

MediaInfo 24h Nürburgring



Foreword

Since 2009 Audi offers a thoroughbred customer sport race car in the form of the R8 LMS. With the support of Audi four of the fascinating GT3 models compete at the 24-hour race around the Nürburgring. A driver line-up of winning long distance racers share the cockpits of the cars. They are united by no less than 27 overall victories in 24-hour races all over the world.

Equally fascinating are the race cars, track, driver line-up and the event staged since 1970. Each year more than 200,000 spectators visit what is arguably Germany's largest motorsport event.

For the brand the marathon in the Eifel is, at the same time, a part of a 24-hour double header, as the new R15 TDI starts at Le Mans only three weeks later.

Jürgen Pippig
AUDI AG
Head of Communications Motorsport

A handwritten signature in black ink that reads "Jürgen Pippig".

Content

Audi at the 2009 Nürburgring 24 Hour race	4
Audi Sport	6
The Audi R8 LMS	8
The Audi teams	14
The Audi R8 LMS drivers	16
Schedule	31
The track	32
Worth knowing	34
The Audi partners	36
Nürburgring and Le Mans 24 Hours	38
Roll of honour Nürburgring 24 Hours	39
Media Service	40
Audi Communications Motorsport	42

Ultimate endurance test for the new Audi R8 LMS

In the course of the further development of the Audi R8 LMS, an ultimate endurance test is on the agenda for the new GT3 sports car of AUDI AG at the end of May: On May 23/24, teams ABT Sportsline and Phoenix Racing, with “factory” support by Audi, will field a total of four cars in the 24-hour race at the Nürburgring.

“The 24 Hours is not only one of the biggest motorsport events in Germany,” says Head of Audi Motorsport Dr. Wolfgang Ullrich. “The Nürburgring-Nordschleife is considered one of the world’s toughest and most demanding race tracks. Similar to Sebring for the sports prototypes, it is superbly suited for revealing the final improvement potential of any new race car. This is exactly what we’re planning to do at the 24-hour race before delivering the R8 LMS to customers, starting this fall.”

Teams ABT Sportsline and Phoenix Racing managed to form high-caliber driver squads consisting of five current Audi “factory” drivers, four DTM Champions, four Le Mans winners and five drivers who have won the 24-hour race at the Nürburgring at least once. All 14 drivers are regarded as



Four Audi R8 LMS compete at the Nürburgring



14 drivers share the cockpits of the four Audi R8 LMS

outstanding endurance racers who are intimately familiar with the Nürburgring-Nordschleife.

They include reigning DTM Champion Timo Scheider, who – together with his DTM team mate Mattias Ekström and three-time Le Mans winner Marco Werner – will compete for ABT Sportsline. To celebrate the Audi brand's 100th anniversary their Audi R8 LMS will contest the event as car number 100. The second ABT Sportsline R8 will be driven

by Christian Abt, Jean-François Hemroulle, Pierre Kaffer and Lucas Luhr.

Marc Basseng, Mike Rockenfeller and Frank Stippler drive one of the two cars fielded by Phoenix Racing. With multiple Le Mans winners Frank Biela, Emanuele Pirro and Hans-Joachim Stuck as well as Marcel Fässler, who is entered in both cars, the second R8 LMS fielded by Phoenix Racing has a particularly prominent cockpit crew.

The start number 100 celebrates the **anniversary** of Audi

Three race cars from Audi Sport

Approximately 200 employees in Ingolstadt and Neckarsulm are primarily responsible for developing and testing the race cars. Audi Sport is affiliated with AUDI AG's Technical Development (TE) and is therefore answerable to Michael Dick, Board Member for Technical Development. Head of Audi Sport since November 1993 is Austrian Dr. Wolfgang Ullrich. Audi Sport was restructured and aligned for the future in 2007. Towards the end of 2009 Audi Sport will complete the construction of the first stage of a customer sport center in Ingolstadt for the new GT3 motorsport program.

New routes in customer sport

Audi has developed three race cars for the 2009 season:

The A4 DTM of the R14 plus model range as successor to the R14 for the DTM, the R15 TDI as first diesel race sportscar of the second generation and the R8 LMS for international GT3 customer motorsport.

While Audi Sport in Ingolstadt and Neckarsulm continue to look after the factory motorsport program, the organization for GT3 customer racing was systematically expanded. Absolute responsibility for development is in the hands of Audi Sport in Ingolstadt. At the same time two other sites are integrated in this project: The bodyshell is taken from the quattro GmbH production line in Neckarsulm. The engine for the race car originates from Győr in Hungary.



Three Audi race cars: The R8 LMS (left), the R15 TDI (center) and the A4 DTM (right)



Dr. Wolfgang Ullrich
Head of Audi Sport



Klaus-Dietrich Krieger
Head of Finance and
Project Management



Dr. Martin Mühlmeier
Head of Technology



Werner Frowein
Managing Director
quattro GmbH



Wolfgang Appel
Head of Vehicle
Development



Ulrich Baretzky
Head of Engine
Development



Joachim Hausner
Head of Complete
Vehicle



Romolo Liebchen
Project Leader R8 LMS



Oliver Straube
Marketing R8 LMS

Audi Sport employs **200** people in Ingolstadt and Neckarsulm

Ready for the world's toughest track

The Audi R8 LMS was developed by Audi in 2008 for customer sport use in international GT3 motorsport. The mid-engine sportscar, which carries the name and genes of the Audi R8 race sportscar, made its first starts at the start of the 2009 season.

During Audi's near 30-year modern motorsport history the R8 LMS is the brand's first thoroughbred customer sport car. The sportscar is powered by a 5.2 liter V10 engine. The

power plant is mounted longitudinally as mid-engine in front of the rear axle. The power is transferred to the rear wheels via a six-speed, pneumatically operated six-speed gearbox.

For use in the 24-hour race around the Nürburgring, probably the world's toughest race track, Audi has made small detail modifications to the car in many areas. The basic classification according to the FIA GT3 regulations



The Audi R8 LMS complies with the GT3 regulations but is specially adapted for the Nordschleife

remain in original form. However, the “balance of performance” is valid at the Nürburgring. With this control system the 24-hour race organizer aims to increase the variety of cars on the grid, to reduce the costs for teams and to allow a broader spectrum of cars to fight for overall victory. As a result, GT3 cars are, in comparison to the former more expensive special designs that dominated the race in recent years, capable of winning for the first time.

Audi adapted the R8 LMS to suit the extraordinary conditions experienced on the Nordschleife by implementing special modifications primarily in the chassis, bodywork and electrical areas. The suspension on the sportscar with the aluminum Audi Space Frame (ASF) was retained. The wishbones are now equipped with spherical bearings. These steel components replace the standard production rubber mounts and are perfectly suited to the permanent loads exerted on every part for 24-hours. In addition, the Audi R8 LMS now has ten millimeters more ground clearance, or ride-height as it is called, specifically for this track to cope with the climbs, compressions and other peculiarities presented by the track in the Eifel. The shock absorbers are structurally identical to the R8 LMS components used in GT3 race series’. Partner Bilstein, however, introduced its expert and long-standing



A new supply coupling for the pneumatic air-jack numbers among the changes

experience on the Nordschleife into the special shock absorber set-up required for this competition.

Furthermore, a long-distance racing steel brake system replaces the standard ceramic production braking system. Due to the loads experienced during a 24-hour race the brake-pad change expected with the previous system would only have been possible with greater time loss. A brake-balance bar system replaces the standard production



The ceramic braking system has been replaced by a steel counterpart

Various electric and electronic innovations are used for driver **safety** during the 24-hour race

brake booster and enables the drivers to adapt the brake bias perfectly to suit the inconsistent track grip level experienced in unsettled weather conditions.

For the lighting conditions at night two additional Xenon headlights were integrated into the front apron. Illuminated film makes rapid identification of the start numbers possible.

The fuel cell refueling coupling is new. It was developed for the standard fuelling system stipulated by the organizer. The connection for the pneumatic air-jack system was also

re-positioned. Because the car's rear end is vulnerable to potential collision damage the coupling has been moved to the upper side of the rear-right fender. At a pit stop it is supplied by a new, angled air jack lance from partner Stäubli.

A tire-pressure monitoring system acts as additional safety measure for the drivers. It is related to the device used in the Audi R15 TDI sports prototype. It also requires additional light units and extra an data-logging interface in the Audi R8 LMS electrical system. Audi omitted installing a theoretically allowable but costly telemetry system, instead the existing data-logger stores all the necessary information, which can be downloaded during the pit stop. In this way a cheaper, but valuable analysis of data logged during the previous race laps is possible for the engineers.



The R8 LMS cockpit is identical to the GT3 race version

Technical data Audi R8 LMS



Car

Car model	sportscar according to FIA GT3/24h Nürburgring rules
Design	Audi Space Frame (ASF) made of aluminium with bolted steel roll-cage, carbon-fibre composite/aluminium bodywork

Engine

Type	V10 engine, 90 degree cylinder angle, 4 valves per cylinder, DOHC, petrol direct injection, emission control by two race catalytic converters
Engine management	Bosch Motronic MED 9.1.2
Engine lubrication	dry sump
Cubic capacity	5,200 cc
Power	about 500 hp
Torque	over 500 Nm

Drivetrain/transmission

Type of transmission	rear wheel drive, traction control (ASR)
Clutch	sinter metal twin-plate clutch
Gearbox	sequential, pneumatic activated 6-speed sport gearbox with shift-paddles
Differential	locking differential
Driveshafts	constant velocity joint driveshafts

Chassis

Steering	servo-assisted rack and pinion steering
Suspension	independent front and rear double-wishbone suspension damper strut with coil spring (Eibach) and adjustable dampers (Bilstein) as well as adjustable front and rear anti-roll bars
Brakes	dual circuit hydraulic brake system, steel brake discs front and rear, race ABS
Wheels	O.Z. cast magnesium wheels
Tyres	Michelin radial, front: 27/65-18; rear: 31/71-18

Dimensions/weight

Length	4,475 mm
Width	1,994 mm
Height	1,195 mm
Start weight	1,350 kg
Tank capacity	120 l (Shell V-Power)

Equipment

Race seat	Recaro Pro Racer SPG HANS
Refuelling system	control system for Nürburgring 24 Hour race
Fire extinguisher	Audi Sport
Harness system	Sabelt



01

02

03

04

05

06

07

03

08

09

Race technology in production cockpit

The Audi R8 LMS cockpit effectively reflects that of the production car. Also integrated are typical race systems and control elements.

- 01** Gear shift lights
- 02** Display with information about engine revs, pressures and temperatures of fluids, lap-times, gear engaged etc.
- 03** Gear shift paddles, left for downshifts, right for upshifts
- 04** Standard control stalk for lights
- 05** Control stalk for cruise control, which activates the pit-lane speed limiter in the R8 LMS
- 06** Radio (yellow)
- 07** On/off function switch for ABS system (red)
- 08** Standard control stalk for windscreen wipers and screen wash function
- 09** Regulation buttons to activate single programs and individual fine adjustment of the traction control (ASR)

The driver can select individual settings for **programs** like ABS and ASR

Team ABT Sportsline

Roll of honour

1st in DTM

2002, 2004, 2007, 2008 (all Audi)

1st in German Super Touring Cars

1999 (Audi)

1st privateer in Super Touring Cars

1996, 1997 (both Audi)

1st in B-Cup of German Formula 3

1992

1st in ADAC Formula Junior

1991, 1992, 1996

ABT Sportsline

Daimlerstraße 2

D-87438 Kempten

Phone +49 831 571400

Fax +49 831 5714037

E-mail info@abt-sportsline.de

Website www.abt-sportsline.de

ABT Sportsline #97

Christian Abt (D)

Jean-François Hemroulle (B)

Pierre Kaffer (D)

Lucas Luhr (D)

ABT Sportsline #100

Mattias Ekström (S)

Timo Scheider (D)

Marco Werner (D)



Hans-Jürgen Abt
Team Director



Harry Unflath
Head of Marketing



Albert Deuring
Head of Motorsport



Thorsten Töppler
Team Manager



Franco Chiocchetti
Car Engineer #97



Alexander Stehlig
Car Engineer #100

ABT Sportsline has
already won the DTM

four times

Phoenix Racing

Roll of honour

1st in Nürburgring 24 Hour race
2000, 2003

1st in Touring Car Grand Prix Macao
1999 (Audi)

1st in Teams' classification
Porsche Carrera Cup
2001, 2002

Phoenix Racing GmbH

Gottlieb-Daimler-Straße 26

D-53520 Meuspath

Phone +49 2691 910990

Fax +49 2691 9109911

E-mail info@phoenix-racing.de

Website www.phoenix-racing.de

Phoenix Racing #98

Hans-Joachim Stuck (D)

Frank Biela (D)

Emanuele Pirro (I)

Marcel Fässler (CH)

Phoenix Racing #99

Marc Basseng (D)

Marcel Fässler (CH)

Mike Rockenfeller (D)

Frank Stippler (D)



Ernst Moser
Team Director



Frank Lynn
Team Manager



Jürgen Jungklaus
Car Engineer #99



Dirk Theimann
Team Manager



Laurent Fedacou
Car Engineer #98

The team celebrated

two victories at the
Nürburgring 24 Hour race

High-caliber line up

The four Audi R8 LMS are driven by high-caliber driver teams. The line-up includes five current Audi factory drivers, four DTM Champions, four Le Mans winners and five drivers who have won the 24-hour race around the Nürburgring at least once and are together credited with a total of seven victories. Hans-Joachim Stuck, Volkswagen representative for motorsport, has already won the classic three times – including the opening event in 1970.

The Austrian domiciled professional has the most 24-hour race experience: The son of the former pre-war Auto-Union driver has spooled off no less than 60 of them worldwide in his career to date. He has already won 24-hour marathons at four different tracks: Twice at Le Mans in France, once in Dubai, once in Spa-Francorchamps, Belgium and three victories in the Eifel. Emanuele Pirro was similarly dominant up until now with six victories – one at the Nürburgring, five in Le Mans. Frank Biela has also won the French classic five times. Marco Werner brings three Le Mans victories and one



No less than 27 wins at various 24-hour races unite nine of the 14 drivers

from Daytona, Timo Scheider one from Spa and one from Nürburgring. A trophy each for Jean-François Hemroulle from Zolder, Marcel Fässler from Spa and Lucas Luhr and Mike Rockenfeller from the Nürburgring complete the list. Twenty-seven victories in 24-hour races unites this driver line up.

Hans-Joachim Stuck has already contested

60 24-hour races in his career



Christian Abt (D)



Date/place of birth	May 8, 1967/Kempton (D)
Place of residence	Kempton (D)
Status	married to Sandra, two daughters (Nina and Emily)
Height/weight	1.74 m/75 kg
Motorsport since	1983 (Audi driver 1998–2007, 2009)

Career

1983	1st in German Motocross Championship (50 cc class)
1986	1st in German OMK Motocross Trophy (125 cc south)
1987	1st in German OMK Motocross Trophy (125 cc south)
1988	1st in German OMK Motocross Trophy (125 cc south)
1990	1st in ADAC Formula school
1991	1st in ADAC Formula Junior Championship
1992	1st in B-Cup German Formula 3 Championship
1993	6th in German Formula 3 Championship, 6th in Formula 3 Grand Prix Macau
1994	8th in German Formula 3 Championship, 8th in ADAC GT Cup
1995	15th in German Formula 3 Championship, 15th in ADAC GT Cup
1996	1st "independent" driver German Super Touring Car Cup (Audi A4 quattro), 4th in German Super Touring Car Cup, 2nd in Super Touring Rainbow Cup South Africa

1997	2nd in 24 Hour race Nürburgring, 13th German Super Touring Car Cup (Audi A4 quattro)
1998	12th in German Super Touring Car Championship (Audi A4)
1999	1st in German Super Touring Car Championship (Audi A4 quattro), Le Mans 24 Hour race (Audi R8C), 3rd in class of Nürburgring 24 Hour race (Audi A4 quattro)
2000	3rd in Le Mans 24 Hour race (Audi R8), 19th in DTM (Abt-Audi TT-R)
2001	10th in DTM (Abt-Audi TT-R)
2002	7th in DTM (Abt-Audi TT-R)
2003	12th in DTM (Abt-Audi TT-R), 2nd in Nürburgring 24 Hour race (Abt-Audi TT-R)
2004	16th in DTM (Audi A4 DTM), 4th in Nürburgring 24 Hour race (Abt-Audi TT-R)
2005	9th in DTM (Audi A4 DTM)
2006	13th in DTM (Audi A4 DTM)
2007	16th in DTM (Audi A4 DTM)
2008	14th in Porsche Carrera Cup, Nürburgring 24 Hour race



Marc Basseng (D)

Date/place of birth	December 12, 1978/Engelskirchen (D)
Place of residence	Leutenbach (D)
Status	single
Height/weight	1.83 m/74 kg
Motorsport since	1993 (Audi driver since 2009)

Career

1993–95 Kart

1995	1st in Kart DMV Regional Championship North
1996	8th in Formula Junior
1997	10th in Porsche Carrera Cup, Porsche Supercup
1998	3rd in Porsche Carrera Cup, Daytona 24 Hour race
1999	Porsche Carrera Cup, Porsche Supercup
2000	7th in Ford Puma Cup, Nürburgring 24 Hour race
2001	6th in Renault Clio V6 Trophy
2002	3rd in Renault Clio V6 Trophy, Nürburgring 24 Hour race
2003	1st in Renault Clio Speed Trophy, Nürburgring 24 Hour race

2004	Endurance Championship, Nürburgring 24 Hour race
2005	Endurance Championship, Nürburgring 24 Hour race
2006	Endurance Championship, Nürburgring 24 Hour race, Daytona 24 Hour race, LMS, Porsche Carrera Cup
2007	3rd in Nürburgring 24 Hour race, 1st in GT class in Daytona 24 Hour race, Endurance Championship, FIA GT Championship, Porsche Supercup
2008	Endurance Championship, 1st in G3 class Spa-Francorchamps 24 Hour race, ADAC GT Masters, ALMS, Nürburgring 24 Hour race, FIA GT3 Championship, GrandAm



Frank Biela (D)

Date/place of birth	August 2, 1964/Neuss (D)
Place of residence	Monte Carlo (MC)
Status	married to Patricia, one daughter (Isabelle), one son (Patrick)
Height/weight	1.83 m/80 kg
Motorsport since	1982 (Audi driver since 1991)

Career

1986	2nd in German Formula 2000
1987	14th in DTM, 7th in German Formula 3 Championship
1988	3rd in German Formula 3 Championship, 15th in DTM
1989	13th in DTM, German Formula 3 Championship
1990	10th in DTM
1991	1st in DTM (Audi V8 quattro)
1992	15th in DTM (Audi V8 quattro)
1993	1st in French Touring Car Championship (Audi 80 quattro)
1994	2nd in German Touring Car Cup (Audi 80 competition)
1995	3rd in German Super Touring Car Cup (Audi A4 quattro), 1st in Touring Car World Cup, Le Castellet (Audi A4 quattro)
1996	1st in British Touring Car Championship (Audi A4 quattro), 1st in Touring Car Grand Prix Macau (Audi A4 quattro)
1997	2nd in British Touring Car Championship (Audi A4 quattro)

1998	14th in German Super Touring Car Championship (Audi A4)
1999	3rd in Le Mans 24 Hour race (Audi R8R)
2000	1st in Le Mans 24 Hour race (Audi R8), 1st in Sebring 12 Hour race (Audi R8), 4th in American Le Mans Series (Audi R8)
2001	1st in Le Mans 24 Hour race (Audi R8), 1st in "Petit Le Mans" race (Audi R8), 2nd in American Le Mans Series (Audi R8)
2002	1st in Le Mans 24 Hour race (Audi R8), 3rd in American Le Mans Series (Audi R8), ADAC Motor Sportsman of the Year
2003	1st in American Le Mans Series (Audi R8), 1st in Sebring 12 Hour race (Audi R8), 3rd in "Petit Le Mans" race (Audi R8)
2004	1st in Sebring 12 Hour race (Audi R8), DTM (Audi A4 DTM)
2005	1st in American Le Mans Series (Audi R8), 3rd in Le Mans 24 Hour race (Audi R8), 2nd in Sebring 12 Hour race (Audi R8), 1st in "Petit Le Mans" race (Audi R8)
2006	1st in Le Mans 24 Hour race (Audi R10 TDI), 4th in American Le Mans Series (Audi R10 TDI)
2007	1st in Le Mans 24 Hour race (Audi R10 TDI), 1st in Sebring 12 Hour race (Audi R10 TDI)
2008	Le Mans 24 Hour race (Audi R10 TDI)



Mattias Ekström (S)

Date/place of birth	July 14, 1978/Falun (S)
Place of residence	Salenstein (CH)
Status	single
Height/weight	1.83 m/75 kg
Motorsport since	1993 (Audi driver since 1999)

Career

1993	Kart
1994	Kart, Swedish Renault 5 Cup
1995	2nd in Swedish Renault 5 Cup
1996	1st in Swedish Renault 5 Cup, "Young Driver of the Year"
1997	2nd in Swedish Touring Car Championship, "Rookie of the Year"
1998	8th in Swedish Touring Car Championship
1999	1st in Swedish Touring Car Championship (Audi A4 quattro)
2000	3rd in Swedish Touring Car Championship
2001	8th in DTM (Abt-Audi TT-R), 6th in Nürburgring 24 Hour race
2002	3rd in DTM (Abt-Audi TT-R)

2003	4th in DTM (Abt-Audi TT-R), 3rd of Group N in Swedish Rally
2004	1st in DTM (Audi A4 DTM), 1st of Group N in Swedish Rally and Catalunya Rally
2005	2nd in DTM (Audi A4 DTM), 1st in Nations Cup Race of Champions
2006	8th in DTM (Audi A4 DTM), 1st in Race of Champions
2007	1st in DTM (Audi A4 DTM), 1st in Race of Champions
2008	3rd in DTM (Audi A4 DTM)



Marcel Fässler (CH)

Date/place of birth	May 27, 1976/Einsiedeln (CH)
Place of residence	Gross (CH)
Status	married to Isabel, four daughters (Shana, Elin, Yael, Delia)
Height/weight	1.78 m/78 kg
Motorsport since	1985 (Audi driver since 2008)

Career

1985-94	Kart, 1st in ICA-European Championship round
1993	3rd in Winfield Racing Drivers School, France
1995	3rd in Formula Renault Campus France
1996	3rd in French Formula Renault, "Rookie of the Year"
1997	11th in French Formula 3 Championship, 1st in Formula Campus Invitation Race, Macau
1998	4th in French Formula 3 Championship
1999	2nd in German Formula 3 Championship
2000	4th in DTM
2001	4th in DTM

2002	4th in DTM
2003	3rd in DTM
2004	9th in DTM
2005	11th in DTM
2006	4th in ELMS, 2nd in Spa-Francorchamps 24 Hour race, Le Mans 24 Hour race
2007	A1 GP series, ELMS, Nürburgring 24 Hour race, Le Mans 24 Hour race, 1st in Spa-Francorchamps 24 Hour race, 4th in Britcar Silverstone 24 Hour race
2008	4th in FIA GT Championship, Le Mans 24 Hour race, ALMS Detroit (Audi)
2009	2nd in GT1 class Sebring 12 Hour race, 1st in International GT Imola



Jean-François Hemroulle (B)

Date/place of birth	July 12, 1969/Mol (B)
Place of residence	Soiron (B)
Status	separated, two daughters (Manon and Cloé), one son (Justin)
Height/weight	1.74m/63 kg
Motorsport since	1984 (Audi driver 1993, 1996–2007, 2009)

Career

1984-89	Kart
1988	1st in Belgian Kart Championship
1990	2nd in Belgian Formula Ford Championship
1991	5th in Formula Renault Benelux
1992	13th in European Formula Opel Lotus
1993	4th in Procar (Audi); Formula Renault
1994	6th in European Formula Renault; Procar
1995	2nd in Carglass-Cup; German Formula Renault; Procar
1996	1st in Procar (Audi), 1st in Ecotech-Challenge Spa-Francorchamps 24 Hour race

1997	2nd in Procar (Audi), 4th in Spa-Francorchamps 24 Hour race, 3rd in 1.000 km Bathurst (Audi)
1998	1st in Belcar (Audi), 2nd in Vallelunga 6 Hour race
1999	1st in Belcar (Audi), 1st in Zolder 24 Hour race
2000	1st in Ecotech-Challenge Spa-Francorchamps 24 Hour race
2001	Procar (Audi), driver in Volkswagen endurance world record in Nardo
2002	BTCS (Audi)
2003	1st in BTCS (Audi)
2004	BTCS (Audi)
2005	BTCS (Audi), 6th in Nürburgring 24 Hour race
2006	BTCS (Audi), 4th in Nürburgring 24 Hour race
2007	BTCS (Audi)
2008	8th in Nürburgring 24 Hour race, Zolder 24 Hour race



Pierre Kaffer (D)

Date/place of birth	November 7, 1976/Bad Neuenahr-Ahrweiler (D)
Place of residence	Salenstein (CH)
Status	single
Height/weight	1.73m/68 kg
Motorsport since	1990 (Audi driver 2004–2006, 2009)

Career

1990	Kart
1991	Kart
1992	Kart
1993	Kart, 1st in WAKC championship, 3rd in German final
1994	7th in German Formula Ford Championship
1995	1st in German Formula Ford Championship
1996	1st in German Formula Opel Championship
1997	6th in German Formula 3 Championship
1998	4th in German Formula 3 Championship
1999	8th in German Formula 3 Championship

2000	3rd in German Formula 3 Championship, heat winner in Formula 3 Grand Prix of Macau
2001	4th in German Formula 3 Championship
2002	3rd in Porsche Carrera Cup
2003	3rd in Porsche Supercup, 13th in Porsche Carrera Cup
2004	1st in Sebring 12 Hour race (Audi R8), 1st in Nürburgring 1000 km race (Audi R8), 1st in Silverstone 1000 km race (Audi R8), 2nd in "Petit Le Mans" (Audi R8), 2nd in Le Mans Endurance Series (Audi R8), 5th in American Le Mans Series (Audi R8)
2005	15th in DTM (Audi A4 DTM)
2006	16th in DTM (Audi A4 DTM)
2007	6th in Nürburgring 24 Hour race, Porsche Carrera Cup
2008	2nd in Nürburgring 24 Hour race, 3rd in GT2 class in Le Mans 24 Hour race, 4th in GT2 class in Le Mans Series
2009	1st in GT2 class in Sebring 12 Hour race



Lucas Luhr (D)

Date/place of birth	July 22, 1979/Koblenz (D)
Place of residence	Ermatingen (CH)
Status	married to Claudia, one daughter (Georgina), one son (Gianluca)
Height/weight	1.85 m/72 kg
Motorsport since	1989 (Audi driver since 2007)

Career

1989-93	Kart
1994	Kart, 1st in European Championship, 4th in World Championship
1995	Kart, 5th in World Cup Charlotte, 7th in World Cup Suzuka
1996	2nd in German Formula Ford Championship
1997	German Formula 3 Championship
1998	German Formula 3 Championship
1999	1st in Porsche Carrera Cup, Porsche Supercup
2000	2nd in GT class of American Le Mans Series, 1st in GT class of Sebring 12 Hour race, 1st in GT class of Le Mans 24 Hour race

2001	4th in GT class of American Le Mans Series, 1st in GT class of Sebring 12 Hour race, 1st in GT class of Daytona 24 Hour race
2002	1st in GT class of American Le Mans Series, 1st in GT class of Sebring 12 Hour race, 1st in GT class of Le Mans 24 Hour race
2003	1st in GT class of American Le Mans Series, 1st in GT class of Sebring 12 Hour race, 1st in GT class of Le Mans 24 Hour race, 3rd in Nürburgring 24 Hour race
2004	1st in N-GT class of FIA GT Championship, 3rd in Nürburgring 24 Hour race
2005	1st in GT2 class of Spa-Francorchamps 24 Hour race, 1st in GT2 class of Sebring 12 Hour race
2006	1st in LM P2 class of American Le Mans Series, 1st in Nürburgring 24 Hour race, 3rd in Daytona 24 Hour race
2007	17th in DTM (Audi A4 DTM)
2008	1st in American Le Mans Series (Audi R10 TDI)
2009	3rd in Sebring 12 Hour race (Audi R15 TDI)



Emanuele Pirro (I)

Date/place of birth	January 12, 1962/Rome (I)
Place of residence	Monte Carlo (MC)
Status	married to Marie-Hélène, two sons (Cristoforo and Goffredo)
Height/weight	1.82 m/71.5 kg
Motorsport since	1980 (Audi driver since 1994)

Career

1980	1st in Italian Formula Fiat Abarth
1982	2nd in European Formula 3 Championship
1985–86	3rd in European Formula 3000 Championship
1987	Touring Car World Championship
1988	3rd in Japanese Formula 3000 Championship
1989	Formula 1, 1st in Nürburgring 24 Hour race
1990	Formula 1, DTM, 2nd in Italian Touring Car Championship
1991	18th in Formula 1, 3rd in Italian Touring Car Championship, 1st in Touring Car Grand Prix Macau
1992	1st in Touring Car Grand Prix Macau, DTM, 6th in Italian Touring Car Championship
1994	1st in Italian Touring Car Championship, 3rd in German Touring Car Cup (both in Audi 80 competition)
1995	1st in Italian Touring Car Championship (Audi A4 quattro)

1996	1st in German Super Touring Car Cup (Audi A4 quattro)
1997	6th in German Super Touring Car Cup (Audi A4 quattro)
1999	3rd in Le Mans 24 Hour race (Audi R8R)
2000	1st in Le Mans 24 Hour race (Audi R8), 1st in Sebring 12 Hour race (Audi R8), 3rd in American Le Mans Series (Audi R8)
2001	1st in Le Mans 24 Hour race (Audi R8), 1st in American Le Mans Series (Audi R8), 1st in "Petit Le Mans" race (Audi R8)
2002	1st in Le Mans 24h race, 4th in American Le Mans Series (both in Audi R8)
2003	3rd in Le Mans 24h race, 2nd in Sebring 12 Hour race (both in Audi R8)
2004	2nd in Sebring 12h race (Audi R8), 3rd in Le Mans 24h race (Audi R8), 11th in DTM (Audi A4 DTM)
2005	1st in American Le Mans Series (Audi R8), 3rd in Le Mans 24h race (Audi R8), 2nd in Sebring 12h race (Audi R8), 1st in "Petit Le Mans" race (Audi R8)
2006	1st in Le Mans 24 Hour race (Audi R10 TDI), 4th in American Le Mans Series (Audi R10 TDI)
2007	1st in Le Mans 24 Hour race (Audi R10 TDI), 1st in Sebring 12 Hour race (Audi R10 TDI), 3rd in American Le Mans Series (Audi R10 TDI)
2008	1st in "Petit Le Mans" race (Audi R10 TDI), 2nd in American Le Mans Series (Audi R10 TDI), Le Mans 24 Hour race (Audi R10 TDI)



Mike Rockenfeller (D)

Date/place of birth October 31, 1983/Neuwied (D)

Place of residence Altnau (CH)

Status single

Height/weight 1.75 m/67 kg

Motorsport since 1995 (Audi driver since 2007)

2006 1st in Nürburgring 24 Hour race, 5th in GrandAm Series, 8th in GT2 class of American Le Mans Series

2007 12th in DTM (Audi A4 DTM)

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

2009 3rd in Sebring 12 Hour race (Audi R15 TDI)

Career

1995–00 Kart

1997 1st in DMV Junior Cup

2000 1st in Jörg van Ommen Kart Cup

2001 4th in Formula König

2002 10th in Porsche Carrera Cup

2003 2nd in Porsche Carrera Cup, Porsche Supercup

2004 1st in Porsche Carrera Cup, Porsche Supercup

2005 1st in GT2 class of FIA GT Championship, 1st in GT2 class of Le Mans 24 Hour race, 1st in GT2 class Spa-Francorchamps 24 Hour race



Timo Scheider (D)

Date/place of birth	November 10, 1978/Lahnstein (D)
Place of residence	Lochau (A)
Status	single, one son (Loris-Romeo)
Height/weight	1.78 m/73 kg
Motorsport since	1989 (Audi driver since 2006)

Career

1989–94 Kart

1992	1st in Kart Winter Cup Kerpen
1993	7th in German Junior Kart Cup
1994	1st in German Junior Kart Cup, 1st in Junior Class North Rhine Westphalian Kart Cup
1995	1st in German Formula Renault 1800 Championship
1996	4th in German Formula Renault 2000 Championship
1997	2nd in German Formula 3 Championship
1998	8th in German Formula 3 Championship

1999	6th in German Formula 3 Championship
2000	12th in DTM
2001	19th in DTM
2002	8th in DTM
2003	8th in DTM, 1st in Nürburgring 24 Hour race
2004	8th in DTM
2005	2nd in FIA GT Championship, 1st in Spa-Francorchamps 24 Hour race, 1st in class in Nürburgring 24 Hour race, A1 Grand Prix Series
2006	10th in DTM (Audi A4 DTM), 1st in GT2 class in Spa-Francorchamps 24 Hour race
2007	7th in DTM (Audi A4 DTM)
2008	1st in DTM (Audi A4 DTM), ADAC Motor Sportsman of the Year



Frank Stippler (D)

Date/place of birth	April 9, 1975/Cologne (D)
Place of residence	Bad Münstereifel (D)
Status	single
Height/weight	1.89 m/77 kg
Motorsport since	1993 (Audi driver since 2004)

Career

1993	Group H Touring Car racing
1994	Group H Touring Car racing
1995	German Touring Car Trophy, debut in the Endurance Cup Nürburgring
1996	Endurance Cup Nürburgring, German Ford Escort Cup
1997	8th in Porsche Carrera Cup, "Rookie of the Year", Porsche Supercup
1998	4th in Porsche Carrera Cup
1999	7th in Porsche Carrera Cup, Nürburgring 24 Hour race
2000	2nd in Porsche Carrera Cup, Nürburgring 24 Hour race
2001	12th in Porsche Carrera Cup, Nürburgring 24 Hour race
2002	2nd in Porsche Carrera Cup, Endurance Championship Nürburgring

2003	1st in Porsche Carrera Cup, 1st in Porsche Supercup, Endurance Championship Nürburgring
2004	4th in Nürburgring 24 Hour race (Abt-Audi TT-R)
2005	14th in DTM (Audi A4 DTM)
2006	14th in DTM (Audi A4 DTM)
2007	3rd in Nürburgring 24 Hour race, 7th in Swedish Touring Car Championship (Audi A4)
2008	Works development driver Audi R8 LMS, guest entries in ADAC GT Masters, Endurance Championship, Nürburgring 24 Hour race



Hans-Joachim Stuck (D)

Date/place of birth	January 1, 1951/Garmisch-Partenkirchen (D)
Place of residence	Ellmau (A)
Status	married to Sylvia, two sons (Ferdinand and Johannes)
Height/weight	1.90 m/90 kg
Motorsport since	1969 (Audi driver 1988–1992, 1994–1994, 2009)

Career

1970	1st in Nürburgring 24 Hour race
1972	1st in German Racing Championship, 1st in Spa-Francorchamps 24 Hour race, 2nd in Nürburgring 24 Hour race
1974	2nd in European Formula 2, Formula 1
1975	1st in Sebring 12 Hour race, 1st in Kyalami 9 Hour race, Formula 1
1977–79	Formula 1, 2nd in Procar Series (1979)
1980	1st in Touring Car Grand Prix Macao, 2nd in German Racing Championship, 3rd in Procar Series
1981	1st in GT class in Daytona 24 Hour race
1982	1st in Touring Car Grand Prix Macao, 3rd in German Racing Trophy, 4th in European Touring Car Championship
1985	1st in World/2nd in German Sportscar Championship
1986	1st in Le Mans 24 Hour race, 1st in Sebring 12 Hour race, 2nd in Sportscar World Championship

1987	1st in Le Mans 24 Hour race, 1st in ADAC Supercup, 2nd in Daytona 24 Hour race
1988	1st in Sebring 12 Hour race, 2nd in Le Mans 24 Hour race, 6th in TransAm (Audi)
1989	3rd in Le Mans 24 Hour race, 3rd in Daytona 24 Hour race, 3rd in IMSA GTO Championship (Audi)
1990	1st in DTM (Audi)
1991	3rd in DTM (Audi), IMSA Supercars
1992	DTM (Audi), IMSA Supercars, 3rd in Nürburgring 24 Hour race
1993	1st in IMSA Supercars, 1st in IGT class Sebring 12 Hour race
1994	3rd in Le Mans 24 Hour race, 5th in Touring Car World Cup (Audi)
1995	4th in Super Touring Car Cup (Audi)
1996	1st in GT2 class Sebring 12h race, 1st in GT class Le Mans 24h race, ITC
1998	1st in Nürburgring 24 Hour race
2004	1st in Nürburgring 24 Hour race
2005	2nd in Nürburgring 24 Hour race
2006	1st in Dubai 24 Hour race, Truck Grand Prix
2007	1st in SP6 class in Nürburgring 24 Hour race, Tokachi 24 Hour race
2008	1st in SP3T class in Nürburgring 24 Hour race



Marco Werner (D)

Date/place of birth	April 27, 1966/Dortmund (D)
Place of residence	Ermatingen (CH)
Status	married to Annett, one daughter (Janina)
Height/weight	1.75 m/66 kg
Motorsport since	1984 (Audi driver since 2002)

Career

1984	VLN Endurance Cup
1985–86	Formula Ford 1600
1987	3rd in Formula Ford Championship
1989	2nd in Formula Opel Lotus Challenge
1991	2nd in Formula 3 Championship
1992	2nd in Formula 3 Championship, 1st in Formula 3 Grand Prix Monaco, ADAC Motor Sportsman of the Year
1993	3rd in VLN Endurance Cup, 1st in class in Nürburgring 24 Hour race, Touring Car Trophy, DTM, Formula 3 Championship
1994	Touring Car Cup, Formula 3 Championship
1995	1st in Daytona 24 Hour race, 5th in Porsche Supercup, 4th in Porsche Carrera Cup, Interseries, Super Touring Car Cup
1996	10th in Super Touring Car Cup, 1st in class in Nürburgring 24 Hour race
1997	Super Touring Car Cup, FIA GT Championship, Porsche Carrera Cup

1998	ISRS Series
2000	11th in Porsche Supercup, touring car races in Spa and Macau
2001	2nd in Porsche Supercup, 19th in FIA GT Championship
2002	3rd in Le Mans 24 Hour race (Audi R8), 2nd in Porsche Supercup
2003	1st in American Le Mans Series (Audi R8), 1st in Sebring 12 Hour race (Audi R8), 3rd in "Petit Le Mans" race (Audi R8), 2nd in Nürburgring 24 Hour race (Abt-Audi TT-R), 4th in Le Mans 24 Hour race (Audi R8)
2004	1st in American Le Mans Series (Audi R8), 1st in "Petit Le Mans" race (Audi R8), 2nd in Sebring 12 Hour race (Audi R8), 3rd in Le Mans 24 Hour race (Audi R8)
2005	1st in Le Mans 24 Hour race (Audi R8), 1st in Sebring 12 Hour race (Audi R8), 3rd in American Le Mans Series (Audi R8)
2006	1st in Le Mans 24 Hour race (Audi R10 TDI)
2007	1st in Le Mans 24 Hour race (Audi R10 TDI), 1st in Sebring 12 Hour race (Audi R10 TDI), 2nd in American Le Mans Series (Audi R10 TDI)
2008	1st in American Le Mans Series (Audi R10 TDI)
2009	3rd in Sebring 12 Hour race (Audi R15 TDI)

Schedule

Thursday, May 21, 2009

08:00–11:20	Circuit Challenge Nürburgring	Performance test
08:30–09:15	ADAC Formula Masters	1st Free Practice
09:25–10:15	ATS Formula 3 Cup	Free Practice
10:30–11:00	ATS Formula 3 Cup	1st Qualifying
11:30–13:00	ADAC 24h Classic	Free Practice
13:30–15:00	37. ADAC Zurich 24 race	Free Practice
15:30–16:50	ADAC Procar	1st Qualifying
17:15–18:45	ADAC 24h Classic	1st Qualifying
19:30–23:30	37. ADAC Zurich 24h race	1st Qualifying

Friday, May 22, 2009

08:30–08:50	ADAC Formula Masters	1st Qualifying
09:00–09:30	ATS Formula 3 Cup	2nd Qualifying
09:40–11:10	ADAC Procar	2nd Qualifying
11:30–13:30	ADAC 24h Classic	2nd Qualifying
14:00–16:00	37. ADAC Zurich 24h race	2nd Qualifying
16:25–17:25	ADAC Procar	Race (4 laps)
17:45–18:05	ADAC Formula Masters	2nd Qualifying
18:15–18:45	ATS Formula 3 Cup	Race 1 (30 minutes)
18:50–20:00	Drift Challenge	Müllenbachschleife

Saturday, May 23, 2009

08:00–08:30	ADAC Formula Masters	Race 1 (50 km)
08:45–09:30	ADAC 24h Classic	Starting grid
09:50–12:50	ADAC 24h Classic	Race (3 hours)
13:10	37. ADAC Zurich 24h race	Drivers parade
13:20–13:50	ATS Formula 3 Cup	Race 2 (30 minutes)
14:00–14:30	ADAC Formula Masters	Race 2 (50 km)
14:30–15:20	37. ADAC Zurich 24h race	Starting grid
16:00	37. ADAC Zurich 24h race	Start

Sunday, May 24, 2009

16:00	37. ADAC Zurich 24h race	Finish
--------------	--------------------------	--------

The “Green Hell”

Built in 1927, the Nürburgring is one of the world’s most famous race tracks. The 20 kilometer plus Nordschleife (North Loop) of the track continues to fascinate racers today. Whether Formula 1, sportscars, touring cars or other classes: There is probably not a single important race car category which did not run at some time around the Nordschleife in its 82-year history.

Extreme topography

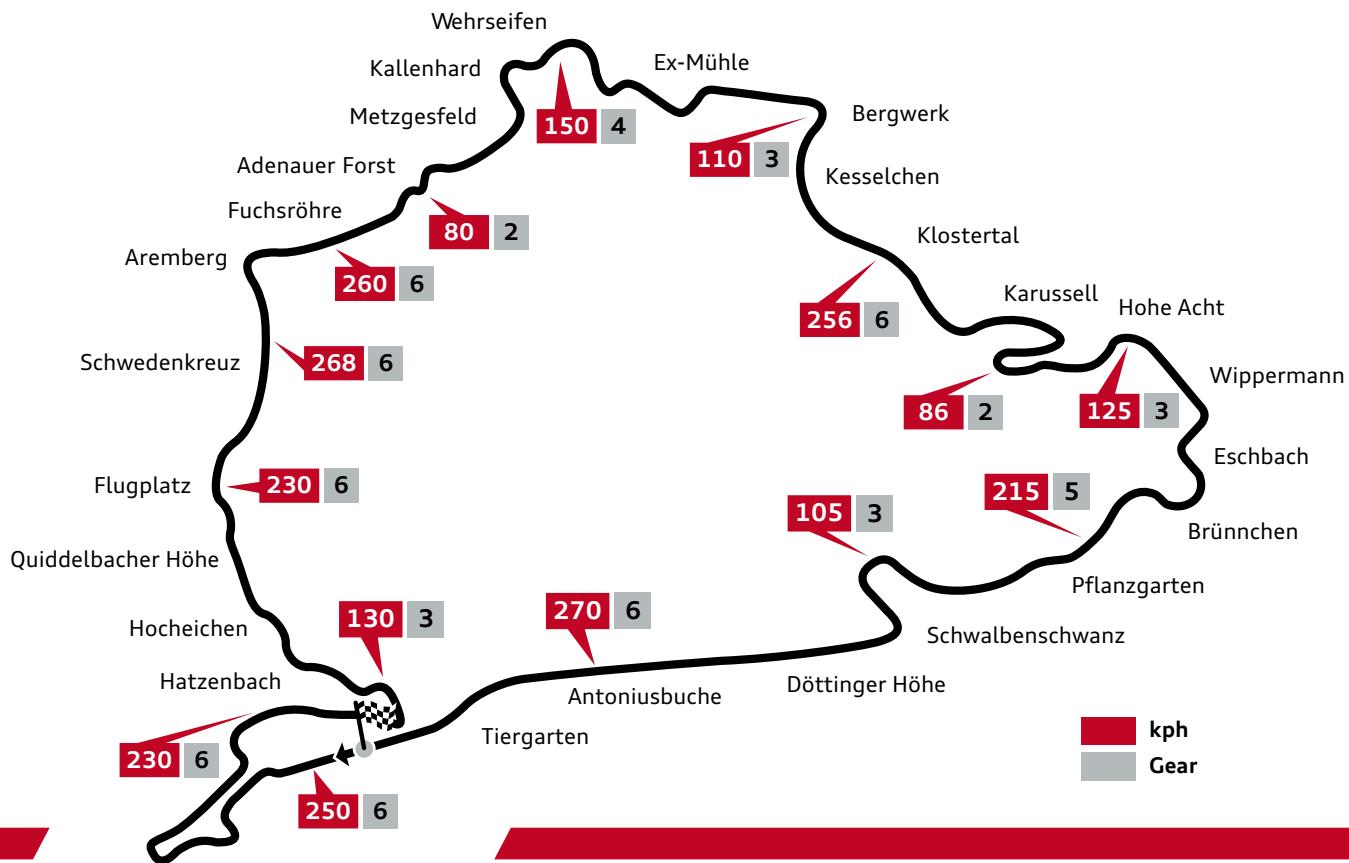
The 24-hour race is staged on a combination of the traditional Nordschleife and the Grand Prix track without the Mercedes Arena. The unique challenge arises from the track’s extreme topography which follows the elevation changes in the Eifel.

Dates and facts about the Nürburgring

Construction period	1925 – 1927 Nürburgring
	1981 – 1984 Grand Prix track
	2001 – 2002 Mercedes Arena
Track length	22.8 km Nordschleife, 7.7 km Südschleife (1927)
	20.832 km Nordschleife (2009)
	5.148 km Grand Prix track (2009)
	25.378 km combination 24 Hour race (2009)
Lowest point	320 m above sea level (Breidscheid section)
Highest point	620 m above sea level (start and finish)
Gradient	maximum 17 per cent
Incline	maximum 11 per cent
Corners	73 (33 left, 40 right) on the Nordschleife
	13 (5 left, 8 right) on the Grand Prix track without Arena



Four Audi R8 LMS cars on the legendary Nordschleife at the Pflanzgarten



Did you know that ...

... the 24-hour race at the Nürburgring has been held **since 1970?**

... the **event** was only cancelled on three occasions? In 1974 and 1975 as a consequence of the oil crisis and in 1983 because of construction of the new track. The Grand Prix track was created then.

... **220,000 fans** visited the race in the Eifel last year?

... **Audi** equips the organizer with official cars and safety and intervention vehicles since 2002?

... **twelve sporting models** from Audi fulfill these functions this year? An Audi R8 V10, three Audi RS 6 Saloon and eight Audi RS 6 Avant cars.

... **a track layout** formed from a combination of the Nürburgring Nordschleife and the Grand Prix version

without Arena will also be used this year, the resulting track length is 25.378 kilometer?

... **individual track sections** with names like “Bergwerk” (a silver mine operated until the 18th century), “Schwedenkreuz” (a wayside cross from the Swedish War era) or “Wehrseifen” (Celtic origins) partially highlight century old traditions?

... Team ABT Sportsline **fought for victory** with the Audi TT-R in the 24-hour race in the years 2003 and 2004 and claimed second place in the process in 2003?

Audi again equips the organizer with official cars



... two of the drivers, **Christian Abt** and **Marco Werner**, who mounted the podium in 2003 now again compete for Audi, just like their team mates at that time **Frank Biela** and **Mattias Ekström**?

... in 2004 on the weekend of June 12 and 13 the **Audi customer sport department** supported four different Audi teams that were racing in the Le Mans 24 Hours race and at the Nürburgring 24 Hour race?

... these two **great classic 24-hour races** are connected with one another through a fan event, for which the Audi R8 LMS with the start number 99 advertises? There is a combo-ticket for both races for the price of 99 euros.

... Audi links many **marketing activities** with the 24-hour race? With the “R8 Drive Away” promotion, Sales and Marketing Germany gives 30 Audi R8 to dealers who drive the sportscar around the Nordschleife. Furthermore,

almost 150 guests are expected who will have access to two hospitality areas.

... for every car **at least two drivers** are named and a **maximum of four drivers** are permitted?

... drivers can be named for a maximum of **two different cars**?

... when drivers swap between cars they must make at least a **two hour pause** from driving (just like every other driver change)? Each driver can drive a maximum of 2h 30m continuously without changing.

The 24-hour race
was visited by **220,000**
in 2008

Strong partners supporting the marathon



www.playstation.com



www.bilstein.de



www.autobild.de



www.lemans.org

Audi
Gebrauchtwagen
:plus

www.audi.com

Audi
Top Service®

www.audi.com



www.audi.com

Other partners of Audi Sport



www.ozracing.com



www.eibach.com



www.staubli.com



www.sabelf.com



www.recaro.com



www.shell.com



www.mahle.com

quattro GmbH

www.audi.com



www.michelin.com



www.hella.com



www.sparco.it

The magic of the 24 hours

The two largest European 24 Hour races around the Nürburgring and at Le Mans are held within three weeks of one another in 2009 – Audi is represented at both races. The Audi R8 LMS fielded by Phoenix Racing, with which Frank Stippler, Marc Basseng, Marcel Fässler and Mike Rockenfeller start at the Nürburgring, promotes an unusual cooperation of the two events.

Thanks to the cooperation between the automobile clubs ADAC (for the Nürburgring) and ACO (for Le Mans) clubs the spectators have the chance to see both races for a special price. For a package price of only 99 Euro they can buy tickets for the two endurance classics. In the Eifel this includes access to the paddock and all grandstands open between May 21 and 24, at the Sarthe all areas open to spectators including Mulsanne and Arnage from June 10 to 14, which do not require a normal extra ticket. Fans can find all the details at www.24h-rennen.de and www.lemans.org.

Audi contests the 24-hour race in Le Mans since 1999 with factory or customer supported efforts. Audi claimed overall victory in the 24 Hours of Le Mans five times with the Audi R8 between 2000 and 2005. The Audi R10 TDI is unbeaten in the French endurance classic since 2006. Team ABT Sportsline started in the Eifel in 2003 and 2004 with the Abt-Audi TT-R. The Audi R8 LMS makes its first appearance in 2009.



Whether in the Sarthe region or in the Eifel: races twice around the clock exude pure fascination

Fans get entry to the two greatest European motorsport events for the price of **99 euros**

Roll of honour Nürburgring 24 Hour race

Year	Make	Drivers
1970	BMW	Hans-Joachim Stuck/Clemens Schickentanz
1971	BMW	Ferfried Prinz von Hohenzollern/Gerold Pankl
1972	BMW	Helmut Kelleners/Gerold Pankl
1973	BMW	Niki Lauda/Hans-Peter Joisten
1976	Porsche	Karl-Heinz Quirin/Herbert Hechler/Fritz Müller
1977	Porsche	Fritz Müller/Herbert Hechler
1978	Porsche	Fritz Müller/Herbert Hechler/Franz Gschwendtner
1979	Ford	Herbert Kummle/Karl Mauer/Winfried Vogt
1980	Ford	Dieter Selzer/Wolfgang Wolf/Matthias Schneider
1981	Ford	Helmut Döring/Dieter Gartmann/Fritz Müller
1982	Ford	Dieter Gartmann/Klaus Ludwig/Klaus Niedzwiedz
1984	BMW	Axel Felder/Franz-Josef Bröhling/Peter Oberndorfer
1985	BMW	Axel Felder/Jürgen Hamelmann/Robert Walterscheid-Müller
1986	BMW	Markus Oestreich/Otto Rensing/Winfried Vogt
1987	Ford	Klaus Ludwig/Klaus Niedzwiedz/Steve Soper
1988	Porsche	Edgar Dören/Gerhard Holup/Peter Faubel
1989	BMW	Emanuele Pirro/Roberto Ravaglia/Fabien Giroix
1990	BMW	Altfrid Heger/Joachim Winkelhock/Frank Schmickler

Year	Make	Drivers
1991	BMW	Joachim Winkelhock/Kris Nissen/Armin Hahne
1992	BMW	Johnny Cecotto/Christian Danner/Jean-Michel Martin/Marc Duez
1993	Porsche	Tonico de Azevedo/Franz Konrad/Örnulf Wirdheim/Frank Katthöfer
1994	BMW	Karl-Heinz Wlazik/Frank Katthöfer/Fred Rosterg
1995	BMW	Roberto Ravaglia/Marc Duez/Alexander Burgstaller
1996	BMW	Johannes Scheid/Sabine Reck/Hans Widmann
1997	BMW	Johannes Scheid/Sabine Reck/Hans-Jürgen Tiemann/Peter Zakowski
1998	BMW	Marc Duez/Christian Menzel/Andreas Bovensiepen/Hans-J. Stuck
1999	Chrysler	Peter Zakowski/Hans-Jürgen Tiemann/Klaus Ludwig/Marc Duez
2000	Porsche	Bernd Mayländer/Michael Bartels/Uwe Alzen/Altfrid Heger
2001	Chrysler	Peter Zakowski/Michael Bartels/Pedro Lamy
2002	Chrysler	Peter Zakowski/Robert Lechner/Pedro Lamy
2003	Opel	Manuel Reuter/Timo Scheider/Marcel Tiemann/Volker Strycek
2004	BMW	Dirk Müller/Jörg Müller/Hans-Joachim Stuck/Pedro Lamy
2005	BMW	Pedro Lamy/Boris Said/Duncan Huisman/Andy Priaulx
2006	Porsche	Lucas Luhr/Timo Bernhard/Mike Rockenfeller/Marcel Tiemann
2007	Porsche	Timo Bernhard/Marc Lieb/Romain Dumas/Marcel Tiemann
2008	Porsche	Timo Bernhard/Marc Lieb/Romain Dumas/Marcel Tiemann