless, the Lausitzring is a wonderful venue and the race track offers everything you need as a racing driver: slow corners, fast corners and a long straight that’s great for overtaking with DRS. That’s why the races at the Lausitzring are usually really good. From the grandstand, spectators can see almost the entire race track.”



Rounds 15+16

Nürburgring (D)

Facts & Figures

Race 1 (round 15): Saturday, September 14, 1.30 pm

Race 2 (round 16): Sunday, September 15, 1.30 pm

Circuit length: 3.629 kilometers

Race distance: 40 laps

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

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

Audi victories at the DTM on the Nürburgring

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

Event information

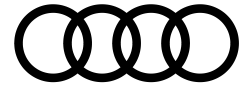
The Nürburgring has always been a regular fixture on the DTM calendar. Since August 2001, the DTM races have been contested on the sprint course: the shortest version of the race track.

Support program

Porsche Carrera Cup Benelux, Audi Sport Seyffarth R8 LMS Cup, Touring Car Classics, Lotus Cup Europe

Track description by Mike Rockenfeller

"I really like this track. It's crucial to have a stable car under braking, especially in Turn 1 and before the chicane. You have to brake hard and for this you need stability. These two places offer the best overtaking opportunities. Also at the Nürburgring we will reach higher top speeds with the new turbo engines and that means we'll have to be on the brakes earlier. This will make overtaking easier, but tire wear will be more extreme. As a spectator, I would probably sit at the chicane, it's a great place to see how the drivers decelerate and do a bit of curb-hopping before accelerating again. And it's not far from the paddock."



Rounds 17+18

Hockenheim (D)

Facts & Figures

Race 1 (round 17): Saturday, 5 October, 1.30 pm

Race 2 (round 18): Sunday, 6 October, 1.30 pm

Circuit length: 4.574 kilometers

Race distance: 36 laps

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

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

Audi victories at the DTM finale in Hockenheim

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

Event information

Hockenheim is the traditional venue for the DTM finale and regularly attracts a six-digit number of spectators. A special attraction this year is the guest appearance of three cars fielded by Honda, Lexus and Nissan from the Japanese Super GT Championship.

Support program

Audi Sport Seyffarth R8 LMS Cup, Formula Renault Eurocup, Touring Car Classics

Track description by René Rast

“Racing at the Hockenheim finale in front of grandstands packed with fans is always something very special. The race track is great fun too. Hockenheim features several fast corners, for example the entrance to the Motodrom. When you drive into the Motodrom the stadium atmosphere is also something unique. Parabolika with the following hairpin gives you the perfect chance to overtake. For me, Hockenheim is like coming home: I have a lot of positive memories, I’ve won many championships here and I’ve probably contested more races there than on any other race track.”



Audi's record of success in the DTM

Eleven drivers' titles, more than 100 victories

With the new turbo engines, Audi is eager to continue its success story in the DTM, which began in the last millennium.

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

Following the DTM's comeback in 2000, Team Abt Sportsline caused a stir in 2002 with a coupe the squad had independently developed based on the Audi TT. Laurent Aiello took a sensational win 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 also proved successful. In 2004, Mattias Ekström in the new Audi A4 DTM won the championship and the manufacturers' and teams' classifications went to Audi, too.

With five drivers' titles in just eight years, the A4 DTM is Audi's most successful DTM race car to date. By 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 continues its success story in the DTM. From 107 races since 2013, the brand has achieved 47 victories, 37 pole positions and 54 fastest race laps. In 2013, Mike Rockenfeller brought home the ninth DTM drivers' title for Audi, and in 2017, René Rast claimed a sensation tenth title as a rookie. For the second time since 2004, Audi won all three titles in the drivers, manufacturers and team classifications.

In 2018, Audi celebrated its 100th race win in the DTM. In addition, René Rast made history with Audi as the first DTM driver to secure six wins in succession.

2019, the first year with the new turbo engines, ended with another title triple: For the third time, Audi won all three titles in the drivers, manufacturers and team classifications.



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 (4 th)

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)

2019 René Rast (Champion)

Facts & figures on Audi's involvement in the DTM

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

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

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

Driver's title hat-tricks: 1 (2007, 2008, 2009)

Title triples (Drivers, Manufacturers, Teams): 3 (2004, 2017, 2019)

Years: 23 (1990–1992, 2000–2019)

Races: 310 (317 including participations of private drivers before 1990)

Victories: 114

Podium results: 345

Pole positions: 106

Fastest laps: 112

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

Drivers: 53



Audi Sport

Vorsprung durch Motorsport

For nearly 40 years, Audi Sport has stood for the successful motorsport commitments of AUDI AG.

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. In Formula E, the team led by Head of Audi Motorsport Dieter Gass closely works together with its colleagues from production development and other areas of TE.

Since August 2014 Audi's Motorsport Department has been residing at the Competence Center Motorsport in Neuburg an der Donau. In the modern complex, Audi engineers develop the Formula E race cars as well. In addition to test rigs and a race track simulator, the Audi Sport ABT Schaeffler team uses the track in Neuburg for rollouts, functional checks and testing. The new Audi e-tron FE05 also performed its first laps in Neuburg.

For 2019, Audi's motorsport program consists of Formula E, the DTM and customer sport, which is based in Neuburg, too. At the moment, Audi Sport customer racing is offering customers GT3 and GT4 versions of the Audi R8 LMS, plus the Audi RS 3 LMS TCR touring car.



Partners

Audi's partners in the DTM

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

Akrapovič

Akrapovič is a Slovenian materials engineering company and develops premium exhaust systems. The brand that was established in 1991 stands for highest standards in design, enhanced performance and the creation of a distinctive exhaust sound. In 2019, Akrapovič and Audi Sport are celebrating the tenth anniversary of their partnership.

Aral Ultimate

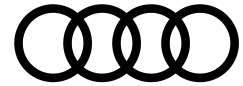
Aral Ultimate sets standards in performance and efficiency. Aral Ultimate 102 and Aral Ultimate Diesel with the anti-dirt formula they contain ensure cleaner combustion in any engine. This enhances performance and may reduce fuel consumption – also in the new 2.0 TFSI engine of the Audi RS 5 DTM. Aral Ultimate is now being used as the DTM's exclusive fuel for the 14th 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, which has a major part in extracting maximum performance from the new 2.0 TFSI engine of the Audi RS 5 DTM zu holen.

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 design awards. In addition to its DTM commitment, the Hoffmann Group is a supplier to Audi's Competence Center Motorsport in Neuburg. In 2019, the company is celebrating its 100th anniversary.



MASCOT® WORKWEAR

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 2,800 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.

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



Contacts

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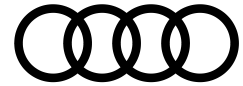
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Consumption of the models named above

Audi RS 5 Coupé

Combined fuel consumption in l/100 km: 9.1–9.0 **

Combined CO₂ emissions in g/km: 206 **

Audi RS 6 Avant

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

Combined CO₂ emissions in g/km: 223 **

Audi RS 6 Avant performance

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

Combined CO₂ emissions in g/km: 223 **

Audi SQ7

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

Combined CO₂ emissions in g/km: 199–189 **

Audi SQ7 TDI

Combined fuel consumption in l/100 km: 7.5–7.2 **

Combined CO₂ emissions in g/km: 198–189 **

Audi Q8

Combined fuel consumption in l/100 km: 9.1–6.4 **

Combined CO₂ emissions in g/km: 207–169 **

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