



AUDI AG
Communications Motorsport
D-85045 Ingolstadt
Tel +49 (0)841 89-34200

April 2015

Audi in the 2015 DTM

Audi in the 2015 DTM	2
Interview with Dieter Gass	4
The Audi Sport brand	6
Audi RS 5	7
Audi RS 5 DTM	9
Technical data of the Audi RS 5 DTM	12
Driver line-up	13
Audi Sport Teams in the DTM	39
Audi Sport Team Abt Sportsline	40
Audi Sport Team Phoenix	41
Audi Sport Team Rosberg	42
2015 DTM	43
2015 DTM events	46
Audi's track record in the DTM	52
Partners	54
Events	58
Audi Communications Motorsport	59

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



Audi in the 2015 DTM

Aiming for number one

Audi has a clear strategic aim. The brand with the four rings is to become the premium automobile segment's 'number one.' And in the DTM, Audi has firmly set its sights on being 'number one' as well. After winning the manufacturers' title last season, the drivers' title that last went to Audi in 2013 is to be recaptured this year.

In the fierce competition with BMW and Mercedes-Benz, Audi Sport relies on time-tested and familiar assets: the same three teams, the same eight drivers and exactly the same Audi RS 5 DTM that at the end of 2014 was the car to be beaten.

The further development of the car in winter was prohibited by the regulations. Therefore, Audi Sport focused on perfecting the existing package. The drivers completed a new mental and physical training program. The three Audi Sport Teams meticulously prepared for the DTM's new weekend format and the changed procedures. Last but not least, the engineers at Audi Sport scrutinized every minute detail of the Audi RS 5 DTM in order to track down existing potential.

"During the pre-season tests we received positive feedback from our drivers," says Dieter Gass, Head of DTM at Audi Sport. "We optimally prepared but our competitors, obviously, did not stand idly by either. The competitiveness in the DTM was extremely fierce even last year. This will be the same again in 2015. The form on the day of the event will be crucial. This is exactly what the DTM is about."

The format of the race weekends is completely new. The number of events has been reduced from ten to nine. Instead, each DTM weekend now features two races: one on Saturday and one on Sunday. "As a result, the fans will get clearly more DTM per weekend than before," says Head of Audi Motorsport Dr. Wolfgang Ullrich.

The fans can look forward to two different race formats. On Saturday, they will be seeing a 40-minute race without a pit stop. On Sunday, the race duration will be 60 minutes – with a pit stop. The option tires that were confusing to many spectators have been eliminated and the battle for grid positions in qualifying has been reduced to 20 minutes per race. "Our maxim was: keep it simple," says Dieter Gass. "It's



important to us that the fans understand the races, as this will make spectating more enjoyable for them.”

Germany continues to be ‘Home of DTM’ in 2015. Six of the nine events will be held in Audi’s domestic market in which the brand grew against the general trend and recorded a 2.2-percent increase in deliveries last year. In addition, there will be visits to Austria, to the Dutch North Sea Coast and to Russia – three venues that Audi Sport has fond memories of.

On each race track of the 2015 DTM, one of the eight current Audi DTM drivers is reflected on the list of previous winners at least once – and in some cases several times. In Mattias Ekström (S), Mike Rockenfeller (D) and Timo Scheider (D) three former DTM Champions form the spearhead of the Audi driver line-up. Jamie Green (GB) and Edoardo Mortara (I) are multiple race winners. Miguel Molina (E) and Adrien Tambay (F) have previously clinched pole positions and podium places. Youngster Nico Müller (CH) in 2014, his first DTM year, immediately scored points and made a strong showing on setting a fastest time in this year’s initial pre-season tests.

“I believe we have the strongest and the most balanced driver line-up in the DTM,” says Dieter Gass. “And in terms of the teams we’re superbly positioned as well.” The total of eight Audi RS 5 DTM cars will again be fielded by the long-standing Audi Sport Teams Abt Sportsline, Phoenix and Rosberg that have clinched seven of the nine DTM titles so far for Audi.

Not only due to the DTM itself, visits to the 2015 DTM events will be a rewarding experience for Audi fans. At five of the German rounds and at the event in Austria the new Audi Sport TT Cup that provides international junior drivers the opportunity to enter motorsport with Audi, will be contesting its inaugural season.



Interview

Dieter Gass: “Keep it simple”

In an interview, the Head of DTM explains the innovative features of the DTM format and Audi’s aims for the 2015 season.

Mr. Gass, behind the scenes a lot of time was spent on fine-tuning the new format for the DTM race weekends. Now the key parameters have been established. As Head of DTM at Audi Sport, are you happy with the result?

We manufacturers extensively discussed the new format with the marketer of the series, ITR, and with the German Motorsport Association (DMSB) for a long time. There were numerous constructive ideas and proposals. I think we came up with a good approach. The DTM fans can look forward to a thrilling season and to DTM weekends with high entertainment value. One thing happens right after the other and our teams have a lot of work to do especially after the first race on Saturday.

You’ll need to explain this to us ...

We are driving two races per weekend this year – one on Saturday and one on Sunday. After the first race, there is not much time to prepare the cars for the next day – especially if there are any accidents during the race. This will be a great logistical challenge. We’ll have to make even better use of every minute.

The first race on the DTM weekends lasts 40 minutes without a pit stop and the second one for 60 minutes with a pit stop. What does that mean?

For one, the tires have to last for 40 minutes in the first race – that’s basically not a problem but may well pose a minor challenge on some of the race tracks. In addition, qualifying and grid positions are particularly important in the first race because without a pit stop the drivers can only overtake on track. That’s why they can activate the DRS, in other words the adjustable wing flap, three times per lap this year. This is intended to produce as many overtaking maneuvers as possible – of course during the second race on Sunday as well.



The qualifying format has been changed too: Q1, Q2, Q3 or even Q4 are DTM history ...

The motto is: 'Keep it simple.' There's only a 20-minute qualifying session now per race – the fastest driver is in front. With 24 cars now and such a short time, conflicts are preprogrammed. Going out on track at the right moment and not getting into traffic will be crucial. While in the past the drivers were able to get into their rhythm in Q1, everyone now has to immediately deliver their full performance. So the fans can look forward to very intensive 20 minutes during which almost all of the 24 cars will be out on track. I'm already curious to see if anyone will be bold enough to go out only once in order to save a set of tires for the race; actually, the grid position is too important for that. It'll be thrilling for the fans

What does the increase from ten to 18 races mean?

That one or two races without points do not automatically mean that there's no longer a chance of winning the championship. I'm assuming that we're going to see more drivers in the battle for the title for a longer time in the future. I hope that we're going to profit from that at Audi. After all, we have a particularly homogeneous driver squad that we clinched the manufacturer's title with last year. We're the only brand that doesn't have a new driver in its line-up. I see that as an advantage for Audi.

In terms of technology, the Audi RS 5 DTM has remained the same due to the homologation. What did your engineers focus on in winter?

On even the minutest details. We took a close look at where there might have been some untapped potential in 2014. During the tests in winter, we worked out a new basic set-up for the 2015 season on which we've been receiving very positive feedback from all our drivers so far. But, obviously, our competitors were active as well. I'm assuming that the entire field will be similarly close as last year.

And what's the aim for the 2015 season?

The same one as always at Audi Sport: we're set on battling for the championship and reclaiming car number '1' in the end. The DTM is very important for Audi. We're pitted against BMW and Mercedes-Benz – our two main competitors in the premium class. And in the DTM you can immediately recognize the sporty base models such as our RS 5 on the race track. The results in the DTM have a direct impact on the product.”



The Audi Sport brand

Audi Sport – the attribute of sportiness

For 35 years, Audi Sport has stood for success of the four rings in motorsport. From the legendary original quattro for the World Rally Championship in 1981 to the current Le Mans prototypes and DTM race cars, Audi Sport has been developing all sports cars for racing in Ingolstadt and Neckarsulm. The racing department of AUDI AG has since become a brand in its own right under which the company concentrates its entire sporting expertise.

The move of the sport department into the new Competence Center Motorsport (KCM) in Neuburg last fall also marked the beginning of a new era. This unit of Technical Development at Audi in Neuburg under the direction of Head of Motorsport Dr. Wolfgang Ullrich is responsible for the factory-backed motorsport commitments in the FIA World Endurance Championship (WEC) and in the DTM.

Audi Sport customer racing has been residing in Neuburg since 2015 as well. Romolo Liebchen is responsible for customer sport with the successful Audi R8 LMS GT3 sports car.

In addition, the Audi Sport brand includes the Audi driving experience, which is also located in Neuburg plus, effective immediately, the sportiest Audi production models developed by quattro GmbH: the Audi R8, the second generation of which will be launched on the market in summer of 2015, and the continually growing range of RS models which currently consists of the RS 3, RS Q3, RS 4, RS 5, RS 6 and RS 7.

The Audi Sport logo with the distinctive red diamond has been increasingly visible at race tracks and in advertising since last year. In 2015, the next step will follow by consistently introducing the Audi Sport brand at dealerships. "Audi Sport stands for successful motorsport, pioneering technologies and sportiness with top performance," says Horst Hanschur, Head of Sales Strategy at Audi. "It was a logical move to start offering our customers our sportiest production models with this attribute as well. After all, there's no other automobile manufacturer who practices technology transfer between motorsport and production more consistently and directly than Audi."



Audi RS 5

The perfect base for the DTM

The DTM regulations prescribe two-door coupes – the Audi RS 5 provides the perfect basis for this.

RS stands for maximum performance and driving dynamics within a model range at Audi. With good reason, the RS models, just like the Audi R8, belong to the Audi Sport family. “The RS models embody the concentrated know-how from motorsport – and you can feel it,” Audi DTM driver Mattias Ekström raves about the car. “RS models are real driving machines which, thanks to Audi drive select, can be driven very gently as well – or you can bring out the wolf in sheep’s clothing ...”

Audi uses the experience of the exceptional racer and all-rounder Ekström, who is adept at handling any automobile and any terrain, in the development of production models. For the RS 5, the brand benefited from his knowledge as well – for instance, with regard to optimal suspension tuning.

Like any of Audi’s RS models, the RS 5 Coupe has permanent quattro all-wheel drive on board, which Ekström would also like to have in his RS 5 DTM – but which is prohibited by the regulations. In normal operation, the crown gear center differential of the RS 5 splits torque between the front and rear axles at a 40:60 ratio. This split is varied at lightning speed as needed. Up to 70 percent of the power can be applied to the front and a maximum of 80 percent to the rear wheels. “This gives the RS 5 unique driving dynamics,” says Ekström. “Like my race car, the RS 5 starts to understeer only at a very late stage. That’s exactly what you expect of a sports car, as driving at the limit is simply most enjoyable this way.”

The RS 5 comes with a seven-speed S tronic double-clutch transmission with a long seventh gear ratio as standard equipment. It helps the extremely powerful V8 settle for an average fuel consumption of 10.5 liters per 100 kilometers.

“Shifting with paddles on the steering wheel, which we’ve had in the DTM since 2012 too, is really good fun,” says the 2004 and 2007 DTM Champion. “And we don’t even need to discuss the engine. It sounds almost as good as the V8 of my RS 5 DTM. When you step on the gas pedal the RS 5 takes off like a rocket.”



331 kW (450 hp) are provided by the 4.2 FSI, a high-revving V8 normally aspirated engine that delivers its maximum output at 8,250 revolutions per minute. Its torque of 430 Nm is available from 4,000 to 6,000 rpm. The high-performance coupe sprints from zero to 100 km/h in only 4.5 seconds. “This, too, almost reaches DTM levels,” says Ekström.

Ekström is not only convinced of the RS 5 in terms of driving dynamics though. The Swede loves modern design – and the elegant coupe with its distinctive, stylish contours, the carefully accentuated details and the high-grade interior is exactly to his taste. “Well, it’s all in the genes of Audi,” raves the DTM star. “You simply feel comfortable. Audi is a trendsetter when it comes to design. And you won’t find such fine, high-grade materials that also have a great touch with most other manufacturers.”

Ekström knows what he is talking about as a member of the professional panel of judges of the ‘Golden Steering Wheel’ that puts the most important new cars through their paces year by year. That is why he knows their weaknesses and strengths.

There’s just one problem: “I’ve got no idea what RS model to choose. The RS 6 is awesome. But the new RS 3 I was able to test in Finland in winter is fantastic too.”



Audi RS 5 DTM

Detailed work within narrow limits

The engineers at Audi Sport developed the Audi RS 5 DTM for the DTM Technical Regulations which have been in effect since 2012. The regulations particularly emphasize three aspects: maximum safety, maximum equality of opportunity and maximum cost efficiency.

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

The organizers differentiate between specification, standard and listed components. Specification components are purchased by the automobile manufacturers from the DTM's central suppliers. Standard components may be produced by the manufacturers themselves based on clearly defined requirements. In addition, there is a list of optional components.

In spite of the restrictions, there is still enough room for the automobile manufacturers' own developments, particularly in the areas of aerodynamics, suspension and powertrain. "The RS 5 DTM consists of some 4,000 parts," says Dieter Gass, Head of DTM at Audi Sport. "Less than 100 of them are specification, standard or listed components."

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

In terms of technology, the Audi RS 5 DTM with which Audi Sport is chasing the title in 2015 corresponds to the model – internally designated as 'RC3' – that the company won the DTM manufacturers' title with last year. To relieve the manufacturers' budgets, the DTM organizers imposed a freeze on the technology by homologation after the third race in 2014 until the end of 2016. Therefore, the next major



development step will only be possible for the 2017 season when the new regulations are introduced.

In winter, the engineers at Audi fully concentrated on localizing untapped potential and on further optimizations of the existing package. The result is a new, even more efficient basic set-up for the 2015 season.

In addition, all eight race cars were completely dismantled and carefully reassembled at the new Competence Center Motorsport by the Audi Sport Teams Abt Sportsline, Phoenix and Rosberg based on last year's monocoques and components. The teams need nearly two weeks for this work for each RS 5 DTM.

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

“With the cell, we’ve set new standards,” says Stefan Aicher, Head of Vehicle Engineering Design at Audi Sport. “The monocoque weighs only 126 kilogram and the roll cage 32.5 kilograms. At the same time, the safety standards have massively increased when the current regulations were introduced. The construction is extremely strong not only in longitudinal crashes but particularly in side impacts. The entire side panel has to resist a force of 360 kN in a side impact crash test, which equates to about 36 tons.”

The RS 5 DTM is 5.01 meters long, 1.95 meters wide and 1.15 meters high. The identical wheelbase of all DTM vehicles is 2,750 millimeters. As in the production model, the V8 engine that delivers about 340 kW (460 hp) is at the front. In a parallel project, Audi Sport is currently developing a four-cylinder TFSI engine for the new Class 1 regulations that will become effective in 2017.

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



technology as well. Data transmission by radio to the pits (telemetry) is not permitted in the DTM.

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

As specification components on the suspension, only the engine sub-frame at the front and the transmission at the rear limit the freedom of the engineers. The suspension has to be mounted on these specification elements. In addition, for the wishbones, the use of steel as the material and the tube dimensions are specified. Numerous dimensions are defined by the regulations – for instance the wheels. The tires of all DTM race cars are exclusively supplied by Hankook.

With respect to aerodynamics, the possibilities are not unlimited either. The driver can flatten the rear wing angle by 18 degrees by means of the drag reduction system (DRS) as needed. Underneath the imaginary horizontal line between the wheel hubs, the engineers have extensive freedom – albeit only with each new homologation. During the season and the homologation period, modifications to homologated components are not permitted.

The regulations permit and promote a close visual reference to the production car, for instance in the form of the single-frame honeycomb grill that is typical for the RS 5 and that contains the airflow ducts to the engine and the brakes on the race car. “The regulations in the DTM are generally very strict,” says Stefan Aicher. “Therefore, we are challenged to fine-tune details within narrow limits.”

Technical data Audi RS 5 DTM (2015)

As of: April 2015

Model	Audi RS 5 DTM (2015)
Vehicle	
Vehicle type	DTM touring car
Chassis	Carbon fiber monocoque with integrated fuel cell, front, rear and lateral CFRP crash elements
Engine	
Type	Normally aspirated petrol 90° V8, 4 valves per cylinder, mandatory intake air restrictors – 2 x 28.0 mm
Engine management	Bosch MS 5.1
Engine lubrication	Dry sump
Cubic capacity	4,000 cc
Power	Approx. 340 kW (460 hp)
Torque	Over 500 Nm
Drivetrain/transmission	
Transmission type	Rear wheel drive
Clutch	4-plate carbon clutch
Gearbox	Semi-automatic 6-speed gearbox with paddle shift
Differential	Adjustable plate-type limited-slip differential
Driveshafts	Tripod-joint driveshafts
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, electromagnetic start valve
Wheels	Forged aluminum wheels front: 12 x 18 inch; rear: 13 x 18 inch
Tires	Hankook, front: 300-680-18; rear: 320-710-18
Weight/dimensions	
Length	5,010 mm (including rear wing)
Width	1,950 mm
Height	1,150 mm
Minimum weight	1,120 kg (including driver)
Fuel tank capacity	120 l



Driver line-up

‘We Are The Champions’

We Are The Champions’ – the famous song by the legendary rock band Queen is Audi Sport’s motto for the 2015 DTM. Audi will be starting the new season as the title defender of the manufacturers’ crown – with three drivers as the spearhead who, together, have already won a total of five DTM titles.

Gathering the ‘old hands’ Mattias Ekström (S), Mike Rockenfeller (D) and Timo Scheider (D) for a joint pre-season photo shoot these days was next to impossible. The calendars of the three DTM stars who, due to their successful careers, are particularly sought-after in races, tests and for PR commitments, are simply too full and differ too much from each other.

Even the first official DTM tests of the year were no exception. When Timo Scheider arrived from a mountain bike race in South Africa on Wednesday, Mattias Ekström had already packed his suitcases again. And on Friday, Mike Rockenfeller traveled from Lisbon directly to the racing debut of the new Audi R8 LMS GT3 sports car at the Nürburgring.

But there is one thing that always unites the three DTM Champions: their passion for the DTM and their enthusiasm for the sportiest cars of their employer. Therefore, despite the icy wind on the Portuguese Atlantic coast, their meeting for a quick photo shoot with the Audi RS 6 in the Estoril pit upon which darkness had already fallen on Wednesday night, made them feel warm all over.

“For me as a race driver, the Audi RS 6 is the perfect combination of performance, comfort and dynamics, Timo Scheider raves about the car. “In everyday driving, it is quite simply the Audi model to have. I’ve been driving it as a company car for a very long time and am going to order an RS 6 again.”

His team-mate Mike Rockenfeller has already done so. “I enjoy switching between the A6 TDI and the RS 6,” says ‘Rocky.’ “I like them both. But in terms of looks and sound, an RS model is the absolute stunner in every Audi model range.”

These are entirely the sentiments of Mattias Ekström too, who during winter tests in Finland recently had the opportunity to extensively test the Audi RS 3. At the moment, however, the family man and father of two relies on an Audi Q7. “I enjoy driving – and the Q7 is a perfect travel car for the family, which my children love as well,” says the Swede.



In the DTM, driving is what Mattias Ekström loves doing most, too. That is why he is particularly pleased that there will be two qualifying sessions and two races on each of the nine DTM weekends this year. “That’s exactly the right move for the DTM,” the Audi driver is convinced. “Because in 18 races you can afford to make a mistake now and then everybody will be attacking harder and driving less conservatively. It’s going to be neck or nothing on Saturday and Sunday. The fans will be seeing even more tough duels and in qualifying there’ll be traffic jam news on the radio like those on the traffic message channel ...”

Mike Rockenfeller is convinced that fans will get their money’s worth in 2015 as well. “Qualifying calls for maximum performance. The two races offer a good mix: a little shorter on Saturday and a little longer on Sunday with a pit stop. That also means the teams have got to continue doing a perfect job. We’ve only got four sets of tires for two qualifying sessions and two races – that means you’ve got to manage them well.”

Rockenfeller believes that the field in 2015 will become even closer. “Due to the technology freeze none of the manufacturers has been able to make a major step forwards. We’ve always had an extremely tight field in the DTM but this year it’s going to be even more extreme. There are 24 drivers on the grid. Every one of them can be at the front, every one of them can win races and every one of them can win the Championship. That characterizes the DTM. And that doesn’t exist anywhere else in the world.”

His team-mate Timo Scheider prepared for the challenges of the new DTM season by competing in the Cape Epic event in South Africa. “This is the world’s toughest mountain bike race with 1,200 entrants and it’s really extreme,” the Audi driver relates with shining eyes. “I survived this challenge and can only say: when it comes to sports I no longer fear anything.”

He is equally excited about the new race format as Mattias Ekström and Mike Rockenfeller. “There are many questions before the first race weekend at Hockenheim for which there are no answers yet,” he says. “We’re hoping that our experience will help and that we’re perfectly set, although it’s clear that there isn’t a single driver in the DTM who has to fear another driver. Anyone who has made it into the DTM absolutely deserves their place.”

One thing is clear: There’s no champion’s bonus in the DTM – not even within the Audi squad. The brand with the four rings has the only unchanged driver line-up versus last year. “This,” says Dieter Gass, Head of DTM at Audi Sport, “is something I rate as an advantage for Audi. We’re really excited about the new season.”



“Jamie Green, Miguel Molina, Edoardo Mortara, Nico Müller and Adrien Tambay have all demonstrated that they’ve got the potential of being in contention at the very front in the DTM,” Gass added. “And there’s more than one among them that I think is capable of not only battling for victories but for the title as well.”

The Audi Sport driver line-up for the 2015 DTM

Audi Sport Team Abt

#27 Adrien Tambay (F), Playboy Audi RS 5 DTM

#48 Edoardo Mortara (I), Castrol EDGE Audi RS 5 DTM

Audi Sport Team Abt Sportsline

#5 Mattias Ekström (S), Red Bull Audi RS 5 DTM

#17 Miguel Molina (E), Audi Sport Audi RS 5 DTM

Audi Sport Team Phoenix

#10 Timo Scheider (D), AUTO TEST Audi RS 5 DTM

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

Audi Sport Team Rosberg

#51 Nico Müller (CH), Audi Financial Services Audi RS 5 DTM

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



Mattias Ekström #5

Double commitment

Mattias Ekström is living a dream. In 2015, he would like to use what may be a unique opportunity to win the DTM with Audi and the FIA World Rallycross Championship (World RX) with his privateer Team EKS at the same time.

“Everybody should and may have dreams,” says the 36-year-old Swede whose motto ‘Go hard or go home’ has become his personal hallmark. “The DTM clearly has priority for me. But the driving experience in my Audi S1 with quattro drive perfectly complements the DTM. In rallycross, I’m learning to go for maximum attack. In the DTM, you’ve got to drive with be a little more foresight because the races are longer – but I’m sure that the experience from rallycross will help me in qualifying in the DTM.”

In 2015, qualifying will be even more important and critical than in the past. “You only have 20 minutes in which 24 cars will be out on track. There’ll be traffic jam news on the radio like those on the traffic message channel for the road ... We won’t have a clear track in qualifying very often and need a lot of discipline because we have to be careful not to get in anybody’s way,” says Ekström.

Like his brand colleagues, the family man and father of two is looking forward to the new DTM format featuring two races per weekend. “This is exactly the right move for the DTM,” the Audi driver is convinced. “The fans and the drivers are getting what they love: more races. Because in 18 races you can afford to make an occasional mistake, everyone is going to attack more and drive less conservatively. It’ll be neck or nothing on Saturday and Sunday. The fans are going to see even more tough duels. And as long as the manufacturers have enough spare parts in the trucks even the race on Saturday will be anything but a walk in the park.”

2015 marks Mattias Ekström’s 15th year in Audi Sport Team Abt Sportsline. Still, the Swede is ‘more fired up about the DTM than ever before.’ “I’m always particularly excited when there are a lot of innovations like this year. And I’m looking forward to the large number of races. The races are what I love most in the DTM.”

For his Red Bull Audi RS 5 DTM, Ekström has selected ‘5,’ the number of the car in which he clinched his first DTM title in 2004. “But that’s not the only reason, as I



generally like '5' as a number because many things in life have something to do with '5.'"

In any case, '5' perfectly fits the 'RS 5' – a car that he appreciates in its 'civilian' version as much as in the DTM variant. "The RS 5 has unique vehicle dynamics," he enthuses about the car.

Due to the frozen technology in the DTM no major steps were possible in winter. "But even the minor modifications we made to the set-up have a major influence," says Ekström. "Our aim is to be in optimal condition on each race weekend."

The lap times in the pre-season tests do not mean a lot to him. "The gaps were small but nobody knows who had how many potato sacks in the car. That's why I always particularly look forward to the first qualifying session at Hockenheim on Saturday when everybody will finally be driving without potato sacks. That also makes it so exciting for the fans to watch the action at Hockenheim."

As always, the Swede will be traveling to the venue in his Audi Q7. "The Q7 is a perfect family car that my children love as well," says the Swede, who has moved his main residence to Going in Austria where he can strike a good balance between his roles as a DTM driver, rallycross team boss and family man.



Profile

Mattias Ekström (S)

Date of birth: July 14, 1978

Place of birth: Falun (S)

Residence: Going (A)

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

Height/weight: 1.83 m/79 kg

Motorsport since: 1993 (Audi driver since 1999)

Sporting career

1993 Kart

1994 Kart, Swedish Renault 5 Cup

1995 2nd Swedish Renault 5 Cup

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

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

1998 8th Swedish Touring Car Championship

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

2000 3rd Swedish Touring Car Championship

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

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

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

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

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

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

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

2008 3rd DTM (Audi A4 DTM)

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

2010 5th DTM (Audi A4 DTM)

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

2012 6th DTM (Audi A5 DTM)

2013 7th DTM (Audi RS 5 DTM)

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

2015 DTM (Audi RS 5 DTM)

www.mattiasekstrom.com

facebook.com/mattiasekstrom.racing

[@mattiasekstroem](https://twitter.com/mattiasekstroem)

instagram.com/mattiasekstromracing



Jamie Green #53

Green, Green, Green!

Fast in qualifying, unfortunate in the races – this is how Jamie Green’s 2014 DTM season could be put in a nutshell. For 2015, the Briton has a big aim: the first victory for Audi.

“My speed was right in 2014,” he says. “But in the races, there was always something cropping up so that I was on podium only twice. I know that I can do better and hope that I’ll be able to convert my speed into consistently good results this year.”

This is Jamie Green’s third season with Audi and his second one in Audi Sport Team Rosberg. “On the first test day, I immediately felt that this was an advantage. I know the car, the team, the environment and the technical crew. This makes everything a lot more efficient. I don’t have to start from scratch again like in the previous two years.”

Physically, Green is superbly prepared as well. “I trained a lot in winter and lost almost four kilograms,” says the Audi driver who lives on the Côte d’Azur with his wife, Ginny, and their two sons, Zachary and William. “That should make a difference too.”

‘53,’ the number on his Hoffmann Group Audi RS 5 DTM, is to bring him luck. “I’ve always wanted this number because it’s the one my father used to drive with,” says Green who in Monaco, his place of residence, primarily keeps fit by riding his road bike – often together with fellow race drivers like David Coulthard.

While he never considered taking up a career as a bicycle racer, becoming a professional soccer player might have been a choice. “That would have been an alternative,” says the avid supporter of Liverpool FC. “But, actually, there’s never been anything for me besides motorsport ever since I was ten.” Initial outings in a ‘Mini’ in stock car races were followed by a classic career in karting and single-seater racing. His title win in the Formula 3 Euro Series in 2004 ultimately became his springboard into the DTM in which he made a name for himself by scoring four victories at the Norisring, among other things. “The Norisring is not a track that is particularly enjoyable in terms of driving. But when it comes to thrilling racing and captivating overtaking maneuvers, the Norisring is the best race track of all.”

2015 marks his eleventh season in the internationally popular touring car series that still makes his heart beat faster. “The DTM is safe and demanding. The cars are fast and have a great sound,” says Green, who is not a man of many words but prefers to let results speak for



themselves. “Plus, driving two races each weekend this year is fantastic for us drivers and fantastic for the fans.”

Thanks to his residence in Monaco and his German employer he now has a good command of German, Italian and French. “I’d like to continue to improve all three of these languages,” he says as he climbs into his Audi RS 6, the favorite car of most of the Audi factory drivers. Green, however, could imagine driving an Audi S1 as well – the compact Audi would no doubt be ideal for the narrow streets in Monte Carlo.



Profile

Jamie Green (GB)

Date of birth: June 14, 1982

Place of birth: Leicester (GB)

Residence: Monaco (MC)

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

Height/weight: 1.78 m/67 kg

Motorsport since: 1996 (Audi driver since 2013)

Sporting career

1996–2000 Kart

2001 British Formula Renault Winter Series

2002 2nd British Formula Renault Championship

2003 2nd British Formula 3 Championship

2004 1st Formula 3 Euro Series

2005 6th DTM

2006 5th DTM

2007 4th DTM

2008 4th DTM

2009 7th DTM

2010 6th DTM

2011 5th DTM

2012 3rd DTM

2013 11st DTM (Audi RS 5 DTM)

2014 10th DTM (Audi RS 5 DTM)

2015 DTM (Audi RS 5 DTM)

www.jamiegreenracing.com

[@JamieGreen_](https://twitter.com/jamiegreen_)



Miguel Molina #17

From ‘Magic Molina’ to ‘Magic Devil’

When Miguel Molina in his first DTM season, in 2010, won the title ‘Rookie of the Year’ as the best newcomer, he was nicknamed ‘Magic Molina.’ In 2015, the Catalanian might be receiving a new nickname: ‘Magic Devil’ – matching the name of his new Audi sponsor in the DTM.

The logos of Audio Teufel (‘Teufel’ means ‘devil’ in English), a Berlin-based company specializing in home cinema, hi-fi and PC speaker systems, are now featured on his red-black Audi Sport Audi RS 5 DTM. Plus, with Molina’s lucky number ‘17’ on his car and a retro helmet design that brings back memories of his successful days in karting, what could go wrong anymore now?

“The 17th is my birthday and a number I’ve always been fond of,” says the 26-year-old. “I used to wear it on my back playing soccer as a teenager.” Speaking of soccer, as a Catalanian, he obviously keeps his fingers crossed for Audi’s partners FC Barcelona and Real Madrid and welcomes any PR event at which he can appear together with the popular soccer pros.

Molina lives close to Barcelona, in a place where many Germans spend their vacations: Lloret de Mar. Ever since his return to Audi Sport Team Abt Sportsline, where his DTM career originally started, Molina has typically been catching a plane on Mondays to spend the days before the race with his team and his race engineer Markus Michelberger.

“Markus and I have a close relationship and the team spirit at Abt is great in general,” says the Spaniard. “We are preparing for the new season as intensively as we did last year – when this immediately paid off in the first races.”

Qualifying was Molina’s greatest strength in 2014. “This year, we’ve got two qualifying sessions on each race weekend,” he says with obvious delight. “I’m hoping to be able to profit from this.”

The Catalanian is enthusiastic about the new DTM format in general: “It’s good for the DTM but it’s good for the drivers too. We get to drive a lot more and will have more opportunities to score points.”

In order to be able to tackle the races in an even more focused manner Molina has been working with a renowned mental trainer. At the same time, the race driver Miguel Molina is to become the ‘Miguel Molina brand.’ “Having permanent car numbers will be helpful in this respect,” says the



pleased Spaniard. “I’m going to try to integrate #17 into my logo as soon as possible and to display it on my helmet as well.”

Alongside his commitment with Audi in the DTM which, in Molina’s own words, is his ‘priority number one, two and three,’ he promotes youngsters in his own kart team together with his father, Mariano, and supports the Catalonian association for the new Formula Ashenkoff that is designed to close the gap between kart and formula racing. In addition, Molina was involved in testing the new race car for the Audi Sport TT Cup last winter.

Like many of his Audi colleagues, the Spaniard drives an Audi RS 6 as his private car. “I’m not completely sure yet whether I’m going to keep the RS 6 or switch to an RS 7. The new RS 3 is tempting as well ...” Only this much is certain: “It’ll definitely have to be an RS model!”



Profile

Miguel Molina (E)

Date of birth: February 17, 1989

Place of birth: Barcelona (E)

Residence: Lloret de Mar (E)

Marital status: single

Height/weight: 1.75 m/63 kg

Motorsport since: 1999 (Audi driver since 2010)

Sporting career

1999 1st Spanish Cadet Kart-Championship

2000 1st Spanish Cadet Kart Championship

2001 1st Catalunya Junior Kart Championship

2002 2nd Spanish Junior Kart Championship

2003 1st Spanish Junior Kart Championship

2004 1st Italian Kart Open Masters Jesolo Formula A

2005 Formula Renault Euro Cup

2006 6th Spanish Formula 3 Championship, Renault World Series

2007 7th Renault World Series

2008 4th Renault World Series

2009 8th Renault World Series, 19th Formula Superleague

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

2011 11st DTM (Audi A4 DTM)

2012 18th DTM (Audi A5 DTM)

2013 17th DTM (Audi RS 5 DTM)

2014 17th DTM (Audi RS 5 DTM)

2015 DTM (Audi RS 5 DTM)

www.miguelmolina.net

facebook.com/MiguelMolina.racing

[@MiguelMolinaM2](https://twitter.com/miguelmolinam2)

youtube.com/user/miguelmolinam2



Edoardo Mortara #48

Man of the world

The entry in the 2015 DTM list says ‘Edoardo Mortara, Italy,’ although the Italian’s green-blue Castrol EDGE Audi RS 5 DTM could even feature a few other national flags, considering his ‘multicultiness.’

‘Edo’ was born in Geneva, Switzerland – as the son of a French mother and an Italian father, who is now living in Dubai in the United Arab Emirates where Mortara spends a lot of time as well. Last summer, the DTM star married his Spanish fiancée Montserrat Retamal. And last but not least, Mortara owns a Japanese sushi restaurant together with friends in Geneva, Mortara’s main place of residence.

This colorful national diversity goes nicely with Mortara’s plans for the 2015 DTM season as well: “In 2015, I intend to achieve the aims from 2014 that I should have achieved in 2013 because I made a promise in 2012 that I thought about in 2011” – any questions?

Following a strong rookie year in 2011, his first two victories in 2012, a difficult season in 2013, and returning to his old form after switching to Audi Sport Team Abt Sportsline last year, Mortara has now set his sights on the title. “After having been able to decide a few races in the DTM in one’s favor like I have, winning the Championship can be the only aim,” he says. His new race engineer, Franco Chiocchetti, who has experience from 14 years in the DTM under his belt, is to support him in this endeavor. “This is another factor that should help me reach my goals,” says Mortara.

Mortara is entering his fifth DTM season in car number ‘48.’ “This number dates back to my days in karting,” the Italian recalls. “It brought me good luck back then – and I’m hoping it will do so again now.”

The world traveler has used the long winter break to perfectly prepare for the 2015 DTM. “During my vacation in Thailand, I was able to really unwind and recharge my batteries. In addition, I’ve obviously been training a lot and keeping fit.” After all, no less than 18 races are on the DTM calendar this season. “Two races per weekend – that’ll be strenuous for the mechanics too,” the Audi factory driver reckons. “But the new DTM format has been a very good decision and the way to go for everyone who loves motorsport. As a result, the race weekends and the show will become even more attractive.”



Due to the limitation imposed on testing Mortara has only been in the cockpit of the Audi RS 5 DTM once since the 2014 season finale. In his personal Audi RS 6 Avant which he'll soon be swapping for an Audi A7 Sportback, he has covered a lot more kilometers. "As an Audi driver, I enjoy the privilege of being able to test all the models. The RS 6 is a fantastic car that unfortunately I can't really drive flat-out in Switzerland."

The opportunity to put the pedal to the metal will no doubt present itself on the race track, starting on the first weekend in May. That's when the new DTM season and the chase for the champion's title begins at Hockenheim. Tickets are available at www.audi-motorsport.com.



Profile

Edoardo Mortara (I)

Date of birth: January 12, 1987

Place of birth: Geneva(CH)

Residence: Geneva (CH)

Marital status: married to Montserrat Retamal

Height/weight: 1.82 m/78 kg

Motorsport since: 1999 (Audi driver since 2011)

Sporting career

1999–2005 Kart

1999 3rd 100 cc class Italian Junior Kart Championship

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

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

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

2003 7th 100 cc class Italian Kart Formula A Championship

2004 7th 100 cc class Italian Kart Formula A Championship

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

2006 4th Formula Renault Italy, best rookie

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

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

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

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

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

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

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

2014 5th DTM (Audi RS 5 DTM)

2015 DTM (Audi RS 5 DTM)

www.edoardomortara.com

facebook.com/edomortararacing

[@edomortara](https://twitter.com/edomortara)

instagram.com/edomortara



Nico Müller #51

A dream has come true

When Nico Müller climbs into his company car in the morning he knows that a dream has come true for him: “The Audi RS 4 was my car of choice even when I was a child. Having such a model in my garage at home today is fantastic. The car is sporty and looks great, plus it’s suitable for everyday use in every respect.”

An even greater childhood dream came true for the 23-year-old Swiss from Thun last year when Audi signed him for the DTM. I always dreamed about competing in the DTM,” says the youngster. Müller, who in 2015 is tackling his second season as the team-mate of the seasoned campaigner Jamie Green in Audi Sport Team Rosberg, has clearly higher expectations now than he had a year ago.

“I know the car, the team, the tracks and the tires,” says the youngest Audi DTM driver. “This is a big ‘plus’ compared to last year. Experience is extremely important in the DTM. Except for the Super GT in Japan there’s no comparable racing series anywhere else in the world and the driving times are limited. In 2014, I already showed that I’ve got the speed. Now I need to convert this into results. My aim for 2015 is to clinch my first podium. Time will tell where I’ll end up in the Championship. But in any event, I’m determined to regularly finish in the points

The Swiss, who is 1.85 meters tall, feels comfortable in Audi Sport Team Rosberg and is convinced that the combination of Green-Rosberg-Müller will be even more powerful this season: “We already worked together well in Team Rosberg in 2014. I’m sure that our work of laying the foundations will come to fruition this year.”

Müller’s Audi Financial Services Audi RS 5 DTM is now designated as car number ‘51’ – a number he has celebrated success with on numerous occasions. “My cousin used to have the number ‘50’ pinned on his kart. When I became his team-mate it was only logical for me to take ‘51’,” the Audi driver recalls. “In the kart with this number, I won many races and subsequently even the title in Formula Renault. The car number is an important identification for us race drivers. I’m happy that I can now be on the DTM grid with my lucky number.”

The youngster is also looking forward to the new DTM format featuring two races per weekend: “To drive more races is obviously great for us drivers – just like it is for the spectators who will get to see even more action on a weekend. I’m hoping for this to attract even more fans to the race tracks because it’s fun to drive car races in front of a full house.”



Profile

Nico Müller (CH)

Date of birth: February 25, 1992

Place of birth: Thun (CH)

Residence: Bern (CH)

Marital status: single (partner Lara)

Height/weight: 1.85 m/73 kg

Motorsport since: 2004 (Audi driver since 2014)

Sporting career

2004–2007 Kart

2006 2nd Swiss Kart Championship (Junior category)

2007 1st Bridgestone Kart Cup (KF3 category)

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

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

2010 3rd GP3 Series, best European driver

2011 4th GP3 Series

2012 9th World Series by Renault 3.5

2013 5th World Series by Renault 3.5

2014 19th DTM (Audi RS 5 DTM)

2015 DTM (Audi RS 5 DTM)

www.nicomueller.ch

facebook.com/NicoMuellerOfficial

[@nico_mueller](https://twitter.com/nico_mueller)

instagram.com/nicosmueller



Mike Rockenfeller #99

Happy ‘Rocky’

On selecting ‘99,’ Mike Rockenfeller has picked the highest car number of all drivers for the 2015 DTM – and if the Audi driver had his way, he’d soon have the lowest one again, namely the champion’s number ‘1.’

Two years ago, ‘Rocky,’ in Audi Sport Team Phoenix, clinched his first DTM title in car number ‘19.’ After third place last season, title number two is to follow now in the internationally popular touring car racing series – with the ‘double 9’ as the lucky number on his yellow-green Schaeffler Audi RS 5 DTM. “My goal is clear: I’m set on clinching the title,” says Rockenfeller.

To achieve this, besides 22 other strong rivals, he has to defeat his team-mate Timo Scheider. The two are the only DTM Champions driving for the same team in 2015. “Timo and I get along really well,” says ‘Rocky.’ “We’re on the same wavelength and also have a lot of fun together off track. We both have good rapport with the team. But Timo is pretty fast too. I’m expecting fierce competition within the team and am going to try and finish ahead of him in the end.”

Rockenfeller believes that the field in 2015 will become even closer. “Due to the frozen technology none of the three manufacturers has been able to make a major step forwards. The DTM has always been extremely competitive and this year will be even more extreme. There are 24 drivers on the grid. Every one of them can be in contention at the front, every one of them can win races and every one of them can win the Championship. This is what characterizes the DTM. And this doesn’t exist anywhere else in the world.”

The Audi driver knows what he is talking about. 2015 is his ninth DTM season. The way to the top has been long and arduous. But today he is firmly established with Audi and involved in the brand’s Le Mans project and the GT program with the new Audi R8 LMS as well. “I have a tremendous program with Audi and I’m very happy about it,” he says.

This applies to the DTM race driver’s personal life as well. Shortly after the Norisring race last summer, his son, Phil, was born. “Obviously, he doesn’t understand yet what daddy does for a living,” ‘Rocky’ says with a smile. “But I feel totally different about



coming home now. Everyone who has children knows the feeling. Whenever things don't go so well for a change I can look forward to being with my own small family. I hope they'll be able to join me now and then at a DTM race this year."

Shortly before the season started, Rockenfeller took his wife and child along to Majorca for a week of bicycle riding. "Unwinding again before the action really starts is always good for you," says the 2013 DTM Champion.

Whenever he is not out riding his bike, the Audi driver relies on the largest Avant model his employer is offering at the moment. "I like switching between the Audi A6 TDI and the Audi RS 6," says 'Rocky.' "I enjoy them both. But in terms of looks and sound an RS model is obviously the absolute stunner in any Audi model range."



Profile

Mike Rockenfeller (D)

Date of birth: October 31, 1983

Place of birth: Neuwied (D)

Residence: Landschlacht (CH)

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

Height/weight: 1.75 m/68 kg

Motorsport since: 1995 (Audi driver since 2007)

Sporting career

1995–2000 Kart

1997 1st DMV Junior Cup

2000 1st Jörg van Ommen Kart Cup

2001 4th Formula König

2002 10th Porsche Carrera Cup

2003 2nd Porsche Carrera Cup, Porsche Supercup

2004 1st Porsche Carrera Cup, Porsche Supercup

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

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

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

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

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

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

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

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

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

2014 3rd DTM (Audi RS 5 DTM)

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

www.mike-rockenfeller.de

facebook.com/mikerockenfeller

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

instagram.com/mike_rockenfeller



Timo Scheider #10

Fearless

Before the first DTM race of the 2015 season, Timo Scheider made headlines off the race track. The Audi driver got engaged to his partner of many years and in South Africa survived what is arguably the world's toughest mountain bike race.

“After getting engaged to Jessica, the next step will follow in 2015 as well,” says the two-time DTM Champion, hinting at the possibility of wedding bells ringing at the Scheider-Hinterseer home before the year is out. “And after surviving Cape Epic in South Africa, all I can say is: when it comes to sports I no longer fear anything.”

In 2015, the 36-year-old is tackling his 15th DTM season, his tenth for Audi and his second in Audi Sport Team Phoenix. “We got on the same page relatively fast in Team Phoenix last year,” says Timo Scheider. “But it does take a few race weekends or a couple of extreme situations to really get to know each other. In the second half of the 2014 season, it worked out really well. I’m optimistic about being able to start with a strong base in 2015.”

His close relationship with his team-mate Mike Rockenfeller is helpful in this regard as well. “The chemistry between us is right and we also spend some of our free time together,” says Scheider. “That makes our work a little easier at times. Generally speaking, a good team-mate is extremely important for promoting your own performance – although the level of driving skills in the DTM is so high that you could only have good team-mates there ...”

Scheider is looking forward to the new format with eager anticipation. “With 18 races on the calendar, a retirement is less dramatic now,” says Scheider. “You’ve got the chance to make up for a mistake here and there, and that’s positive. I’m hoping for very few retirements and for us to be able to consistently deliver the right performance in qualifying and the races.”

In that case, his dream of converting the number ‘10’ on his black AUTO TEST Audi RS 5 DTM into a ‘1’ at the end of the 2015 season may come true. “All I need to do is remove the zero,” the Audi driver says with a laugh. “I had ‘10’ as my car number in



my first DTM championship-winning year. And in soccer, the playmaker wears the '10' on his back. I'm hoping that it'll bring me luck again."

With luck alone, however, you cannot win DTM titles. "I think my experience can help me too," says Scheider. "Due to the new procedures there have been a lot of unanswered questions before the season that will hopefully be answered after the initial race weekends. Maybe, thanks to our experience, we'll find the answers a bit faster than the competition."

Scheider has been passing on his experience to young drivers for many years as well. After starting his own kart team he has now formed his own ADAC Formula 4 outfit in which Scheider is fielding two cars in 2015.

In addition to the DTM, this means a lot of work and spending many kilometers on the road, for which he is perfectly equipped with an Audi RS 6 Avant. "For me as a race driver, the Audi RS 6 is the perfect combination of performance, comfort and dynamics," Timo Scheider enthuses about the car. "For everyday driving, it's simply the Audi model to have. I've been driving it as a company car for a long time and am going to order an RS 6 again."



Profile

Timo Scheider (D)

Date of birth: November 10, 1978

Place of birth: Lahnstein (D)

Residence: Lochau (A)

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

Height/weight: 1.78 m/72 kg

Motorsport since: 1989 (Audi driver since 2006)

Sporting career

1989–1994 Kart

1992 1st Kart Winter Cup Kerpen

1993 7th German Junior Cup Trophy

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

1995 1st German Formula Renault 1800 Championship

1996 4th German Formula Renault 2000 Championship

1997 2nd German Formula 3 Championship

1998 8th German Formula 3 Championship

1999 6th German Formula 3 Championship

2000 12th DTM

2001 19th DTM

2002 8th DTM

2003 8th DTM, 1st 24 Nürburgring 24 Hours

2004 8th DTM

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

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

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

2007 7th DTM (Audi A4 DTM)

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

2009 1st DTM (Audi A4 DTM)

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

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

2012 14th DTM (Audi A5 DTM)

2013 10th DTM (Audi RS 5 DTM)

2014 9th DTM (Audi RS 5 DTM)

2015 DTM (Audi RS 5 DTM)

www.timoscheider.de

facebook.com/scheider

[@ScheiderTimo](https://twitter.com/scheidertimo)

instagram.com/timoscheider



Adrien Tambay #27

London calling

2015 will be a special year for Adrien Tambay. Before the start of the DTM season, the Audi DTM moved to bustling London.

“In Bregenz, I often felt lonely,” says the Frenchman who is tackling his fourth DTM year in Audi Sport Team Abt Sportsline. “In London, there are a lot of friends waiting for me. I found a great apartment in Chelsea and believe that London will be a fantastic city to live in for someone my age. I’m very positive about the move.”

The 24-year-old Frenchman worked hard on his fitness during the winter. “We’ve got a new training schedule at Audi Sport. I’ve strictly adhered to it and can already feel the results. In the past years, I always felt pretty tired after the first test following the winter break. This time, sitting in a race car for many laps wasn’t any problem for me at all.”

Participating in a number of French Ice Racing Series events has been another way in which Tambay has kept fit pre-season. “Mentally in particular,” he says. “Of course I’d like to drive a GT3 race now and then for Audi too but in 2015 I’m fully focused on the DTM.”

This season he has a new engineer at his side with Nicola Palarchi swapping Formula One for DTM and Audi Sport Team Abt. “We worked together in my last year in single-seater racing and we got along tremendously,” says the Audi driver, who is delighted with the appointment. “We trust each other. Nicola is new in the DTM but he’s got such a wealth of experience that he’ll quickly learn the special characteristics.”

The new ‘layout’ of the DTM weekends, as Adrien Tambay calls it, is another thing the Audi driver is looking forward to. “Two races mean a double dose of fun for me. And as I tend to be impatient by nature, it’s good that we’re already driving a race on Saturday. The qualifying format is great too. You can’t afford to make any mistakes and have got to be fast immediately. That should suit me well.”

From the start of this season, Tambay will have two ‘good luck charms:’ the famous ‘Bunnies’ of his main sponsor and the legendary number ‘27’ on his Audi RS 5 DTM that his father, Patrick, had previously been fortunate with as a Ferrari driver in Formula One. “He took over the 27 from Gilles Villeneuve at the time who, in addition to Ayrton Senna and my father, is one of my great idols.”



In everyday driving, Tambay, like many of his fellow drivers, relies on the Audi RS 6 Avant. But I need to take a closer look at the new RS 3, he says. “It looks great and might be perfect for London.”



Profile

Adrien Tambay (F)

Date of birth: February 25 1991

Place of birth: Paris (F)

Residence: London (GB)

Marital status: single

Height/weight: 1.81 m/70 kg

Motorsport since: 2001 (Audi driver since 2012)

Sporting career

2001–2006 Kart

2007 1st Formula BMW Germany, rookie classification

2008 3rd Formula BMW Europe

2009 Formula 3 Euro Series

2010 6th Auto GP Series, 20th GP3 Series

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

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

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

2014 14th DTM (Audi RS 5 DTM)

2015 DTM (Audi RS 5 DTM)

www.adrientambay.com

facebook.com/adrientambayofficial

[@TambayRacing](https://twitter.com/tambayracing)

instagram.com/adrientambay



Audi Sport Teams in the DTM

Team sport DTM

Basically, there is a clear distribution of tasks in Audi's DTM team. Audi Sport develops the race cars and Audi Sport Teams Abt Sportsline, Phoenix and Rosberg field them – an arrangement that has proved successful for years.

“DTM is a team sport,” says Dieter Gass, Head of DTM at Audi Sport. “Without teamwork you have no chance. That's why we emphasize team spirit and permanent exchange.” For instance, engineers of the teams are involved in the development tests of the Audi RS 5 DTM. And obviously the teams are fully supported by Audi Sport – technically, logistically and strategically – on the race weekends.

Experience is a crucial factor in the DTM. That is why Audi Sport has been relying on the same proven race teams in the internationally popular touring car racing series for years. Abt Sportsline and Audi have been successful partners ever since their joint days in super touring car racing at the end of the nineteen-nineties. The squad of Hans-Jürgen Abt also paved Audi's way back into the DTM on independently fielding an Abt-Audi TT-R at the beginning of the new millennium. In 2004, Abt became Audi Sport Team Abt Sportsline, now tackling its twelfth DTM season as an Audi factory team.

After Audi Sport Team Joest began to fully concentrate on prototype racing and the Le Mans 24 Hours in 2006, Audi Sport secured the services of two other German race teams. Since 2006, the renowned German Audi Sport Teams Phoenix and Rosberg have been completing the Audi line-up in the DTM. Initially, both teams fielded previous-specification cars and, since the new DTM regulations were introduced in 2012, have been racing with identical material and enjoying 'equal rights' in every respect.

Audi Sport Team Abt Sportsline has won the prestigious DTM drivers' title four times since 2004 (2004, 2007, 2008, 2009) and Audi Sport Team Phoenix has done so twice (2011, 2013). The best season for Audi Sport Team Rosberg to date has been 2012 with two victories. For 2015, all three Audi Sport teams have the same aim: to clinch the next DTM title for Audi.



Audi Sport Team Abt Sportsline

‘Die Äbte’

When referring to Audi Sport Team Abt Sportsline, a charming abbreviation is often used at Audi Sport: ‘Die Äbte’ (‘abbots’ – ‘Abt’ means ‘abbot’ in German).

The world’s leading tuner for automobiles of the Volkswagen Group is a family-owned business based in the Bavarian region of the Allgäu that is run by Hans-Jürgen Abt today. Besides Audi Sport Team Joest in the sports prototype program, it is the most experienced and most successful Audi factory team.

The outfit based in the Allgäu competed in the DTM as a privateer team with the Abt-Audi TT-R from 2000 to 2003 and in 2002 clinched the title. Today, more than 50 employees are dedicated to the four Audi RS 5 DTM cars. To perfectly prepare the race cars, Abt opened a 2,400-square meter motorsport center in Kempten last year which Audi uses to prepare the race cars of the new Audi Sport TT Cup as well.

In addition, the ‘Abbots’ provide the only German team in the new FIA Formula E Championship which Audi Sport supports by releasing factory driver Lucas di Grassi. The Brazilian won the inaugural race of the electric racing series in Beijing in September 2014 – marking another milestone in the history of ABT Sportsline.

Major successes of ABT Sportsline

Winner of the DTM drivers’ classification: 2002, 2004, 2007, 2008, 2009 (all Audi)

Winner of the DTM teams’ classification: 2004, 2007, 2011 (all Audi)

German Super Touring Car Champion: 1999 (Audi)

Winner of the ADAC GT Masters: 2009 drivers’ classification, 2010 teams’ classification (both Audi)

Winner of ADAC Formel Masters: 2009

Winner of ADAC Formula Junior: 1991, 1992, 1996



Audi Sport Team Phoenix

Partner in the DTM for ten years

An anniversary in the Eifel region: 2015 marks the tenth DTM season for Audi Sport Team Phoenix.

Audi Sport and Phoenix Racing have been partners in the DTM since 2006 and Ernst Moser's squad has become a staple in this partnership. In the last five years, Audi Sport Team Phoenix clinched the DTM drivers' title twice and on four occasions provided the best Audi driver in the overall classification.

The close-knit squad headed by Team Director Ernst Moser that is based directly at the Nürburgring numbers among the most experienced DTM teams and is an important partner for Audi in GT racing as well. Phoenix Racing is one of the two teams that in 2015 field the new Audi R8 LMS for Audi Sport customer racing and prepares the car for deliveries to customers. Endurance racing with GT3 race cars is the second major pillar of Phoenix Racing.

Major successes of Phoenix Racing

Winner of the DTM drivers' classification: 2011, 2013 (all Audi)

Winner of the DTM teams' classification: 2013 (Audi)

Winner of the Nürburgring 24 Hours: 2000, 2003, 2012 (Audi), 2014 (Audi)

Winner of the Spa 24 Hours: 2007, 2012 (Audi)

Winner of the Bathurst 12 Hours: 2012 (Audi)

Winner of the FIA European GT3 Championship: 2009 (Audi)

Winner of the Belgian GT3 Championship: 2009 (Audi)

Winner of the Touring Car GP Macau: 1999 (Audi)



Audi Sport Team Rosberg

Back to the top in the anniversary year

Audi Sport Team Rosberg set the pace in the first official pre-season DTM tests – sending exactly the right signal as far as Team Director Arno Zensen is concerned.

20 years ago, the former Formula One World Champion Keke Rosberg formed Team Rosberg. His son, Nico Rosberg, made his first steps in racing in his father's team. Since 2006, now in its tenth year, the motorsport squad headed by Team Director Arno Zensen has been on the DTM grid as an Audi factory team.

In 2012, Audi Sport Team Rosberg, on clinching two victories, was the best team of the brand with the four rings. In the 2015 season, the team based in Neustadt an der Weinstrasse would like to continue where it left off in 2012. With its subsidiary, TRE, it additionally specializes in engineering services for the automotive industry.

Major successes of Team Rosberg

Winner of the German Formula 3 Championship: 2002

Winner of the BMW Formula ADAC Championship: 2002

Rookie winner of the BMW Formula ADAC Championship: 2004



DTM 2015

More races, more action

The DTM in its particular form is unique. It is the only racing series in the world that is exclusively dedicated to factory-backed teams. Audi, BMW and Mercedes-Benz are fielding a total of 24 cars in the 2015 season – each car represents state-of-the-art technology and, as a result, is theoretically in contention for winning.

“The debate about pay drivers does not exist in the DTM,” says Dieter Gass, Head of DTM at Audi Sport. “In the DTM, we’re meeting with our two main competitors in the premium class, so we’ve got to be perfectly poised for the battle. The same goes for BMW and Mercedes-Benz.”

Fierce competition on the race track and constructive collaboration behind the scenes to advance the series – this has been the DTM’s philosophy for 31 years. The automobile manufacturers involved in the DTM influence the program being delivered to the fans in the grandstands.

For the 2015 season, the focus was put on delivering even more action and entertainment to the crowd. As a result, the organizers have reduced the number of events from ten to nine and upgraded every single event. Now, two races will be held on every race weekend – one on Saturday and one on Sunday. Despite their different lengths (40 minutes on Saturday and 60 minutes on Sunday, including a mandatory pit stop on Sunday) the same number of points is awarded for both races, so the 2015 DTM Champion will be determined in a total 18 races. “This,” says Gass, “will ensure that more drivers will stay in the title race longer than before and can afford to retire now and then without having to wave goodbye to the title.”

The qualifying format has been simplified as well. For each race, the best grid positions are determined in a 20-minute battle – the fastest driver will enter the race from the pole position. The motto for the 2015 DTM is ‘Keep it simple’ and this applies to the tires as well. The so-called option tires that used to caused a lot of confusion have been scrapped. Now, the teams and drivers can only choose between rain tires and slicks. Only four sets of slicks are available to each driver for both qualifying sessions and both races.



A position at the far front of the grid will be important particularly on Saturday because the 40-minute race is held without a mandatory pit stop. To make up ground, a driver has to overtake on track. That is why the drivers may now flatten the rear wing angle three times per lap – provided the gap to the car in front is less than a second at the start and finish line. They can lower the wing by 18 instead of 16 degrees, which further reduces aerodynamic drag and increases final speed. As a result, there is an even higher chance of successful overtaking.

In the 60-minute race on Sunday, a mandatory pit stop must be performed. Therefore, perfect work by the mechanics is equally important as the right strategy. In the best case, the pit crew needs less than three seconds to change all four wheels of an Audi RS 5 DTM.

The DTM fans will get to see the DTM race cars more frequently again on the race track in general, with a free practice session scheduled on Friday and a morning warm-up on Sunday again.

The supporting program will be more attractive as well. At each of six events, there will be two races of the new Audi Sport TT Cup in which Audi makes it possible for young international drivers to enter motorsport.

The DTM will be combined increasingly often with other events as well. The appearance of the FIA World Rallycross Championship (World RX) with the Audi S1 EKS RX in the season opener at Hockenheim and the visit of the superbikes of the Motorcycle Championship, IDM, to the Lausitzring just mark the beginning. Concerts and an attractive program for the whole family round off the race experience. The automobile manufacturers and partners of the DTM are featured at the Brand World exhibition.

Germany will be 'Home of DTM' in 2015 again for Audi. Six of the nine events will be held in the domestic marketplace. Plus, there will be rounds in Austria, on the Dutch North Sea Coast and in Russia – Audi Sport has fondest memories of the races at these venues.

In Germany, ARD will be broadcasting all 18 DTM races live on 'Das Erste' in 2015. Some of the starting times of the races have been moved to a later time to give more TV viewers the opportunity to watch live coverage of the DTM on weekends.



The DTM can be watched live or delayed-as live on TV in over 150 countries – and thanks to YouTube live streaming, anywhere in the world.

Although the DTM has its strong base in Germany, it is watched by fans in all time zones. Their interest in the series is assured by top-caliber drivers from 13 different nations in 2015 – and obviously by the next round between the three leading German premium manufacturers, Audi, BMW and Mercedes-Benz.

For 2017, there is a brand new prospect opening up, as the new Technical Regulations for Class 1 race cars, such as the Audi RS 5 DTM, will apply to the DTM as well as to the Japanese Super-GT Championship currently contested by Honda, Nissan and Lexus. “We’re thinking about joint races and possibly a world finale,” says Dieter Gass. “The cooperation between DTM and Super GT marks a major step towards the future.”



DTM events in 2015

Nine events, 18 races

A double dose of action for DTM fans: Two races will be held on each of the nine DTM weekends in the 2015 season – one on Saturday and one on Sunday, with the venues centered on the domestic market that is important for Audi. Six of the nine events will be held in Germany, plus rounds in Austria, the Netherlands and Russia.

Hockenheim (D)

Race 1 (Round 1): Saturday, May 2, 14.45

Race 2 (Round 2): Sunday, May 3, 13.40

Track length: 4.574 kilometers

Track record, qualifying: Mattias Ekström (Audi), 1m 32.244s (2008)

Track record, race: Martin Tomczyk (BMW), 1m 32.532s (2014)

Audi wins in the DTM season opener at Hockenheim:

2002 Laurent Aiello, Abt-Audi TT-R; 2007 Mattias Ekström, Audi A4 DTM; 2008 Mattias Ekström, Audi A4 DTM; 2009 Tom Kristensen, Audi A4 DTM.

Track description by Nico Müller:

“For me as a Swiss, Hockenheim is almost a home round because the track is pretty close to the border. At Hockenheim, aerodynamic efficiency is particularly important because of the many relatively fast and semi-fast turns in which the car has to generate downforce. But there are also some top speed sections here, such as the Parabolica, where we’re probably going to see some great slipstream duels again and – thanks also to DRS – many overtaking maneuvers. My personal favorite is the fast right-hand turn at the entrance to the Motodrom – a real challenge which is also great fun.”

Lausitzring (D)

Race 1 (Round 3): Saturday, May 30, 18.10

Race 2 (Round 4): Sunday, May 31, 14.20

Track length: 3,478 kilometers

Track record, qualifying: Gary Paffett (Mercedes-Benz), 1m 17.463s (2013)

Track record, race: Mike Rockenfeller (Audi), 1m 18.268s (2013)



Audi DTM victories at the Lausitzring:

2004 Mattias Ekström, Audi A4 DTM; 2005 Mattias Ekström, Audi A4 DTM; 2011 Martin Tomczyk, Audi A4 DTM.

Track description by Adrien Tambay:

“Finding the right rhythm is always a challenge at the Lausitzring. The track has an unusual configuration because we’re driving on part of the oval and then return to the infield. The walls are very close, so you should approach the limit with caution. For the spectators, it’s great. They’ve got a unique view from the grandstands. And at the end of the long straight, there’s a good overtaking opportunity so that they get to see a lot of action.”

Norisring (D)

Race 1 (Round 5): Saturday, June 27, 16.45

Race 2 (Round 6): Sunday, June 28, 15.15

Track length: 2.300 kilometers

Track record, qualifying: Bruno Spengler (Mercedes-Benz), 47.785s (2008)

Track record, race: Bruno Spengler (Mercedes-Benz), 48.446s (2008)

Audi DTM victories at the Norisring

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

Track description by Jamie Green:

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

Zandvoort (NL)

Race 1 (Round 7): Saturday, July 11, 18.10

Race 2 (Round 8): Sunday, July 12, 14.10

Track length: 4.307 kilometers



Track record, qualifying: Pascal Wehrlein (Mercedes-Benz), 1m 30.449s (2014)

Track record, race: Marco Wittmann (BMW), 1m 32.296s (2013)

Audi DTM victories at Zandvoort:

2002 Mattias Ekström, Abt-Audi TT-R; 2004 Mattias Ekström, Audi A4 DTM; 2006 Tom Kristensen, Audi A4 DTM; 2007 Martin Tomczyk, Audi A4 DTM; 2008 Mattias Ekström, Audi A4 DTM; 2011 Mike Rockenfeller, Audi A4 DTM; 2012 Edoardo Mortara, Audi A5 DTM; 2014 Mattias Ekström, Audi RS 5 DTM.

Track description by Mattias Ekström:

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

Red Bull Ring Spielberg (A)

Race 1 (Round 9): Saturday, August 1, 18.20

Race 2 (Round 10): Sunday, August 2, 15.15

Track length: 4.326 kilometers

Track record, qualifying: Bruno Spengler (BMW), 1m 24.588s (2013)

Track record, race: Mike Rockenfeller (Audi), 1m 25.266s (2014)

Audi DTM victories at the Red Bull Ring:

2011 Martin Tomczyk, Audi A4 DTM; 2012 Edoardo Mortara, Audi A5 DTM.

Track description by Edoardo Mortara:

“Spielberg is one of my favorite tracks on the DTM calendar. Without really knowing why, I’ve always been competitive there – the circuit obviously suits me well. The Red Bull Ring has a lot of variety, with long straights and extremely slow corners, such as the second one. The atmosphere is unique. We drive on a roller-coaster, surrounded by beautiful scenery and enthusiastic fans in the grandstands and the paddock. My favorite sector is the last section that runs downhill and ends in a fast but difficult turn on the start-finish straight.”

Moscow Raceway (RUS)

Race 1 (Round 11): Saturday, August 29, 17.30 (15.30 CEST)



Race 2 (Round 12): Sunday, August 30, 17.15 (15.15 CEST)

Track length: 3.931 kilometers

Track record, qualifying: Maxime Martin (BMW), 1m 28.523s (2014)

Track record, race: Miguel Molina (Audi), 1m 28.305s (2014)

Audi DTM victories at auf dem Moscow Raceway:

2013 Mike Rockenfeller, Audi RS 5 DTM.

Track description by Mike Rockenfeller:

“Moscow Raceway is very demanding. Stable brakes are very important because you have to brake on entering several tight corners. We’ve been racing on the longer track configuration since last year, which is perfect for the DTM. The two best overtaking opportunities are in front of the last and the first turn. Both are good places for using the DRS. My personal favorite is the combination following the second turn.”

Motorsport Arena Oschersleben (D)

Race 1 (Round 13): Saturday, September 12, 13.30

Race 2 (Round 14): Sunday September 13, 15.15

Track length: 3.696 kilometers

Track record, qualifying: Mike Rockenfeller (Audi), 1m 20.120s (2013)

Track record, race: Joey Hand (BMW), 1m 21.255s (2013)

Audi DTM victories at Oschersleben:

2004 Tom Kristensen, Audi A4 DTM; 2006 Tom Kristensen, Audi A4 DTM; 2008 Timo Scheider, Audi A4 DTM; 2009 Timo Scheider, Audi A4 DTM; 2011 Mattias Ekström, Audi A4 DTM.

Track description by Timo Scheider:

Oschersleben is a very selective track with only few run-off areas so that even small mistakes are severely punished. With overtaking being difficult there, a good qualifying result and the right strategy in the race are important. In the first turns and chicanes, you need a lot of downforce and are really rough on the car, especially when running the curbs. My favorite section is the triple left-hander in front of the hotel. Finding the right line there is a new challenge on each lap. The fans can particularly look forward to the chicane at the end of the start-finish straight because there’s always a lot of commotion after the start.”

Nürburgring (D)

Race 1 (Round 15): Saturday, September 26, 13.30



Race 2 (Round 16): Sunday, September 27, 13.30

Track length: 3.629 kilometers

Track record, qualifying: Marco Wittmann (BMW), 1m 22.504s (2014)

Track record, race: Marco Wittmann (BMW), 1m 23.175s (2014)

Audi DTM victories at the Nürburgring:

1990 Walter Röhrl, Audi V8 quattro; 1992 Frank Biela, Audi V8 quattro; 2001 Laurent Aiello, Abt-Audi TT-R (both races); 2003 Laurent Aiello, Abt-Audi TT-R; 2005 Mattias Ekström, Audi A4 DTM; 2007 Martin Tomczyk, Audi A4 DTM; 2009 Martin Tomczyk, Audi A4 DTM; 2011 Mattias Ekström, Audi A4 DTM.

Track description by Miguel Molina:

“The sprint circuit of the Nürburgring is a combination of fast and slow sections. It hardly forgives any mistakes and requires us drivers to fully concentrate on every meter. There are two sections in which you can use DRS, which gives us a few opportunities in terms of strategy. In 2013, it was raining, so we’re still lacking experience in that respect. I don’t really have a favorite section. But the chicane in front of the last turn is important. You’ve got to optimally enter it and take a lot of speed with you. If you don’t manage that, you’ll take this deficit with you all the way to the start-finish straight.”

Hockenheimring Baden-Württemberg (D), finale

Race 1 (Round 17): Saturday, October 17, 13.30

Race 2 (Round 18): Sunday October 18, 15.15

Track length: 4.574 kilometers

Track record, qualifying: Mattias Ekström (Audi), 1m 32.244s (2008)

Track record, race: Martin Tomczyk (BMW), 1m 32.532s (2014)

Audi victories in the DTM finale at Hockenheim:

1990 Hans-Joachim Stuck, Audi V8 quattro (both races); 1991 Frank Biela, Audi V8 quattro (both races); 2008 Timo Scheider, Audi A4 DTM; 2014 Mattias Ekström, Audi RS 5 DTM.

Track description by Mike Rockenfeller:

“The finale at Hockenheim is sheer tradition and a very special race for us as drivers. You’re either in contention for the title and fighting your ultimate battle, or you’ve got nothing to do with the championship anymore and would like to at least end the season with a great result. As we’re driving at Hockenheim in the season opener as well testing there, everyone is optimally prepared for and adjusted to this circuit – and, as a result, the on-track fight is really close. The stadium



atmosphere is unique and the entrance to the Motodrom is also the nicest section of the track for me. I've got many memories of Hockenheim.”



Audi's track record in the DTM

DTM Champions frequently drive an Audi

A look at the 'hall of fame' of the internationally popular touring car series shows that DTM Champions frequently drive an Audi.

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

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

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

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

In 2013, Mike Rockenfeller secured the first title of the new Audi RS 5 DTM. In total, five of the last eight DTM Champions drove an Audi – a strong track record.

The best Audi drivers in the DTM

1990 Hans-Joachim Stuck (Champion)

1991 Frank Biela (Champion)

1992 Frank Biela (15th)

2000 Laurent Aiello (16th)

2001 Laurent Aiello (5th)



2002 Laurent Aiello (Champion)
2003 Mattias Ekström (4th)
2004 Mattias Ekström (Champion)
2005 Mattias Ekström (2nd)
2006 Tom Kristensen (3rd)
2007 Mattias Ekström (Champion)
2008 Timo Scheider (Champion)
2009 Timo Scheider (Champion)
2010 Timo Scheider (4th)
2011 Martin Tomczyk (Champion)
2012 Mike Rockenfeller (4th)
2013 Mike Rockenfeller (Champion)
2014 Mattias Ekström (2nd)

Audi's commitment in the DTM – facts and figures

Titles: 9
Title hat-tricks: 1
Races: 218
Victories: 67
Podiums: 208
Pole positions: 74
Fastest laps: 62
Vehicle models: 5
Drivers: 47

As of the end of the 2014 season



Partners

The partners of Audi Sport in the 2015 DTM

Audi has provided the DTM Champion five times in the past eight years. The aim for the 2015 season is clear: another title in the prestigious touring car series. The brand with the four rings can rely on the support of internationally renowned partners in pursuing this aim.

Akrapovič

Akrapovič is an innovative materials engineering company and develops premium exhaust systems. The brand stands for high standards in design, enhanced performance and distinctive exhaust sound. Akrapovič supplies exhaust systems to Audi Sport.

Aral Ultimate

Aral Ultimate sets pioneering standards in combining performance and efficiency. Aral Ultimate 102 and Aral Ultimate Diesel enhance the performance of any engine, with clean combustion, improved fuel economy and lower emissions – also in the V8 of the Audi RS 5 DTM: This year marks the 11th season in which Aral Ultimate is used as the DTM's exclusive fuel.

Audi Financial Services

Audi Bank, Audi Leasing and Audi InsuranceService form the three pillars of Audi Financial Services. Like all other European financial services companies of the Volkswagen Group, they are under the umbrella of Volkswagen Financial Services AG. The financial services provider develops customer-focused direct banking and insurance products.

AUTO TEST

The monthly magazine published by Axel Springer Auto Verlag is a format of Europe's largest car magazine, AUTO BILD. With a paid circulation of nearly 200,000, it is one of Germany's three leading car magazines. Every month, the magazine publishes reports on tests and new automotive product launches, as well as the used car market, plus an extensive purchasing guide.



Castrol EDGE

Castrol is one of the world's leading lubricant brands and Castrol EDGE with TITANIUM FST is their strongest oil yet. It delivers outstanding oil strength – ready to perform however the driver and engine demand.

Hoffmann Group

More than 2,700 employees in over 50 countries have made the Hoffmann Group one of the world's leading suppliers of quality tools. The company's three-way combination of expertise in selling, manufacturing and support is unique. Hoffmann's proprietary GARANT brand is a multiple international award winner. The Hoffmann Group is a supplier to Audi's new Competence Center Motorsport in Neuburg as well.

Oris

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

Playboy

Playboy is a premium lifestyle magazine for men. The mix of erotic photography and high-quality journalism accounts for the success of the magazine that was first published in the United States in 1953. The German issue of Playboy was launched in 1972.

Red Bull

In 1987, Red Bull created an all-new product category: the energy drink. The brand has been recording major success around the globe ever since. Among others, top-caliber athletes, students and people in highly demanding jobs appreciate the performance-enhancing drink.

Schaeffler

The Schaeffler Group is a leading global integrated automotive and industrial supplier. The company stands for quality, outstanding technology and strong innovative ability. As one of the world's largest family-owned technology companies, the Schaeffler Group develops high-precision components and systems in engine, transmission and chassis applications, as well as rolling and plain bearing solutions.



Teufel

Audio Teufel ranks among Germany's leading manufacturers of hi-fi systems and is Europe's largest direct seller of audio products. The company was founded in Berlin in 1980 and, in addition to stereo and home cinema speakers, offers the Raumfeld Multiroom streaming solution, as well as PC systems and earphones.



Other Audi Sport partners

Alpinestars

Manufacturer of lifestyle products, particularly professional racing gear

Audi Top Service

Personal support and tailored solutions for Audi's customers

Eibach

Specialist for springs and suspension

Gerolsteiner

Top-quality mineral water and soft drinks

Hofmühl

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

MAN

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

OZ Racing

Producer of high-end wheels for racing and production cars

Welt Gruppe

DIE WELT is one of Europe's leading daily newspapers



Calendar

2015 DTM events

30/04–03/05	DTM Festival Hockenheim (D)
29–31/05	DTM Lausitzring (D)
26–28/06	DTM Norisring, Nuremberg (D)
10–12/07	DTM Zandvoort (NL)
31/07–02/08	DTM Red Bull Ring, Spielberg (A)
28–30/08	DTM Moscow Raceway (RUS)
11–13/09	DTM Oschersleben (D)
25–27/09	DTM Nürburgring (D)
16–18/10	DTM Finale Hockenheim (D)



Contacts

Audi Kommunikation Motorsport

Jürgen Pippig

Head of Communications Motorsport

Phone +49 (0)841 89-35550

Mobile +49 (0)160 90430634

E-mail juergen.pippig@audi.de

Daniel Schuster

Communications DTM

Phone +49 (0)841 89- 38009

Mobile +49 (0)151 42134732

E-mail daniel.schuster@audi.de



Fuel consumption and emissions

Audi S1 Sportback: Combined fuel consumption in l/100 km: 7.3; combined CO₂: 168 g/km

Audi RS 3 Sportback: Combined fuel consumption in l/100 km: 8.3–8.1; combined CO₂ emissions: 194–189 g/km

Audi RS Q3: Combined fuel consumption in l/100 km: 8.4; combined CO₂ emissions: 198 g/km

Audi RS 4 Avant: Combined fuel consumption in l/100 km: 10.7; combined CO₂ emissions: 249 g/km

Audi RS 5 Coupé: Combined fuel consumption in l/100 km: 10.5; combined CO₂ emissions: 246 g/km

Audi RS 5 Cabriolet: Combined fuel consumption in l/100 km: 10.7; combined CO₂ emissions: 249 g/km

Audi RS 6 Avant: Combined fuel consumption in l/100 km: 9.6; combined CO₂ emissions: 223 g/km

Audi RS 7 Sportback: Combined fuel consumption in l/100 km: 9.5; combined CO₂ emissions: 221 g/km

Audi R8: Combined fuel consumption in l/100 km: 12.4–11.8; combined CO₂ emissions: 289–275 g/km

Audi A6: Combined fuel consumption in l/100 km: 9.6–4.2; combined CO₂ emissions: 224–109 g/km

Audi Q7: Combined fuel consumption in l/100 km: 8.3–5.7; combined CO₂ emissions: 193–149 g/km