



DTM



MEDIA GUIDE 2026



SCHAEFFLER

VIEROL

ADAC

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DTM – THE DATES 2026

»1 RED BULL RING PRESENTED BY VKB-BANK (A)

24.04. – 26.04.



»2 MOTORSPORT ARENA OSCHERSLEBEN

24.07. – 26.07.



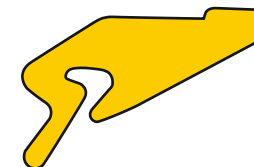
»3 CIRCUIT ZANDVOORT (NL)

22.05. – 24.05.



»4 NÜRBURGRING

14.08. – 16.08.



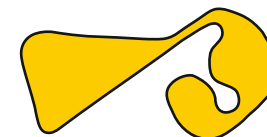
»5 DEKRA LAUSITZRING

19.06. – 21.06.



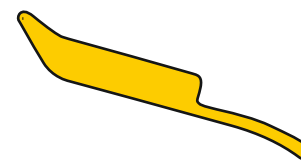
»6 SACHSENRING

11.09. – 13.09.



»7 NORISRING

03.07. – 05.07.



»8 HOCKENHEIMRING BADEN- WÜRTTEMBERG

09.10. – 11.10.



NEW TO THE DTM 2026

» New drivers looking to shake up the field

Four drivers are making their DTM debut this year. Marco Mapelli is one of the top Italian GT drivers and starts for the Red Bull Team. The newcomer has been a Lamborghini works driver since 2017 and was significantly involved in the development of the new Temerario GT3. Mapelli has already gained valuable experience at DTM circuits during his time in the ADAC GT Masters. His compatriot Matteo Cairoli also arrives in the DTM with a wealth of experience. The winner of the 2021 ADAC Ravenol 24h Nürburgring will drive a Ferrari 296 GT3 Evo for Emil Frey Racing. Finn Wiebelhaus steps up to the DTM as the winner of the "Road to DTM" competition for young drivers in the ADAC GT Masters. The Ford development driver is supported by the ADAC Stiftung Sport foundation and was crowned ADAC GT Masters champion in 2025. Another new face in the prestigious GT3 series is Bastian Buus, who lines up for Land-Motorsport in a Porsche 911 GT3 R Evo. Then there is the return of a familiar face: BMW works driver Kelvin van der Linde (Schubert Motorsport) is making his DTM comeback. The eight-time race winner takes over from René Rast at the wheel of a Schubert Motorsport BMW.

» Exclusive Pirelli tyres

Tyre partner Pirelli is supplying the DTM with a new tyre developed exclusively for the

racing series. The tailor-made tyres from the Formula 1 supplier are "Made in Germany": they are developed and produced at the Pirelli technology hub in Breuberg in Hesse.

» New sports car from Lamborghini

DTM fans can look forward to a spectacular newcomer: the Lamborghini Temerario GT3. The successor to the successful Huracán GT3 Evo 2 – the car that won the DTM in 2024 – is the first GT3 sports car developed entirely in-house by the Italian manufacturer, and is making its race debut around the world in 2026. The Temerario GT3 is powered by a 4-litre twin-turbo V8 engine generating around 585 hp. TGI Team by GRT and Red Bull Team Abt will each field two Lamborghini.

» Upgrades for Ferrari, Ford and Porsche

Ferrari, Ford and Porsche line up in this year's DTM with further developments of their tried-and-tested race cars. Porsche has optimised the successful 911 GT3 R, the championship-winning car from 2023 and 2025, with modifications primarily affecting the aerodynamics and the chassis. Ferrari is hoping an adapted gear ratio will bring success for the 296 GT3 Evo; the most obvious changes are to the aerodynamics, thanks to modifications to the chassis. After just one season in the DTM, Ford has also given the Mustang GT3 an upgrade: among other things, the powerful crowd favourite has a modified chassis, adapted brakes and new rims for 2026. As with its rivals, the aerodynamics have also been improved.

» New commentator

The DTM has a new voice in Germany, Austria and Switzerland: as of this season, Tobias Schimon will commentate on all 16 races for exclusive live TV partner ProSieben. The DTM is by no means new territory for Schimon. He has been on the go in the paddock for several years and has worked as a presenter on Fan-TV and a commentator for various DTM partner series.

» Fan-TV in livestream

A new bonus service for DTM fans: for the first time, Fan-TV will be streamed live all day on all race days, exclusively on digital platform Joyn. Fans can enjoy all the action on the track – as well as background stories and interviews.

» Showdown in the Alps to kick off proceedings

This year, the Red Bull Ring hosts the opening round of the DTM season for the first time. Following in the footsteps of Zolder, Hockenheim, Spa-Francorchamps, Monza, Portimão and Oschersleben, the iconic racetrack in the Alps becomes the seventh venue for the first race of the season. In total, the 2026 DTM calendar comprises eight race weekends.

TEN FACTS ABOUT THE DTM



#1 Sustainability: moving forward together

When it comes to sustainability, the DTM is setting benchmarks and providing valuable stimulus for climate-friendly and future-oriented motorsport. A key element is the 100% sustainable fuel “DTM Pro Climate”, which significantly reduces CO₂ emissions. Furthermore, the 2026 season sees the introduction of Pirelli’s new DTM tyre, which is made exclusively in Germany out of FSC-approved components. With the “Bottle Free Zone” initiative, ADAC and water technology company BWT have already saved more than 1.4 million single-use plastic bottles by providing free water dispensers at racetracks.

#2 Great brand diversity

8 premium international manufacturers go head to head in the 2026 DTM season. This year’s field features cars from Aston Martin, BMW, Ferrari, Ford, Lamborghini, McLaren, Mercedes-AMG and Porsche.

#3 Maximum TV presence

Thanks to an extensive TV presence, fans can experience the fascination of the DTM all over the world. The 16 races are broadcast live or replayed in full in more than 150 territories. Furthermore, highlight programmes can be watched in roughly 200 territories around the world. Over 50 different camera positions, including 21 views from the cockpit, live team radio from every car, and spectacular footage from a high-speed drone bring fans even closer to the action.

#4 Packed grandstands

Thrilling action and a unique atmosphere: the DTM is a real crowd-puller. In the 2025 season alone, more than half a million spectators attended the eight race weekends. That is almost 10% more than the previous year.

#5 World championship drivers and champions

Top international drivers line up against each other in the DTM. In Mirko Bortolotti,

Thomas Preining and Marco Wittmann, the impressive field includes three DTM champions. Since 1984, a total of 27 different drivers from eleven countries have won the Drivers’ Championship. One of the most famous names in the 2026 field is two-time FIA world endurance champion Nicki Thiim. Other drivers like Lucas Auer, Matteo Cairoli and Kelvin van der Linde also have world championship experience. Sports car specialist Maro Engel has won the iconic race in Macau twice, while Timo Glock made it onto the Formula 1 podium on multiple occasions.

#6 Social media boom

The DTM also delights its fans on social media, with more than two million fans following the series on dedicated channels. In total, DTM posts achieved a reach of 1.52 billion in 2025 – 65% more than the previous year.

#7 Over 40 years of tradition

What began on 11th March 1984 with the inaugural race in Zolder, Belgium, has, over the course of more than 40 years, developed into a real success story. Back then, it was BMW driver Harald Grohs who claimed the first victory in the racing series, which has since become Germany’s best-known motorsport brand. To this day, the DTM remains synonymous with spectacular motorsport and continues to thrill fans all over the planet.

#8 Three countries, eight events, 16 races

The 2026 DTM calendar comprises eight race weekends. Six events take place in Germany, a further two abroad. The season begins at two renowned Formula 1

circuits: after the opener in Spielberg, Austria, the DTM circus moves on to Zandvoort in the Netherlands.

#9 Priority for families

The DTM is an experience for the whole family – and, with an entertaining and varied event programme, has plenty to offer for visitors young and old. Tickets start at € 49, while under 16s go free when accompanied by a paying adult. The DTM Fan Zone has exciting attractions, including Europe’s biggest mobile ball pool, the popular Reaction Wall, and an action course. Autograph sessions and pit walks give spectators the opportunity to get especially close to the stars of the DTM.

#10 Road to DTM

With the “Road to DTM”, the ADAC has invested in promoting talented young drivers in Germany – and with great success: Ford driver Finn Wiebelhaus is making his DTM debut this year as the winner of the youth competition and champion of the ADAC GT Masters. The “Road to DTM” pyramid gives talented youngsters the opportunity to progress from the German Kart Championship, via the BMW M2 Cup, ADAC GT4 Germany and the ADAC GT Masters, to the DTM. The winner of each respective “Road to DTM” competition receives sponsorship for the next class up, in the form of the entry fee for the following season.

THREE QUESTIONS FOR SPORT PRESIDENT DR. GERD ENNSER IN 2026



» How has the DTM developed under the umbrella of the ADAC over the past three years?

Very pleasingly: The DTM is returning to its former strength and is growing – at all levels. Last season, more than half a million people followed our events live at the circuit. Our concept, to make the DTM open and family-friendly, is working: 92 percent of our visitors stated last year that they would like to come again. At the same time, we are also developing very strongly digitally. Between them, our social media channels have more than two million followers, and the range is almost 60 percent greater than last year. These figures show that the DTM is not only thrilling people at the events themselves, but also reaching more and more people on digital platforms. We are particularly pleased that we are increasingly appealing to a young audience. That is very positive news for the future of the DTM and motorsport as a whole.

» Since the ADAC took over the DTM, great emphasis has been placed on sustainability. What can fans expect in that regard in 2026?

Last year, we reached a milestone on the road to more sustainable motorsport with the introduction of a 100% sustainable fuel in the DTM, as well as the ADAC GT Masters and ADAC GT4 Germany. We are consistently pushing forward with these initiatives and have already initiated the

next step with the presentation of the innovative and sustainable technology concept XT1. This concept is open to technology and supports alternative drive types. As such, we are actively shaping a sustainable development for the motorsport of the future.

» How is the ADAC supporting the next generation of motorsport stars through the DTM, and what is new for 2026?

I am delighted that DTM rookie Finn Wiebelhaus will this year become the first driver to have made it all the way through our “Road to DTM”. He started out in the ADAC junior karting series, progressed via the ADAC Formula 4 Junior Team into the ADAC GT Masters, and ultimately reached the DTM. Finn Wiebelhaus – like Tom Kalender, who has followed a similar career path and now starts in his second DTM season – clearly demonstrates how the youth pyramid is structured within ADAC Motorsport. This year, we are also improving the route in through the DKM and adding another attractive entry-level platform in automobile racing, in the form of the new BMW M2 Cup.

EXCLUSIVE PIRELLI TYRES FOR THE DTM: MADE IN GERMANY

Pirelli has been exclusive tyre partner of the DTM since 2023 and, together with the ADAC racing series, is taking the next step in 2026. The Italian tyre maker, who also provides tyres for the Formula 1 World Championship, will supply tyres tailor-made for the DTM and “Made in Germany” from this season.

Developed in accordance with the specifications of the DTM, the new tyre is made using innovative procedures and materials, which are tailored to the specific race format and growing competitiveness of the series, and also boasts the latest RFID technology for tracking purposes. The tyre for the 2026 season reaches its optimal working temperature faster than its predecessor, opening new opportunities for drivers in qualifying and after pit stops. The way the tyre behaves in a race is designed to give drivers and teams more strategic options.

The new tyres are “Made in Germany” in the Pirelli plant in Breuberg, Hesse, which is one of the most modern of the group’s 18 production sites around the world. The facility has a state-of-the-art research and development department, which works directly with the company headquarters and other global research centres.

The new DTM tyre is sustainable, thanks to short delivery routes resulting from production in Germany, as well as components made from FSC-certified natural rubber. FSC stands for “Forest Ste-

wardship Council”, an organisation that controls the sustainability of the natural rubber used and guarantees that it is not mixed with non-certified material at any point in the supply chain.

As well as the DTM, Pirelli also supplies tyres to the ADAC GT Masters. The ADAC GT Masters will continue to use the P Zero DHG generation of tyre, which was introduced in 2025, and which also uses components made from FSC-certified natural rubber.



A BEGINNER'S GUIDE TO THE DTM

» The championship

The 2026 DTM comprises eight race weekends, each of which features two races. Each event begins with two free practices on the Friday. The two 20-minute qualifying sessions on the Saturday and Sunday determine the grid positions for the subsequent races, which last 55 minutes plus one lap. If the Cupra Safety Car is employed, the race distance can be extended by a maximum two laps. The driver with the most points at the end of the season is crowned 2026 DTM champion. The same principle applies in the Team competition. Here, however, only the two best-placed cars belonging to any one team can score points. Additional cars from the same team do not receive any points towards the Team classification – drivers from other teams who finish behind these non-scoring cars move up the points format accordingly. In the Manufacturers Championship, the two best-placed cars from each manufacturer are eligible to score points. Cars from other manufacturers that finish behind non-scoring cars are promoted accordingly. All drivers in the FIA categories Silver and Gold, and who are contesting their first full season in the DTM, are eligible for the “Rookie of the Year” competition. The driver with the most points at the end of the season is crowned “DTM Rookie of the Year”.

» The drivers

The 2026 DTM season sees 21 drivers from eleven countries battle it out for the title. The high-class field includes DTM champions, a former Formula 1 driver, successful

endurance aces, works drivers and talented youngsters – a mix that promises an exciting season full of thrilling wheel-to-wheel battles.

» The manufacturers

A total of eight premium manufacturers line up in the 2026 DTM: Aston Martin, BMW, Ferrari, Ford, Lamborghini, McLaren, Mercedes-AMG and Porsche make for a healthy diversity on the DTM grid. With 12 Driver and 16 Manufacturer titles to its name, Mercedes-AMG is the most successful manufacturer in the history of the DTM.

» The cars

The DTM features thoroughbred race cars that generate over 550 hp and must comply with the internationally recognised GT3 regulations. Different concepts are allowed, with front or mid-mounted engine, and turbo or naturally-aspirated engine – but only with rear-wheel drive. Hybrid drivetrains are not permitted. The Balance of Performance (BoP), which is adapted every race weekend, ensures there is a level playing field for all the competitors. By modifying engine power or adding extra weight, it is possible to give the different car concepts equal opportunity.

» Success ballast for the top three

The three best-placed drivers in a DTM race are given additional weight to carry in the next race. The winner must bear an extra 20 kilograms, the second-placed car receives



ten kilograms, and the third-placed car must be loaded with an additional five kilograms of success ballast.

» Pit stops

In the Saturday race, a performance pit stop is mandatory between the 20th and 40th minute of the race. All four tyres must be changed during this stop. There is no minimum stationary time. Two pit stops are mandatory in the Sunday race: the first must be made between the 10th and 25th minute, the second between the 39th and the 45th minute. For the second stop, a set of tyres that was not used in the previous race must be used. In the case of a puncture, additional tyres from free practice may be used. Teams that complete the three fastest pit stops in the races score points towards the Pitstop Challenge: three for the fastest, two for the second fastest and one for the third fastest. The team with the most points at the end of the season wins this additional competition.

» The tyres

Premium manufacturer Pirelli is the exclusive tyre supplier of the DTM. In 2026, a tyre developed specifically for the DTM will be used for the first time. Developed in a cooperation between the DTM and Pirelli,

the tyre is “Made in Germany” at the Pirelli plant in Breuberg, in the state of Hesse.

» The points format

For each DTM race, points are awarded as follows in the Driver, Team, Manufacturer and Rookie championships:

PLACE	POINTS	PLACE	POINTS
1 st	25	9 th	7
2 nd	20	10 th	6
3 rd	16	11 th	5
4 th	13	12 th	4
5 th	11	13 th	3
6 th	10	14 th	2
7 th	9	15 th	1
8 th	8		

The three fastest drivers after each qualifying receive additional points – three for the winner, two for second and one for third place. In the “Rookie of the Year” competition, points are awarded according to the format 10-9-8-7-6-5-4-3-2-1. Should two drivers end the season on the identical number of points, the number of victories will decide the winner. If this is also identical, second places and, if necessary, further positions are taken into account. This rule applies to the Driver, Rookie, Team and Manufacturer championships.

SUSTAINABILITY IN THE DTM



» ADAC Motorsport:

Innovative and sustainable

The ADAC is showing that motorsport and sustainability need not be in conflict. Through pioneering initiatives, the ADAC is taking a leading role with regard to sustainability in motorsport. From the use of battery-electric and fossil-free drivetrains in rallying and in youth development, through to sustainable thinking at major events, extensive campaigns and new concepts for the motorsport of the future.

» Fossil-free fuel

The ADAC is a pioneer when it comes to fuel. The DTM, the ADAC GT Masters, ADAC GT4 Germany, and the Porsche Sixt Carrera Cup Deutschland have been using a 100% sustainable fuel since 2025. The innovative fuel significantly reduces CO2 emissions and thus actively contributes to the decarbonisation of the DTM platform. "DTM Pro Climate" is a fuel produced specifically for the DTM and its support series by British manufacturer Coryton.

» Exclusive DTM tyre with sustainable components

New for the 2026 season is a Pirelli tyre developed specifically for the DTM and manufactured in Germany. The new tyre brings sustainability to the racetrack, not only thanks to short delivery routes, but also primarily thanks to components made of FSC-certified natural rubber. FSC stands for "Forest Stewardship Council", an organisation that controls the sustainability of the natural rubber used and guarantees that it is not mixed with non-certified material at any point in the supply chain.

» Electric

motorsport

ADAC is also a forerunner in electric motorsport, and is doing pioneering work together with Opel: Thanks to this cooperation, electric rally cars have been heading out onto the route since 2021. This season, they do so in the new ADAC Opel GSE Rally Cup, which sees competitors race against the clock in standard Opel Mokka GSE Rally cars. The 281-hp cars are not only demonstrating the joy of driving electric cars to a broad public, but also how suitable they are for competition in a dynamic environment. A joint project between the ADAC and Opel, the Cup is full of innovations, from the cars themselves to the charging infrastructure, which was developed specially for the series. This charging infrastructure uses the public power supply and green electricity generated from renewable sources.

» Bottle-Free Zone

Back in 2021, the ADAC and water technology company BWT launched the "Bottle-Free Zone" – a successful initiative to make events more sustainable. Under the motto "Change the world, sip by sip", free water dispensers in the paddock are reducing the amount of plastic waste and rendering the transport of drinking water unnecessary. Over the past four years, more than 1,400,000 plastic bottles have been saved this way. With the "Driving Change" campaign, BWT and the DTM are this season raising awareness of their joint efforts to increase sustainability.

» XT1: Motorsport of the future

Sustainability does not just mean implementing projects now, but also thinking into the future. The ADAC has developed an innovative concept for technical regulations for GT and touring car racing. With the XT1 concept, the ADAC is setting benchmarks for the motorsport of the future: open to technology, sustainable and series relevant. XT1 is completely rethinking drivetrain technology in motorsport. It allows fair competition between different types of drivetrain – whether combustion engines with e-fuels, or hydrogen, battery and fuel cells – in a "Battle of Technologies". The objective is a set of regulations, which combines equal opportunity and technical diversity.





DRIVING CHANGE

BWT and the ADAC are intensifying their partnership in the DTM, combining their strengths to make sporting events more sustainable. With the new joint initiative “Driving Change”, the water technology company and the racing series are sending a strong signal for sustainable solutions in the 2026 DTM season. “Driving Change” will accompany the full season and will be prominent at each of the eight race weekends through various different campaigns. The goal is to raise awareness of such issues as waste reduction and the conservation of natural resources.

Launched in 2021, the partnership between BWT and the ADAC racing series is based on the belief that high performance and environmental awareness can go hand in hand. DTM events serve as a platform, on which to allow people to see and experience innovative and sustainable solutions.



One central element of the partnership is the comprehensive infrastructure for mineralized drinking water at all DTM race weekends: a total of five public BWT water stations in the paddock and an additional 50 BWT water dispensers across the entire event site guarantee access to BWT Mineralized Water at all times. The focus is on an overall concept that is both innovative and sustainable: locally prepared and mineralized BWT water, enriched with magnesium, zinc and silicate, makes single-use plastic and glass bottles unnecessary, and thus considerably reduces waste and transport-related CO₂ emissions.

Reusable BWT Climate Bottles – also available as an exclusive DTM special edition – also offer fans a long-lasting, high-quality lifestyle product. Since the start of the partnership, the use of water dispensers at DTM and ADAC events has so far saved more than 1.4 million bottles.

BWT is also committed to supporting b.waterMISSION, a well construction project in Africa, to allow access to safe and clean drinking water. The Race Lap Award is directly linked to this project: for each race lap completed within the DTM, BWT and the ADAC make a financial donation to b.waterMISSION. The costs are borne by both partners, meaning the money raised from every lap goes to expanding the global drinking water supply.

THE ROAD TO DTM



In 2024, the ADAC launched its own successful youth development programme to allow talented young drivers to progress from karting to the DTM: the “Road to DTM”.

The “Road to DTM” concept uses synergy effects in various ADAC series to create a continuous youth development programme that runs right through to the top class, the DTM. Anchoring the programme in the German Kart Championship (DKM) and the BMW M2 Cup produces a clear route to the top: from the DKM to the BMW M2 Cup, ADAC GT4 Germany, the ADAC GT Masters, and finally the DTM. The respective winners of the “Road to DTM” classification in the various classes receive financial support, in the form of the entry fee for the next class up in the pyramid.

19-year-old Finn Wiebelhaus is proof that this method works. He is the first young driver since the programme’s introduction to complete the “Road to DTM” and earn promotion from the ADAC GT Masters to the DTM. This season, the Mustang driver lines up in the DTM for HRT Ford Performance.

From the BMW M2 Cup up, all “Road to DTM” events take place on a high-profile platform with live coverage. This allows the young racers to showcase their talent in a professional environment and to a large audience.



THE SCHAEFFLER INNOVATION TAXI

The future of motorsport, tearing up the DTM track with 640 hp

Schaeffler remains the DTM's innovation partner in 2026, which means the Schaeffler Innovation Taxi, complete with a new look, will again be at full throttle on the DTM support programme this year. With its integrated steer-by-wire system, which allows the driver to steer without a mechanical steering column, the 640-hp Audi R8 LMS GT2 is a race car featuring key technology on the road to autonomous driving.

Driven by former Formula 1 and Audi Sport driver Markus Winkelhock, the race taxi gathers valuable data on every lap. This is then used to develop the technology further. Since the 2024 season, the car has also been equipped with innovative rear-axle steering. The steering system, which Schaeffler supplies in large scale

to global automobile manufacturers, increases the manoeuvrability and stability of the car thanks to intelligent steering motions on the rear axle.

Another stand-out feature: the Schaeffler Innovation Taxi is run exclusively on synfuels. Synfuels are synthetic fuels manufactured using renewable energies, which do not have any fossil components and thus allow a CO₂-neutral operation of combustion engines. This means the Schaeffler Innovation Taxi – by far the most powerful sports car in the history of Audi's customer racing programme – can complete its laps in a climate neutral manner with the 5.2-litre V10 naturally aspirated motor. Schaeffler has been using the Audi R8 LMS GT2 to demonstrate innovative automobile technologies since the 2023 DTM season.

THE DTM ON TV

DTM fans can look forward to extensive high-class motorsport on linear television and online. In Germany, the ProSiebenSat.1 broadcasting group is now in its ninth year in a row as exclusive live TV partner of the DTM. ProSieben is broadcasting all 16 of the season's races live and in full on free-to-air TV, as well as online and free of charge on super streamer Joyn. The Joyn and ran digital platforms also provide extensive coverage with highlights, background stories and interviews. New to Joyn: an exclusive livestream of Fan-TV on the Saturday and Sunday of race weekends. From the first session of the morning to the last race in the evening, this services includes all the races, background stories and many interviews from the racetrack.

The tried-and-tested duo of Andrea Kaiser and Matthias Killing will present the programmes on ProSieben. Now in their fifth DTM season together, they will guide fans through the eight race weekends. Kaiser has worked for the station since 2009 and covers many sporting events. Killing, known as a long-time presenter of Sat.1 breakfast television, also has experience of the UEFA Champions League and the Europa League. The team welcomes on board a new commentator: Tobias Schimon will be on the mic for the races. The man from Nuremberg has gained a wealth of experience in the DTM environment in recent years, and will provide both expert and emotional live commentary. Offering their expert insights alongside Tobias Schimon in the commentary booth will be former champions Mike Rockenfeller and Maximilian Götz, as well as David Schumacher.

In Austria, ServusTV remains official TV partner of the DTM. The Salzburg-based station will

broadcast the races live or replay them in full, and will also show the DTM, ADAC GT Masters and ADAC GT4 Germany online on the streaming platform ServusTV On.

News station ntv offers even more coverage on free-to-air German TV. Eight episodes of the "PS – DTM kompakt" programme will show the best action from all 16 of this season's races. The show is broadcast on the Sunday evening of each race weekend and also includes interviews and exclusive insights behind the scenes of the DTM.

The DTM is broadcast live or replayed in full in more than 150 territories. Highlights are actually broadcast in just short of 200 territories. Important information on the respective stations can be found on the official DTM website, under "Streaming & TV". In regions without a TV partner, the races and highlights can be seen on the official DTM YouTube channel. In some territories, live content may be limited for contractual reasons.

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WINGS FOR LIFE

At this very moment, somebody somewhere in the world is suffering a spinal injury – more than half of these are caused by traffic accidents. A person's whole world is changed from one second to the next. For many of those affected, this means losing the use of their legs, or even their arms and hands – and a life of dependence upon support. Wings for Life wants to change all that. As a charitable foundation, Wings for Life supports promising research projects all over the world – with one clear goal: to find a cure for paraplegia. The DTM would like to support this goal. Since last season, Wings for Life has been the official charity partner of the DTM. Together, both partners want to raise awareness of this topic and to make it more visible – including at the racetrack.

THE WINGS FOR LIFE WORLD RUN

Run for those who can't: The Wings for Life World Run is a global charity event in aid of research into spinal injuries. Once a year since 2014, hundreds of thousands of people all over the world line up at the same time. 100% of all



entry fees and donations go directly to research and help to find a cure for paraplegia. Whether young or old, whether in a wheelchair, walking or a professional runner: participants of all running standards run side by side. Everyone is a winner, as they are running for those who can't. The race is over when the participants are reeled in by a moving finish line, the "Catcher Car". It sets off 30 minutes after the start, and gradually increases its speed. Using the Run app, participants can take part wherever they like and are spurred on by motivational encouragement through their headphones. The DTM is also involved in the Wings for Life World Run, and starts with its own "Team DTM". Anyone can be part of captain Kelvin van der Linde's team. Register now and run for a good cause on 10th May 2026: wings-forlifeworldrun.com

THE DTM TROPHY

The trophy they are all fighting for. Everyone wants to win it, but there can be only one.

The coveted DTM trophy was made for Europe's most renowned GT3 series in the 2023 season. Standing 80 centimetres tall, the trophy was handmade in Italy and took three weeks to produce.

The 20-kilogram trophy is made of artificial marble resin coated in carbon fibre. The names of all the previous DTM winners are engraved in the base of the trophy. The word Champion is cast brass with a golden finish, the DTM lettering is made of golden metallic resin.



2026 DTM GRID



NO.	NAT.	TEAM	CAR	NAT.	DRIVER
3		Schubert Motorsport	BMW M4 GT3 EVO		Kelvin van der Linde
7		Comtoyou Racing	Aston Martin Vantage AMR GT3 EVO		Nicki Thiim
8		Comtoyou Racing	Aston Martin Vantage AMR GT3 EVO		Nicolas Baert
10		Red Bull Team ABT	Lamborghini Temerario GT3		Marco Mapelli
11		Schubert Motorsport	BMW M4 GT3 EVO		Marco Wittmann
14		EMIL FREY RACING	Ferrari 296 GT3 EVO		Matteo Cairoli
16		Doerr Motorsport	McLaren 720S GT3 EVO		Timo Glock
19		TGI Team by GRT	Lamborghini Temerario GT3		Maximilian Paul
22		Mercedes-AMG Team Landgraf	Mercedes-AMG GT3 EVO		Lucas Auer
25		Doerr Motorsport	McLaren 720S GT3 EVO		Ben Dör
29		Land Motorsport	Porsche 911 GT3 R (992) EVO		Bastian Buus
36		HRT Ford Racing	Ford Mustang GT3 EVO		Arjun Maini
48		Mercedes-AMG Team MANN-FILTER	Mercedes-AMG GT3 EVO		Jules Gounon
63		TGI Team by GRT	Lamborghini Temerario GT3		Mirko Bortolotti
64		HRT Ford Racing	Ford Mustang GT3 EVO		Finn Wiebelhaus
69		EMIL FREY RACING	Ferrari 296 GT3 EVO		Thierry Vermeulen
80		Mercedes-AMG Team RAVENOL	Mercedes-AMG GT3 EVO		Maro Engel
84		Mercedes-AMG Team Landgraf	Mercedes-AMG GT3 EVO		Tom Kalender
90		Manthey	Porsche 911 GT3 R (992) EVO		Ricardo Feller
91		Manthey	Porsche 911 GT3 R (992) EVO		Thomas Preining
130		Red Bull Team ABT	Lamborghini Temerario GT3		Luca Engstler



LUCAS AUER

www.lucasauer.com



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Kufstein (AUT)	11.09.1994	St. Johann in Tirol (AUT)	1,70 m	60 kg

CAREER

- » 2026 DTM with Mercedes-AMG, 24h Daytona
- » 2025 DTM with Mercedes-AMG (P2), 12h Bathurst, 24h Daytona
- » 2024 DTM with Mercedes-AMG (P10), GT World Challenge Europe (P1)
- » 2023 DTM with Mercedes-AMG (P9)
- » 2022 DTM with Mercedes-AMG (P2), IMSA

WINS DTM

» 11

POLES DTM

» 14

PLACEMENT 2025

» 2

8 QUESTIONS FOR LUCAS AUER

- » The goal for the DTM season 2026:
To get the most out of our package
- » My team would say I'm the best at:
Trash talking
- » This must never be missing from my travel bag for DTM race weekends:
Helmet
- » My first memory of motorsport:
Karting back home
- » How I get into the race mindset:
A quick warm-up and then I'm ready to go
- » My talent outside the racetrack:
Skiing
- » This habit of mine gets on the team's nerves:
Good question...
- » This is my greatest strength as a racing driver:
Driving fast



@Luggiauer



@Lucas Auer



NICOLAS BAERT

www.nicolasbaert.com



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Grand-Leez (BEL)	08.08.2001	Braine- L'Alleud (BEL)	1,76 m	70 kg

CAREER

- » 2026 DTM with Aston Martin
- » 2025 DTM with Aston Martin (P24)
- » 2024 GT World Challenge Europe
- » 2023 GT World Challenge Europe
- » 2022 GT World Challenge Europe

WINS DTM

» 0

POLES DTM

» 0

PLACEMENT 2025

» 24

8 QUESTIONS FOR NICOLAS BAERT

- » The goal for the DTM season 2026:
Bring back a trophy for Comtoyou Racing!
- » My team would say I'm the best at:
Putting a smile on people's faces around me
- » This must never be missing from my travel bag for DTM race weekends:
My paddock pass
- » My first memory of motorsport:
Attending my first F1 race in Spa back in 2007
- » How I get into the race mindset:
Listening to music before I jump in the car
- » My talent outside the racetrack:
I'm a fast learner
- » This habit of mine gets on the team's nerves:
Forgetting my paddock pass
- » This is my greatest strength as a racing driver:
I adapt quickly to any conditions



@baertnicolas.be



@NicolasBaert08



@BaertNicolasBE



MIRKO BORTOLOTTI



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Vienna (AUT)	10.01.1990	Trento (ITA)	1,84 m	72 kg

CAREER

- » 2026 DTM with Lamborghini, GT World Challenge Endurance, 24h Nürburgring
- » 2025 DTM with Lamborghini, 24h Nürburgring, GT World Challenge Europe, IMSA
- » 2024 DTM with Lamborghini (P1), FIA WEC, GT World Challenge Europe, IMSA
- » 2023 DTM with Lamborghini (P2), FIA WEC, GT World Challenge Europe, IMSA
- » 2022 DTM with Lamborghini (P4), GT World Challenge Europe, IMSA, 12 Hours of Sebring, 24h Le Mans

WINS DTM

» 4

POLES DTM

» 8

PLACEMENT 2025

» 14

8 QUESTIONS FOR MIRKO BORTOLOTTI

- » The goal for the DTM season 2026:
To give the German powerhouses a run for their money
- » My team would say I'm the best at:
Ask them yourselves
- » This must never be missing from my travel bag for DTM race weekends:
A cap and sunglasses
- » My first memory of motorsport:
The DTM Alfa Romeo 155 V6 Ti
- » How I get into the race mindset:
A 30-minute pit walk
- » My talent outside the racetrack:
Poker
- » This habit of mine gets on the team's nerves:
I hope nothing
- » This is my greatest strength as a racing driver:
Adaptability



@mirkobortolotti



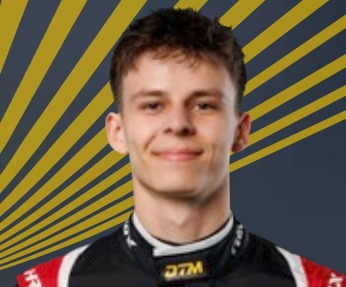
@Mirko Bortolotti Offic



@M_Bortolotti



BASTIAN BUUS



www.bastianbuus.dk

RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
	20.06.2003	Kolding (DKN)	1,87 m	74 kg

CAREER

- » 2026 DTM with Porsche, GT World Challenge Europe
- » 2025 24h Nürburgring
- » 2024 GT World Challenge Europe, GT World Challenge Asia
- » 2023 Porsche Mobil 1 Supercup
- » 2022 Porsche Mobil 1 Supercup

WINS DTM

» not started

POLES DTM

» not started

PLACEMENT 2025

» not started

8 QUESTIONS FOR BASTIAN BUUS

- » The goal for the DTM season 2026:
The aim is always to win!
- » My team would say I'm the best at:
This is something I have to clarify with them, haha
- » This must never be missing from my travel bag for DTM race weekends:
Headphones!
- » My first memory of motorsport:
My dad taking me to watch a DTM race as a kid
- » How I get into the race mindset:
Being by myself with my own thoughts and getting focused
- » My talent outside the racetrack:
I put all my focus on being good at racing... but for sure there are some undiscovered talents that I don't know about either
- » This habit of mine gets on the team's nerves:
At times, I can be very perfectionistic
- » This is my greatest strength as a racing driver:
Close battles and maintaining confidence!



@buus_bastian



@BastianBuus

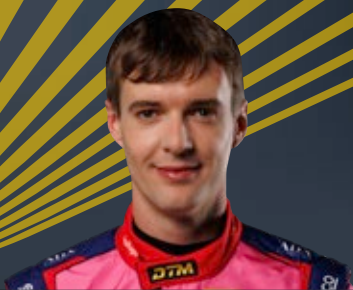


@buus_bastian



MATTEO CAIROLI

www.matteocairolit



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Monaco (MCO)	01.06.1996	Como (ITA)	1,77 m	68 kg

CAREER

- » 2026 DTM with Ferrari, GT World Challenge Europe
- » 2025 GT World Challenge Europe, European Le Mans Series, FIA WEC
- » 2024 GT World Challenge Europe, IMSA, European Le Mans Series, 24h Daytona
- » 2023 GT World Challenge Europe, FIA WEC, 24h Le Mans, 24h Nürburgring
- » 2022 GT World Challenge Europe, FIA WEC, 24h Daytona

WINS DTM

- » not started

POLES DTM

- » not started

PLACEMENT 2025

- » not started

8 QUESTIONS FOR MATTEO CAIROLI

- » The goal for the DTM season 2026:
Do the best I can in every race weekend
- » My talent outside the racetrack:
Restoring and cleaning
- » My team would say I'm the best at:
Hopefully driving
- » This habit of mine gets on the team's nerves:
Complain about the car
- » This must never be missing from my travel bag for DTM race weekends:
Underwear
- » This is my greatest strength as a racing driver:
Natural speed
- » My first memory of motorsport:
First podium in Mugello in my second race ever



@m_cairolit



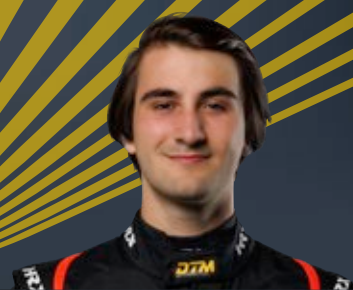
@Matteo Cairolit



@matteo_cairolit



BEN DÖRR



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Butzbach (DEU)	25.01.2005	Lich (DEU)	1,80 m	73 kg

CAREER

- » 2026 DTM with McLaren (P17), GT World Challenge, ADAC Nürburgring Langstrecken-Serie, 24h Nürburgring
- » 2025 DTM, 24h Nürburgring, ADAC Nürburgring Langstrecken-Serie, ADAC GT-Masters, 24h Spa
- » 2024 DTM with McLaren (P23), NLS, 24h Nürburgring
- » 2023 ADAC Nürburgring Langstrecken-Serie, 24h Nürburgring
- » 2022 ADAC GT4 Germany

WINS DTM

- » 0

POLES DTM

- » 1

PLACEMENT 2025

- » 17

8 QUESTIONS FOR BEN DÖRR

- » The goal for the DTM season 2026:
To achieve consistent results and make my way back onto the podium
- » How I get into the race mindset:
Having a relaxed chat with my team
- » My team would say I'm the best at:
Preparing the car on my own when it really counts
- » My talent outside the racetrack:
Making coffee with great attention to detail
- » This must never be missing from my travel bag for DTM race weekends:
My Kiwi bird, it's my personal lucky charm
- » This habit of mine gets on the team's nerves:
I often ask if everything is ready
- » My first memory of motorsport:
My father – he shaped my enthusiasm for racing
- » This is my greatest strength as a racing driver:
My calmness and composure



@ben_doerr_official



@bendoerr

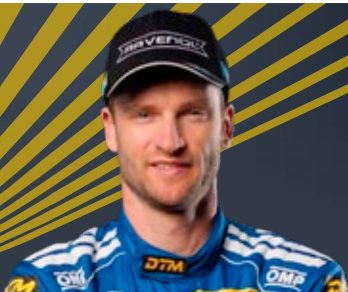


@ben_doerr



MARO ENGEL

www.maroengel.com



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Monaco (MCO)	27.08.1985	Munich (DEU)	1,80 m	70 kg

CAREER

- » 2026 DTM with Mercedes-AMG, ADAC Nürburgring Langstrecken-Serie, 24h Nürburgring, GT World Challenge Endurance and Sprint Cup, 12h Bathurst (P1), 24h Daytona, 24h Dubai
- » 2025 DTM with Mercedes-AMG (P3), GT World Challenge Europe
- » 2024 DTM with Mercedes-AMG (P3), GT World Cup Macau (P1), GT World Challenge Europe (P1)
- » 2023 DTM with Mercedes-AMG (P10), 24h Daytona (P1), 12h Bathurst, 12h Sebring
- » 2022 DTM with Mercedes-AMG (P12), Macau GT Cup (P1), 12h Bathurst, 24h Nürburgring, 12h Sebring, 24h Dubai

WINS DTM

» 2

POLES DTM

» 3

PLACEMENT 2025

» 3

8 QUESTIONS FOR MARO ENGEL

- » The goal for the DTM season 2026: Have fun, win races, and become champion
- » My team would say I'm the best at: Trying to engineer the car
- » This must never be missing from my travel bag for DTM race weekends: My headphones, so I can listen to the right music
- » My first memory of motorsport: DTM Norisring as a 6-year-old with my father
- » How I get into the race mindset: With the right music
- » My talent outside the racetrack: Football, billiard, table football
- » This habit of mine gets on the team's nerves: Getting into the car at the last minute
- » This is my greatest strength as a racing driver: Racing



@maroengel



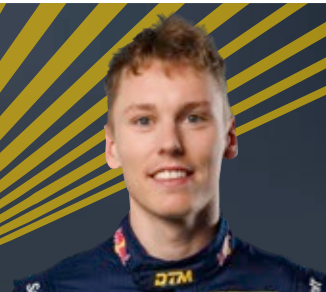
@maroengellofficial



@maroengel



LUCA ENGSTLER



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Kempton (DEU)	08.03.2000	Kempton (DEU)	1,80 m	72 kg

CAREER

- » 2026 DTM with Lamborghini, GT World Challenge Europe, 24h Nürburgring
- » 2025 DTM with Lamborghini (P12), GT World Challenge Europe, 24h Nürburgring
- » 2024 DTM with Lamborghini (P14), GT World Challenge Sprint Gold Cup (P1)
- » 2023 DTM with Audi (P24), 24h Spa
- » 2022 ADAC GT Masters with Audi, ADAC Nürburgring Langstrecken-Serie

WINS DTM

» 2

POLES DTM

» 0

PLACEMENT 2025

» 12

8 QUESTIONS FOR LUCA ENGSTLER

- » The goal for the DTM season 2026: To fight for the championship right until the end
- » My team would say I'm the best at: working hard
- » This must never be missing from my travel bag for DTM race weekends: Red Bull
- » My first memory of motorsport: My father
- » How I get into the race mindset: Simulator
- » My talent outside the racetrack: Football
- » This habit of mine gets on the team's nerves: Special requests
- » This is my greatest strength as a racing driver: Stamina



@luca_engstler



@luca_engstler



RICARDO FELLER

www.ricardofeller.ch



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Suhr (CHE)	01.06.2000	Aarau (CHE)	1,80 m	72 kg

CAREER

- » 2026 DTM with Porsche, 24h Nürburgring, GT World Challenge Europe, 12h Bathurst, IMSA
- » 2025 DTM with Audi (P11), 24h Nürburgring, GT World Challenge Europe, 24h Spa
- » 2024 DTM with Audi (P11), 24h Nürburgring (P1), GT World Challenge Europe, 12h Bathurst, 24h Spa, 24h Dubai
- » 2023 DTM with Audi (P3) GT World Challenge Europe (P1), 12h Bathurst, 9h Kyalami, 24h Spa
- » 2022 DTM with Audi (P15), 24h Spa

WINS DTM

» 3

POLES DTM

» 3

PLACEMENT 2025

» 11

8 QUESTIONS FOR RICARDO FELLER

- » The goal for the DTM season 2026:
To win the championship
- » This must never be missing from my travel bag for DTM race weekends:
My AirPods
- » My first memory of motorsport:
Driving a hire kart with my dad when I was a little boy
- » How I get into the race mindset:
By putting on my helmet
- » My talent outside the racetrack:
Sleeping
- » This habit of mine gets on the team's nerves:
I always turn up for appointments at the last minute
- » This is my greatest strength as a racing driver:
My composure



@ricardofeller1



@ricardofeller



TIMO GLOCK

www.timoglock.com



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Kreuzlingen (CHE)	18.03.1982	Lindenfels (DEU)	1,69 m	76 kg

CAREER

- » 2026 DTM with McLaren, NLS; 24h Nürburgring
- » 2025 DTM with McLaren (P23)
- » 2024 Porsche Supercup, 24h Nürburgring
- » 2023 Porsche Supercup
- » 2022 Italian GT
- » 2004, 2008-2012 Formula 1

WINS DTM

» 5

POLES DTM

» 6

PLACEMENT 2025

» 23

8 QUESTIONS FOR TIMO GLOCK

- » The goal for the DTM season 2026:
To consistently achieve better results than in the 2025 season and establish myself among the front-runners
- » My team would say I'm the best at:
Precise car analysis and providing constructive, actionable feedback
- » This must never be missing from my travel bag for DTM race weekends:
My helmet
- » My first memory of motorsport:
A mix of noise, smell, and fascination. An experience that made an immediate impression
- » How I get into the race mindset:
I listen to specific music
- » My talent outside the racetrack:
Skiing—also a perfect combination of technique, body awareness, and speed
- » This habit of mine gets on the team's nerves:
They say I tend to make my radio messages very detailed, which sometimes takes a little more time
- » This is my greatest strength as a racing driver:
My mental toughness—never give up!



@realglocktimo



@timoglockofficial



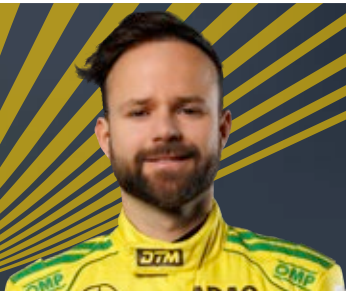
@realTimoGlock



@timoglock



JULES GOUNON



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Anyós (AND)	31.12.1994	Aubenas (FRA)	1,83 m	77 kg

CAREER

- » 2026 DTM with Mercedes-AMG, 24h Nürburgring, GT World Challenge Europe, FIA WEC
- » 2025 DTM with Mercedes-AMG (P9), FIA WEC
- » 2024 DTM with Mercedes-AMG (P21), GT World Challenge Europe
- » 2023 24h Daytona, 24h Spa, 12h Bathurst (P1), GT World Challenge Europe
- » 2022 ADAC GT Masters with Mercedes-AMG, 24h Spa (P1), 12h Bathurst (P1), 9h Kyalami (P1), GT World Challenge Europe (P1), 24h Nürburgring, 24h Dubai, 12h Sebring

WINS DTM

» 0

POLES DTM

» 1

PLACEMENT 2025

» 9

8 QUESTIONS FOR JULES GOUNON

- » The goal for the DTM season 2026:
Have no regrets by giving it all
- » How I get into the race mindset:
I wake up already in race mode!
- » My team would say I'm the best at:
Charming the mamba
- » My talent outside the racetrack:
Sports which requires agility
- » This must never be missing from my travel bag for DTM race weekends:
A pillow as the german hotel pillows are...
- » This habit of mine gets on the team's nerves:
My feet moving under the table during briefings
- » My first memory of motorsport:
Watching my dad racing in Le Mans 2005
- » This is my greatest strength as a racing driver:
Doing a full push Qualifying lap



@jules_gounon



@JULES.GOUNON.3

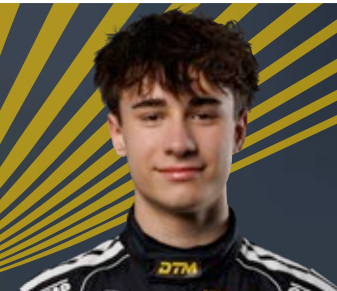


@JULESGounon



TOM KALENDER

www.tom-kalender.de



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Hamm Sieg (DEU)	27.03.2008	Kirchen (DEU)	1,82 m	69 kg

CAREER

- » 2026 DTM with Mercedes-AMG, GT World Challenge Europe
- » 2025 DTM with Mercedes-AMG, 24h Spa, 24h Fuji
- » 2024 ADAC GT Masters (P1), GT World Challenge Europe
- » 2023 ADAC Formel 4 Junior Team
- » 2022 Deutsche Kart-Meisterschaft

WINS DTM

» 0

POLES DTM

» 0

PLACEMENT 2025

» 21

8 QUESTIONS FOR TOM KALENDER

- » The goal for the DTM season 2026:
To put the experience from last season to good use and go on the attack
- » How I get into the race mindset:
Preparing mentally and physically – that's how I find my focus
- » My team would say I'm the best at:
Playing padel
- » My talent outside the racetrack:
Annoying Teachers
- » This must never be missing from my travel bag for DTM race weekends:
Helmet
- » This habit of mine gets on the team's nerves:
Being late
- » My first memory of motorsport:
The first time on the kart track
- » This is my greatest strength as a racing driver:
Wheel to Wheel battles



@tomkalender_



@tom_kalender



ARJUN MAINI

www.arjunmaini36.com



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Troisdorf (DEU)	10.12.1997	Bangalore (IND)	1,70 m	65 kg

CAREER

- » 2026 DTM, GT World Challenge Europe, NLS
- » 2025 DTM with Ford (P15), GT World Challenge Europe, NLS
- » 2024 DTM with Mercedes-AMG (P7), 24h Spa, GT World Challenge Europe
- » 2023 DTM with Mercedes-AMG (P20), GT World Challenge Europe
- » 2022 DTM with Mercedes-AMG (P19), GT World Challenge Europe

WINS DTM

» 0

POLES DTM

» 1

PLACEMENT 2025

» 15

8 QUESTIONS FOR ARJUN MAINI

- » The goal for the DTM season 2026:
Race wins and Podiums
- » My talent outside the racetrack:
Non existent
- » My team would say I'm the best at:
Complaining on the radio
- » This habit of mine gets on the team's nerves:
Very picky with my seat position and always need the perfect seat
- » This must never be missing from my travel bag for DTM race weekends:
Contact Lenses
- » This is my greatest strength as a racing driver:
Adaptability
- » My first memory of motorsport:
Watching my father race
- » How I get into the race mindset:
Heavy Metal!



@arjunmainiofficial



@arjunmainiracer

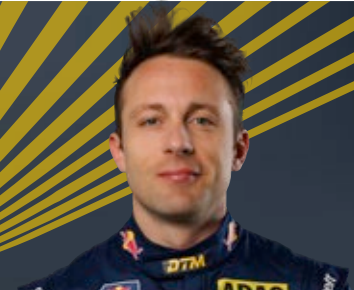


@ArjunMaini



MARCO MAPELLI

www.marcomapelli.net



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Lugano (ITA)	01.08.1987	Seregno (ITA)	1,77 m	70 kg

CAREER

- » 2026 DTM with Lamborghini; 12h Bathurst; GT World Challenge Europe
- » 2025 24h Nürburgring, GT World Challenge Europe
- » 2024 24h Nürburgring, GT World Challenge Asia
- » 2023 ADAC GT Masters with Lamborghini
- » 2022 ADAC GT Masters with Lamborghini

WINS DTM

» not started

POLES DTM

» not started

PLACEMENT 2025

» not started

8 QUESTIONS FOR MARCO MAPELLI

- » The goal for the DTM season 2026:
Bring back ABT\Lamborghini where it belongs
- » My talent outside the racetrack:
Focusing when I feel the pain while training, the more pain the more focus
- » My team would say I'm the best at:
Making everyone smile
- » This habit of mine gets on the team's nerves:
Never saying that the car is good, only OK or fine
- » This must never be missing from my travel bag for DTM race weekends:
Training clothes
- » This is my greatest strength as a racing driver:
Unwavering Commitment
- » My first memory of motorsport:
My first international go kart win in 2001
- » How I get into the race mindset:
Talking with the right person at right time



@MARCOMAPELLI



@MARCOMAPELLI



MAXIMILIAN PAUL

www.maximilianpaul-racing.com

RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Dresden (DEU)	14.02.2000	Dresden (DEU)	1,83 m	79 kg

CAREER

- » 2026 DTM with Lamborghini, GT World Challenge, 24h Nürburgring
- » 2025 DTM with Lamborghini (P19), GT World Challenge Europe
- » 2024 DTM with Lamborghini (P18)
- » 2023 DTM with Lamborghini (P21), ADAC GT Masters with Lamborghini, GT World Challenge Europe
- » 2022 ADAC GT Masters with Lamborghini

WINS DTM

» 1

POLES DTM

» 1

PLACEMENT 2025

» 19

8 QUESTIONS FOR MAXIMILIAN PAUL

- » The goal for the DTM season 2026:
To rack up as many wins as possible with our new Temerario. Deep down, we're all working towards the DTM title. I've got the best team for the job
- » My team would say I'm the best at:
We'll find out what they say by the end of the year
- » This must never be missing from my travel bag for DTM race weekends:
My helmet
- » My first memory of motorsport:
The vibration of the 2-stroke minikart engine as I did my first laps
- » How I get into the race mindset:
Always ready – there's nothing to get in the mood for
- » My talent outside the racetrack:
Thai boxing
- » This habit of mine gets on the team's nerves:
Always wanting to know everything
- » This is my greatest strength as a racing driver:
Technical understanding



@maximilianpaul_



THOMAS PREINING

www.thomaspreining.com

RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Linz (AUT)	21.07.1998	Linz (AUT)	1,82 m	67 kg

CAREER

- » 2026 DTM with Porsche, 24h Nürburgring, GT World Challenge Europe, IMSA
- » 2025 DTM with Porsche (P4), 24h Nürburgring, GT World Challenge Europe, 24h Dubai, 24h Spa
- » 2024 DTM with Porsche (P5), 24h Nürburgring, 24h Spa
- » 2023 DTM with Porsche (P1), 12h Bathurst, 24h Nürburgring, 24h Spa, GT World Challenge Europe
- » 2022 DTM with Porsche (P5), 24h Nürburgring, 24h Spa

WINS DTM

» 8

POLES DTM

» 5

PLACEMENT 2025

» 4

8 QUESTIONS FOR THOMAS PREINING

- » The goal for the DTM season 2026:
To become champion
- » My team would say I'm the best at:
Getting everything right at the right moment in qualifying
- » This must never be missing from my travel bag for DTM race weekends:
My own pillow
- » My first memory of motorsport:
Going karting with my family and friends
- » How I get into the race mindset:
I don't really do that—I just drive
- » My talent outside the racetrack:
You'd have to look really hard for that...
- » This habit of mine gets on the team's nerves:
Unfortunately, I can often be found at the snack bar
- » This is my greatest strength as a racing driver:
Overtaking maneuvers in a head-to-head battle.



@thomaspreining



@thomaspreining



NICKI THIIM

www.teamthiim.com



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Dubai (UAE)	14.07.1989	Sonderborg (DNK)	1,88 m	110 kg

CAREER

- » 2026 DTM with Aston Martin
- » 2025 DTM with Lamborghini (P18), GT World Challenge Europe, 24h Nürburgring
- » 2024 DTM with Lamborghini (P13), GT World Challenge Europe, 24h Nürburgring, 24h Spa (P1)
- » 2023 GT World Challenge Europe, 24h Nürburgring, IMSA
- » 2022 DTM with Lamborghini (P30), GT World Challenge Europe, 24h Nürburgring, IMSA, FIA WEC

WINS DTM

» 1

POLES DTM

» 1

PLACEMENT 2025

» 18

8 QUESTIONS FOR NICKI THIIM

- » The goal for the DTM season 2026: Driving for the Championship
- » My first memory of motorsport: Diepholz DTM 1995
- » My team would say I'm the best at: Zookeeper
- » How I get into the race mindset: 1000 Push ups and some orange juice
- » This must never be missing from my travel bag for DTM race weekends: Helmet
- » This habit of mine gets on the team's nerves: Prank in the Pit Box



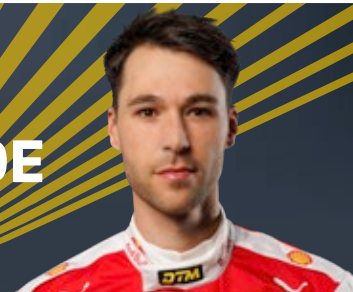
@nickithiim



@Nicki Thiim



KELVIN VAN DER LINDE



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Bregenz (AUT)	20.06.1996	Johannesburg (ZAF)	1,83 m	75 kg

CAREER

- » 2026 DTM with BMW
- » 2025 24h Nürburgring (P1), GT World Challenge Europe
- » 2024 DTM with Audi (P2)
- » 2023 DTM with Audi (P8), 24h Spa
- » 2022 DTM with Audi (P9), 24h Nürburgring (P1)

WINS DTM

» 8

POLES DTM

» 9

PLACEMENT 2025

» not started

8 QUESTIONS FOR KELVIN VAN DER LINDE

- » The goal for the DTM season 2026: DTM Champion
- » How I get into the race mindset: Music
- » My team would say I'm the best at: Typing radio messages to my engineer
- » My talent outside the racetrack: Part-time padel pro (self-proclaimed)
- » This must never be missing from my travel bag for DTM race weekends: Plenty of white socks
- » This habit of mine gets on the team's nerves: I'm very well-behaved
- » My first memory of motorsport: my father as a BMW works driver in South Africa in the early 2000s
- » This is my greatest strength as a racing driver: My all-round package



@kelvinvanderlinde



@elvinvanderlindeofficial



@kelvinvdlinde



@vdlbros



THIERRY VERMEULEN

www.thierryvermeulen.com



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Monaco (MCO)	29.07.2002	Venlo (NLD)	1,78 m	69 kg

CAREER

» 2026 DTM with Ferrari, GT World Challenge Europe, NLS, GT World Challenge Asia

» 2025 DTM with Ferrari (P10), GT World Challenge Europe, 24h Spa

» 2024 DTM with Ferrari (P15), GT World Challenge Europe

» 2023 DTM with Ferrari (P16), GT World Challenge Europe

» 2022 ADAC GT Masters with Audi

WINS DTM

» 0

POLES DTM

» 3

PLACEMENT 2025

» 10

8 QUESTIONS FOR THIERRY VERMEULEN

» The goal for the DTM season 2026:
Win the DTM championship

» My team would say I'm the best at:
Wanting more

» This must never be missing from my travel bag for DTM race weekends:
My Contact lenses

» My first memory of motorsport:
A1 Grand Prix in Brands Hatch

» How I get into the race mindset:
Reaction games and warming up

» My talent outside the racetrack:
Driving the rental car

» This habit of mine gets on the team's nerves:
Always wanting more

» This is my greatest strength as a racing driver:
Work ethic and team work



@thierryvermeulen



FINN WIEBELHAUS



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Obertshausen (DEU)	03.05.2006	Offenbach am Main (DEU)	1,80 m	65 kg

CAREER

» 2026 DTM with Ford , GT World Challenge Europe

» 2025 ADAC GT Masters (P1) , GT World Challenge Europe

» 2024 ADAC GT Masters

» 2023 Italian F4 Championship, French F4 Championship

» 2022 Karting, German X30 Junior Champion

WINS DTM

» 0

POLES DTM

» 0

PLACEMENT 2025

» not started

8 QUESTIONS FOR FINN WIEBELHAUS

» The goal for the DTM season 2026:
Win the Rookie Championship and consistently finish in the top ten

» My team would say I'm the best at:
Being on time

» This must never be missing from my travel bag for DTM race weekends:
My own breakfast

» My first memory of motorsport:
Watching Formula 1 with my dad

» How I get into the race mindset:
Listening to music and doing a good warm-up

» My talent outside the racetrack:
Making good coffee

» This habit of mine gets on the team's nerves:
My many questions

» This is my greatest strength as a racing driver:
My ability to execute things well and adapt quickly in the car



@finn_wiebelhaus



@finn_wiebelhaus



MARCO WITTMANN

www.marco-wittmann.de



RESIDENCE	BIRTHDAY	PLACE OF BIRTH	HEIGHT	WEIGHT
Fürth (DEU)	24.11.1989	Fürth (DEU)	1,79 m	72 kg

CAREER

» 2026 DTM with BMW

» 2025 DTM with BMW (P5)

» 2024 DTM with BMW (P12), FIA WEC

» 2023 DTM with BMW (P8), 24h Spa (P1), 24h Nürburgring, GT World Challenge Europe, IMSA

» 2022 DTM with BMW (P4), IMSA, 24h Nürburgring

WINS DTM

» 19

POLES DTM

» 15

PLACEMENT 2025

» 5

8 QUESTIONS FOR MARCO WITTMANN

» The goal for the DTM season 2026:
The third DTM title

» This must never be missing from my travel bag for DTM race weekends:
Team kit, protein bars, iPad

» How I get into the race mindset:
Ten minutes beforehand, I'm fully focused and concentrated

» My talent outside the racetrack:
Skiing

» This habit of mine gets on the team's nerves:
My punctuality. Typical German, isn't it!

» This is my greatest strength as a racing driver:
Consistency and ambition



@Wittmannracing



@Marco Wittmann Official



DTM TEAMS

2026




SCHUBERT MOTORSPORT








@Schubert_Motorsport
@SchubertMotorsport
@SchubertMotorsport

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TEAMMANAGEMENT

- » Team Founder Torsten Schubert
- » Teamchef Torsten Schubert
- » Teammanager Florian Rinkes
- » Technical Manager Florian Rinkes
- » Founding year 1999

DTM SUCCESSES

- » First start 2022
- » Pole-Positions 7
- » Wins 12

5 QUESTIONS FOR SCHUBERT MOTORSPORT

- » Our goals for 2026: We've got a strong driver line-up and, alongside the team title, we naturally want to clinch the drivers' title too
- » What helps us most when things get hectic in the pits: Torsten Schubert, with his calm demeanor and his coffee mug
- » How we get into the right focus just before the start: The whole team high-fives each other, and we mentally prepare for the race
- » What keeps the mood high in the garage: The right music and the odd quip from the mechanics
- » What the drivers do that gets on our nerves: That remains our secret
- » How we celebrate a victory: A beer at the track and a barbecue in the workshop the following Monday

COMTOYOU RACING



@comtoyouracing

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TEAMMANAGEMENT

- » Team Founder Jean Michel Baert
- » Teamchef Francois Verbist
- » Teammanager Mario Schuhbauer
- » Technical Manager Pietro Speronello
- » Founding year 2006

DTM SUCCESSES

- » First start 2025
- » Pole-Positions 1
- » Wins 0

5 QUESTIONS FOR COMTOYOU RACING

- » Our goals for 2026: Secure Aston Martin's first DTM victory
- » What helps us most when things get hectic in the pits: Keeping our cool
- » What keeps the mood high in the garage: Good music
- » What the drivers do that gets on our nerves: Being late

RED BULL TEAM ABT



@abtmotorsport



@abtmotorsport

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- » Teamchef Thomas Biermaier
- » Teammanager Bastian Nossek
- » Technical Manager Leon Wippersteg
- » Founding year 1991

DTM SUCCESSES

- » First start 2000
- » Pole-Positions 92
- » Wins 78

5 QUESTIONS FOR RED BULL TEAM ABT

- » Our goals for 2026: be right at the front more often. And not just once for a nice photo, but on a regular basis
- » What helps us most when things get hectic in the pits: one person speaks, everyone listens. And then we just get on with it. It works surprisingly well
- » How we get into the right focus just before the start: Good music!
- » What keeps the mood high in the garage: Good coffee. Fast drivers. Fast cars. The order is flexible
- » What the drivers do that gets on our nerves: Turning up late!
- » How we celebrate a victory: Let yourself be surprised ;-)

EMIL FREY RACING



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TEAMMANAGEMENT

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- » Teamchef Lorenz Frey-Hilti
- » Teammanager Dominic Etter
- » Technical Manager Jürg Flach
- » Founding year 1965

DTM SUCCESSES

- » First start 2023
- » Pole-Positions 11
- » Wins 6

5 QUESTIONS FOR EMIL FREY RACING

- » Our goals for 2026: Win the championship title – and enjoy every lap along the way!
- » How we get into the right focus just before the start:
A quick team briefing, final checks – and then everyone switches into their own ‘race mode’
- » What keeps the mood high in the garage: Success on the track – and a team that can laugh together even in stressful moments
- » What the drivers do that gets on our nerves:
When they show too much love for the curbs
- » How we celebrate a victory: First, professionally: Back up the data, check the car.
And then we toast together—as a team, because everyone played their part

DOERR MOTORSPORT



@doerr_motorsport



@doerrmotorsport



@doerrgroup

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- » Teammanager Axel Funke
- » Technical Manager Volker Strycek
- » Founding year 1999

DTM SUCCESSES

- » First start 2024
- » Pole-Positions 1
- » Wins 0

5 QUESTIONS FOR DOERR MOTORSPORT GMBH

- » Our goals for 2026: Consistency and strong performance in the top five, and hopefully competing for podium finishes
- » What helps us most when things get hectic in the pits: Clear, well-rehearsed procedures and a cool head. Trust that everyone knows what they're supposed to do
- » How we get into the right focus just before the start: Take a deep breath and block out everything else. The only thing that matters in our minds is what happens in the next few minutes
- » What keeps the mood high in the garage: When everything works exactly as we planned
- » What the drivers do that gets on our nerves:
That only happens with other teams—what was the question again?
- » How we celebrate a victory: We can't say yet, but we guarantee it will be loud

TGI TEAM BY GRT



@grasserracingteam



@grasserracingteam

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TEAMMANAGEMENT

- » Team Founder: Gottfried Grasser
- » Teamchef: Gottfried Grasser
- » Teammanager: Elisabeth Grasser
- » Technical Manager: Gottfried Grasser
- » Founding year: 2011

DTM SUCCESSES

- » First start: 2022
- » Pole-Positions: 4
- » Wins: 4

5 QUESTIONS FOR TGI TEAM BY GRT

- » Our goals for 2026: Plenty of champagne showers, trophies for our showroom, and the big trophy in October
- » What helps us most when things get hectic in the pits: A pep talk from the boss (Gottfried)
- » How we get into the right focus just before the start: Warm up, breathe, go through the checklists
- » What keeps the mood high in the garage: A race win, a 6-second pit stop, Austro-pop, Schlager music, coffee, and dark humor
- » What the drivers do that gets on our nerves: Nothing but love for our drivers!
- » How we celebrate a victory: Tears of joy, jumping for joy, cheers, kisses, hugs, and sometimes beer.

MERCEDES-AMG TEAM WINWARD RACING



@winwardeurope



@Winward Europe



@winwardracing

Mercedes-AMG Team MANN-FILTER (#48) and Mercedes-AMG Team RAVENOL (#80)

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TEAMMANAGEMENT

- » Team Founder: Christian Hohenadel
- » Teamchef: Christian Hohenadel
- » Teammanager: Steve Buschmann
- » Technical Manager: Thomas Gleibs
- » Founding year: 2019

DTM SUCCESSES

- » First start: 2021
- » Pole-Positions: 8
- » Wins: 5

5 QUESTIONS FOR MERCEDES-AMG TEAM WINWARD RACING

- » Our goals for 2026: To secure pole position as often as possible and then bring the car home to win. On top of that: to maintain our pit stop performance at 2025 levels – or better
- » What helps us most when things get hectic in the pits: Having clear responsibilities and working very focused on our respective tasks. And always thinking as a team
- » How we get into the right focus just before the start: Each in their own way. One goes quiet, another cracks a few jokes to ease the nerves. And some of the drivers? Headphones on, their own world
- » What keeps the mood high in the garage: DJ Markus at the jukebox keeps the mood up. Whether it's 30 degrees or pouring with rain – when the playlist's on, the pit's on. Always on point
- » What the drivers do that gets on our nerves: "The car feels different." If, even after asking three times, no one knows exactly what that means, things get competitive
- » How we celebrate a victory: With the people who've been with us all the way. Cheers, hugs, pats on the back – letting it all out. Suddenly a beer appears from somewhere, gets cracked open and passed round. And then that grin – it stays. Because everyone knows exactly how much hard work has just crossed the finish line

LAND-MOTORSPORT



@landmotorsport



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- » Teammanager Christian Land
- » Technical Manager Achim Becker
- » Founding year 1990

DTM SUCCESSES

- » First start 2025
- » Pole-Positions 0
- » Wins 1

5 QUESTIONS FOR LAND-MOTORSPORT

- » Our goals for 2026: Ideally, of course, to build on the upward trend from last season
- » What helps us most when things get hectic in the pits: Keeping our cool regardless. Most of the time, that works
- » How we get into the right focus just before the start: By taking it easy and trying to avoid pressure
- » What keeps the mood high in the garage: The mechanics' favourite music
- » What the drivers do that gets on our nerves: Being late
- » How we celebrate a victory: Always in style. It's a huge weight off everyone's mind

HRT FORD RACING



@haupttracingteam



@haupttracingteam



@haupttracingteam

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- » Teammanager Julia Neuburg
- » Technical Manager Laurent Fedacou
- » Founding year 2020

DTM SUCCESSES

- » First start 2021
- » Pole-Positions 3
- » Wins 6

5 QUESTIONS FOR HRT FORD RACING

- » Our goals for 2026: A few champagne stains on our team gear
- » What helps us most when things get hectic in the pits: A third hand and nerves of steel
- » How we get into the right focus just before the start: Check tire pressure, get our heart rates up, ignore any doubts
- » What keeps the mood high in the garage: Good coffee and bad jokes
- » What the drivers do that gets on our nerves: When the "butt-o-meter" just won't match the data
- » How we celebrate a victory: A win? Why just one? We want several...

MERCEDES-AMG TEAM LANDGRAF



@landgraf_group



@Landgraf Motorsport

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TEAMMANAGEMENT

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» Teamchef Klaus Landgraf
» Teammanager Nicolas Heinz
» Technical Manager Dennis Nägele
» Founding year 2018

DTM SUCCESSES

» First start 2023
» Pole-Positions 3
» Wins 3

5 QUESTIONS FOR MERCEDES-AMG TEAM LANDGRAF

- » Our goals for 2026: Minimise mistakes, maintain consistency and get the most out of the season
- » What helps us most when things get hectic in the pits: keeping our cool, communicating clearly and relying on our well-rehearsed procedures – after all, panic doesn't set fast lap times
- » How we get into the right focus just before the start: Final checks, clear instructions and then full focus on the essentials – from then on, only performance counts
- » What keeps the mood high in the garage: A strong team, good-natured humour and the odd light-hearted quip – even in professional motorsport, there's room for a laugh
- » What the drivers do that gets on our nerves: When, after a top lap, they're still hunting for that last tenth – but that's exactly why we love them
- » How we celebrate a victory: With the whole team, plenty of emotion and a cold drink – before it's back to focusing on the next goal

MANTHEY



@manthey_racing



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» Managing Directors Nicolas & Martin Raeder
» Head of Racing Patrick Arkenau
» Founding year 1996

DTM SUCCESSES

» First start 2001
» Pole-Positions 4
» Wins 12

5 QUESTIONS FOR MANTHEY

- » Our goals for 2026: We want to build on our successes of recent years and have a right good time doing it!
- » What helps us most when things get hectic in the pits: Our trust in one another
- » How we get into the right focus just before the start: With our consistent, well-rehearsed procedures
- » What keeps the mood high in the garage: A team member who's always in a good mood
- » What the drivers do that gets on our nerves: Turning up late for engineering meetings or media appointments
- » How we celebrate a victory: With a proper swig of Veltins 0.0%

THE SUPER SPORTS CARS IN THE 2026 DTM

ASTON MARTIN VANTAGE GT3 EVO

Manufacturer:	Aston Martin	Chassis:	Aluminum
Engine:	V8 twin turbo	Weight ¹ :	N/A
Capacity:	4.000 cc	First start:	2025
Horsepower:	approx. 540 hp	Wins:	0
Torque:	over 700 Nm	Poles:	1
Transmission:	Six-speed sequential, paddle shift		



BMW M4 GT3 EVO

Manufacturer:	BMW Motorsport GmbH	Chassis:	N/A
Engine:	Straight six-cylinder turbo	Weight ¹ :	1.265 kg
Capacity:	2.993 cc	First start:	2022
Horsepower:	approx. 590 hp	Wins:	14
Torque:	N/A	Poles:	10
Transmission:	Xtrac six-speed gearbox, paddle shift		



FERRARI 296 GT3 EVO

Manufacturer:	Ferrari	Chassis:	Aluminum
Engine:	V6 turbo	Weight ¹ :	1.250 kg
Capacity:	2.992 cc	First start:	2023
Horsepower:	approx. 600 hp	Wins:	6
Torque:	710 Nm	Poles:	11
Transmission:	Six-speed sequential, paddle shift		



FORD MUSTANG GT3 EVO

Manufacturer:	Ford	Chassis:	N/A
Engine:	V8 naturally aspirated	Weight ¹ :	N/A
Capacity:	5.400 cc	First start:	2025
Horsepower:	550–600 hp	Wins:	0
Torque:	N/A	Poles:	0
Transmission:	Six-speed, sequential motorsport gearbox		



LAMBORGHINI TEMERARIO GT3

Manufacturer:	Lamborghini Squadra Corse	Chassis:	Aluminum
Engine:	V8 twin-turbo	Weight ¹ :	1.300 kg
Capacity:	4.000 cc	First start:	2026
Horsepower:	585 hp	Wins:	0
Torque:	N/A	Poles:	0
Transmission:	Six-speed, transverse-mounted gearbox		



MERCEDES-AMG GT3 EVO

Manufacturer:	Mercedes-AMG GmbH/HWA GmbH	Chassis:	Aluminum
Engine:	V8 naturally aspirat	Weight ¹ :	1.285 kg
Capacity:	6.208 cc	First start:	2021
Horsepower:	550 hp	Wins:	19
Torque:	650 Nm	Poles:	13
Transmission:	Six-speed sequential, paddle		



MCLAREN 720S GT3

Manufacturer:	McLaren	Chassis:	Carbon
Engine:	V8 twin turbo	Weight ¹ :	N/A
Capacity:	3.994 cc	First start:	2024
Horsepower:	approx. 720 hp	Wins:	0
Torque:	N/A	Poles:	1
Transmission:	Six-speed, sequential motorsport gearbox		



PORSCHE 911 GT3 R EVO (992)

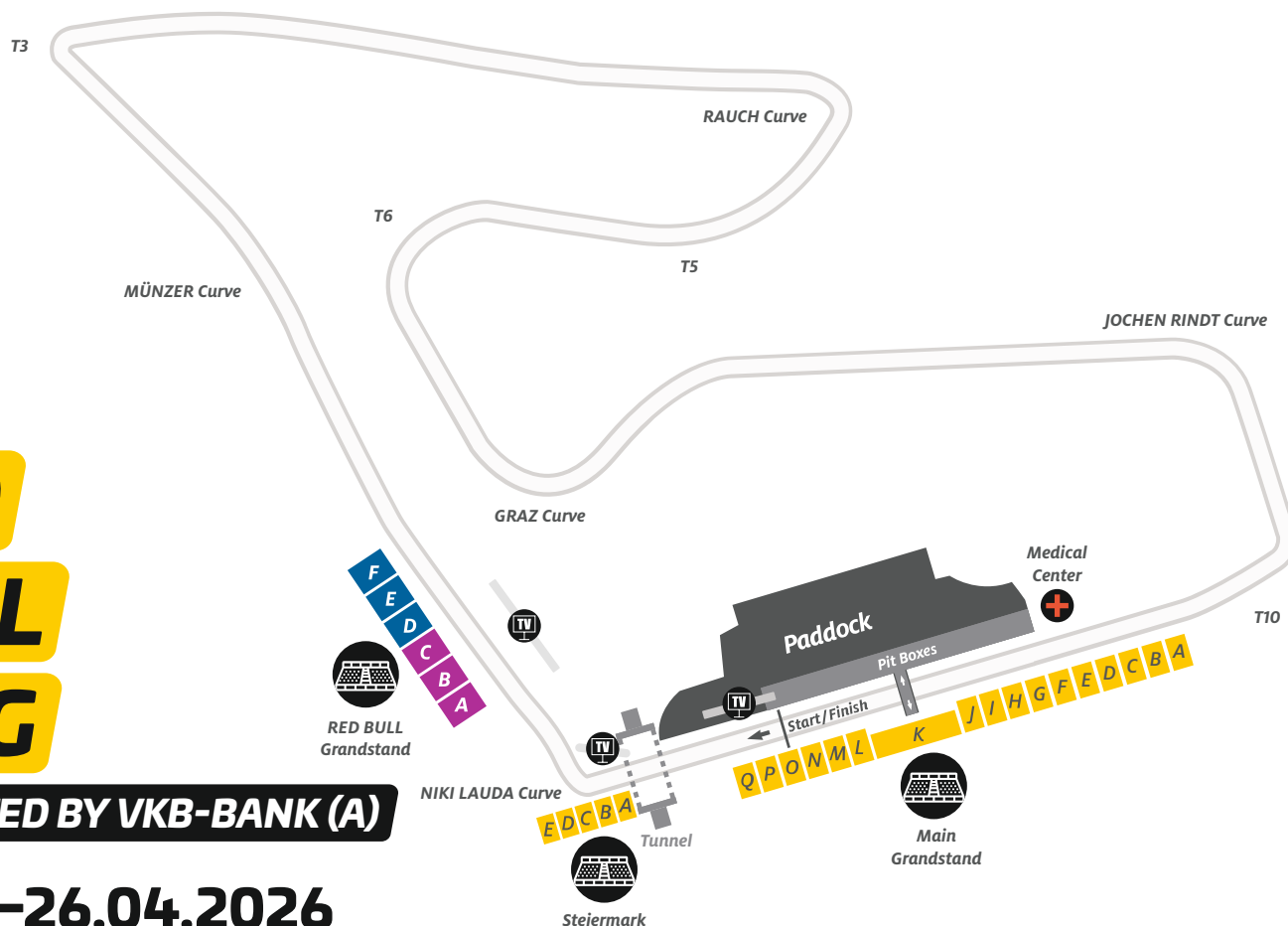
Manufacturer:	Porsche AG	Chassis:	Aluminum-Steel
Engine:	Six-cylinder Boxer	Weight ¹ :	1.265 kg
Capacity:	4.194 cc	First start:	2023
Horsepower:	approx. 565 hp	Wins:	12
Torque:	N/A	Poles:	6
Transmission:	Six-speed sequential, paddle shift		

¹Homologation weight

RED BULL RING

PRESENTED BY VKB-BANK (A)

24.04.-26.04.2026



» Circuit length
4,326 kilometres

» Contact

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» Statistics

DTM qualifying record (GT3-car):
 René Rast | 1:27,671 Min.
 Schubert Motorsport | BMW M4 GT3
 2023 | Qualifying 2

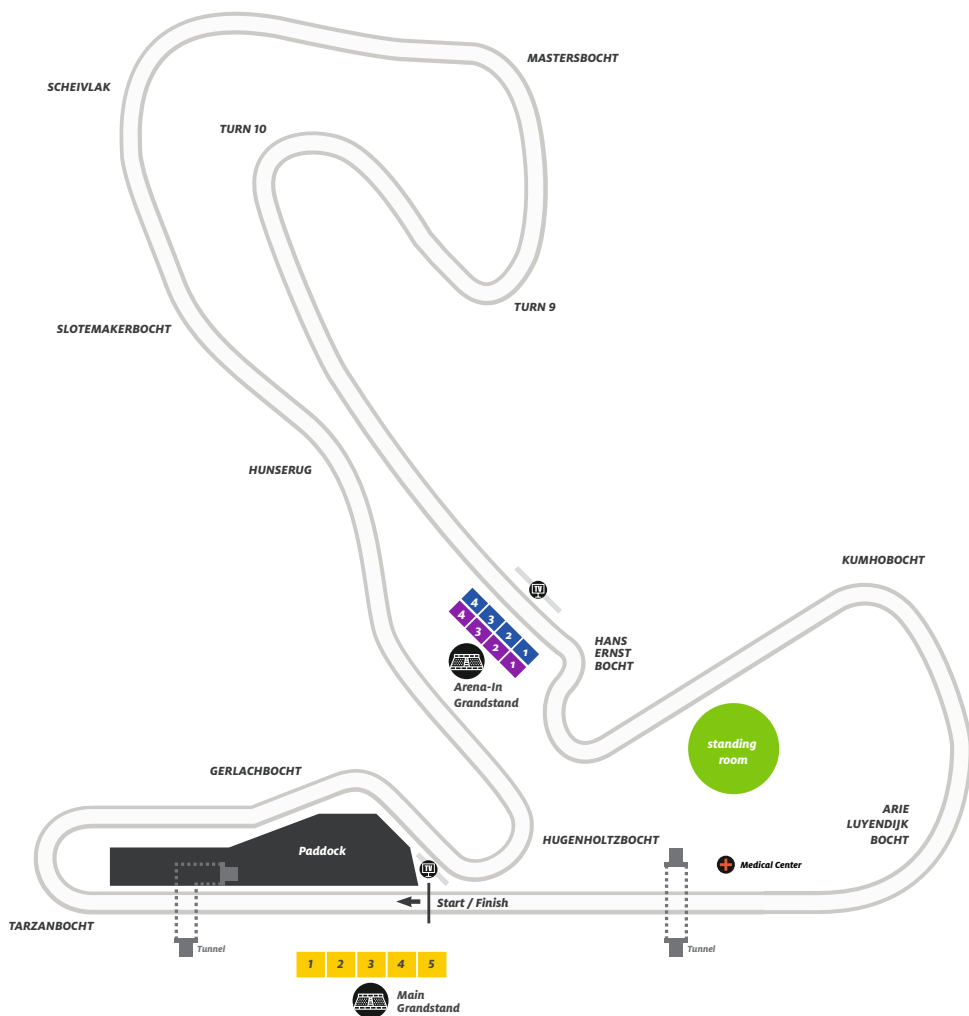
DTM lap record (GT3-car):
 Sheldon van der Linde | 1:28,465 Min.
 Schubert Motorsport | BMW M4 GT3
 2023 | Race 2

Year	Race	Driver
2025	#1	René Rast (BMW)
	#2	Ricardo Feller (Audi)
2024	#1	Mirko Bortolotti (Lamborghini)
	#2	René Rast (BMW)
2023	#1	Kelvin van der Linde (Audi)
	#2	René Rast (BMW)
2022	#1	Nick Cassidy (Ferrari)
	#2	Thomas Preining (Porsche)
2021	#1	Liam Lawson (Ferrari)
	#2	Liam Lawson (Ferrari)
2018	#1	René Rast (Audi)
	#2	René Rast (Audi)
2017	#1	Mattias Ekström (Audi)
	#2	René Rast (Audi)
2016	#1	Marco Wittmann (BMW)
	#2	Timo Glock (BMW)
2015	#1	Edoardo Mortara (Audi)
	#2	Mattias Ekström (Audi)
2014	#1	Marco Wittmann (BMW)
2013	#1	Bruno Spengler (BMW)
2012	#1	Edoardo Mortara (Audi)
2011	#1	Martin Tomczyk (Audi)
2003	#1	Marcel Fässler (Mercedes)
2002	#1	Marcel Fässler (Mercedes)
2001	#1	Bernd Schneider (Mercedes)

CIRCUIT

ZANDVOORT (NL)

22.05.-24.05.2026



» Circuit length
4,259 kilometres

» Contact

Circuit Zandvoort

📍 Burgermeester van Alphenstraat 108

NL-2041 KP Zandvoort

☎ +31 23 574 07 40

@ info@circuitzandvoort.nl

🌐 circuitzandvoort.nl

» Statistics

DTM qualifying record (GT3-car):

Jack Aitken | 1:31,762 Min.

Emil Frey Racing

Ferrari 296 GT3

2024 | Qualifying 1

DTM lap record (GT3-car):

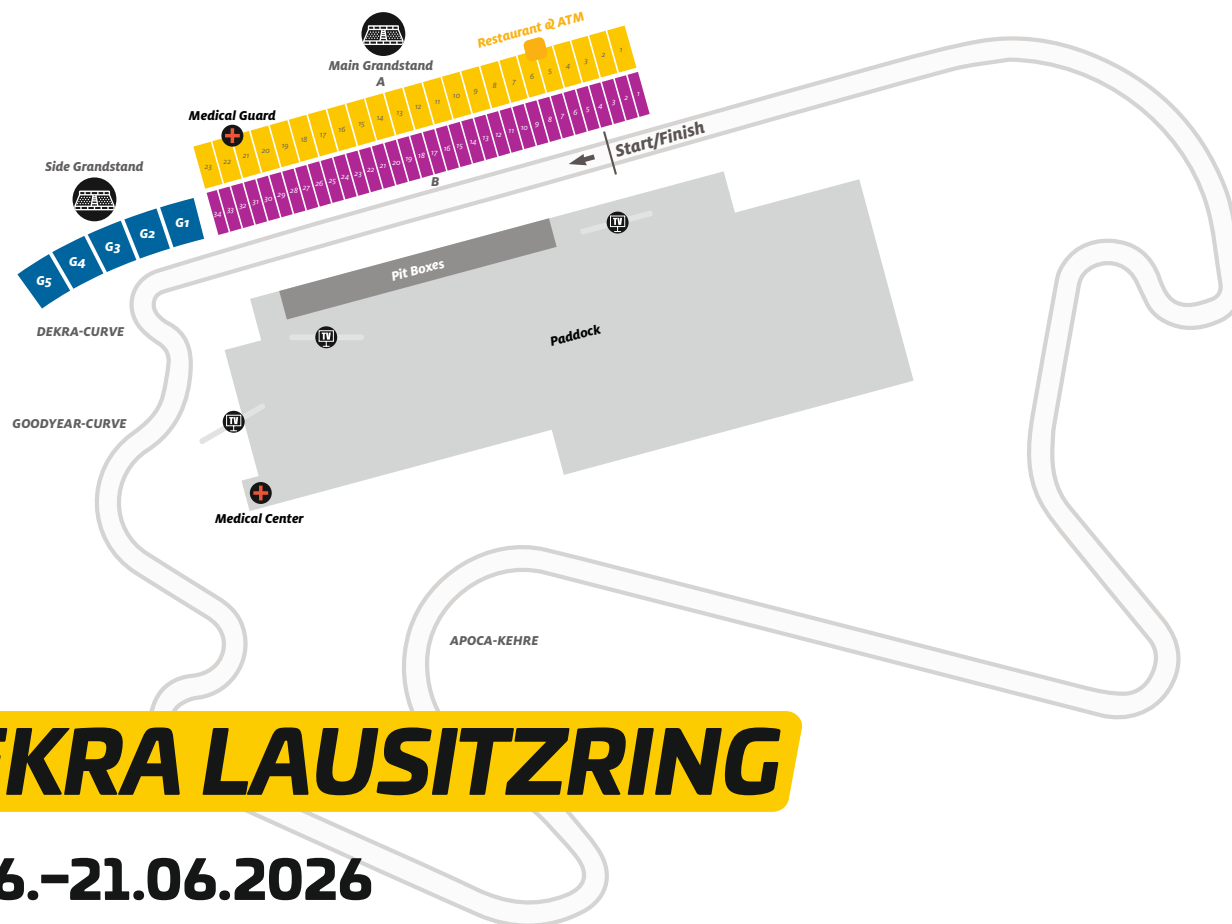
Ben Dörr | 1:33,614 Min.

Dörr Motorsport

McLaren 720S GT3 Evo

2024 | Race 1

Year	Race	Driver
2025	#1	Ayhancan Güven (Porsche)
	#2	René Rast (BMW)
2024	#1	Jack Aitken (Ferrari)
	#2	Marco Wittmann (BMW)
2023	#1	Maro Engel (Mercedes)
	#2	Ricardo Feller (Audi)
2018	#1	Gary Paffett (Mercedes)
	#2	René Rast (Audi)
2017	#1	Timo Glock (BMW)
	#2	Mike Rockenfeller (Audi)
2016	#1	Robert Wickens (Mercedes)
	#2	Jamie Green (Audi)
2015	#1	Marco Wittmann (BMW)
	#2	António Félix da Costa (BMW)
2014	#1	Mattias Ekström (Audi)
2013	#1	Augusto Farfus (BMW)
2012	#1	Edoardo Mortara (Audi)
2011	#1	Mike Rockenfeller (Audi)
2010	#1	Gary Paffett (Mercedes)
2009	#1	Gary Paffett (Mercedes)
2008	#1	Mattias Ekström (Audi)
2007	#1	Martin Tomczyk (Audi)
2006	#1	Tom Kristensen (Audi)
2005	#1	Gary Paffett (Mercedes)
2004	#1	Mattias Ekström (Audi)



DEKRA LAUSITZRING

19.06.-21.06.2026

» Circuit length
3,478 kilometres

» Contact

Dekra Lausitzring
 📍 Lausitzallee 1
 D-01998 Klettwitz
 ☎ +49 35 75 43 37 33
 @ lausitzring@dekra.com
 🌐 dekra-lausitzring.de

» Statistics

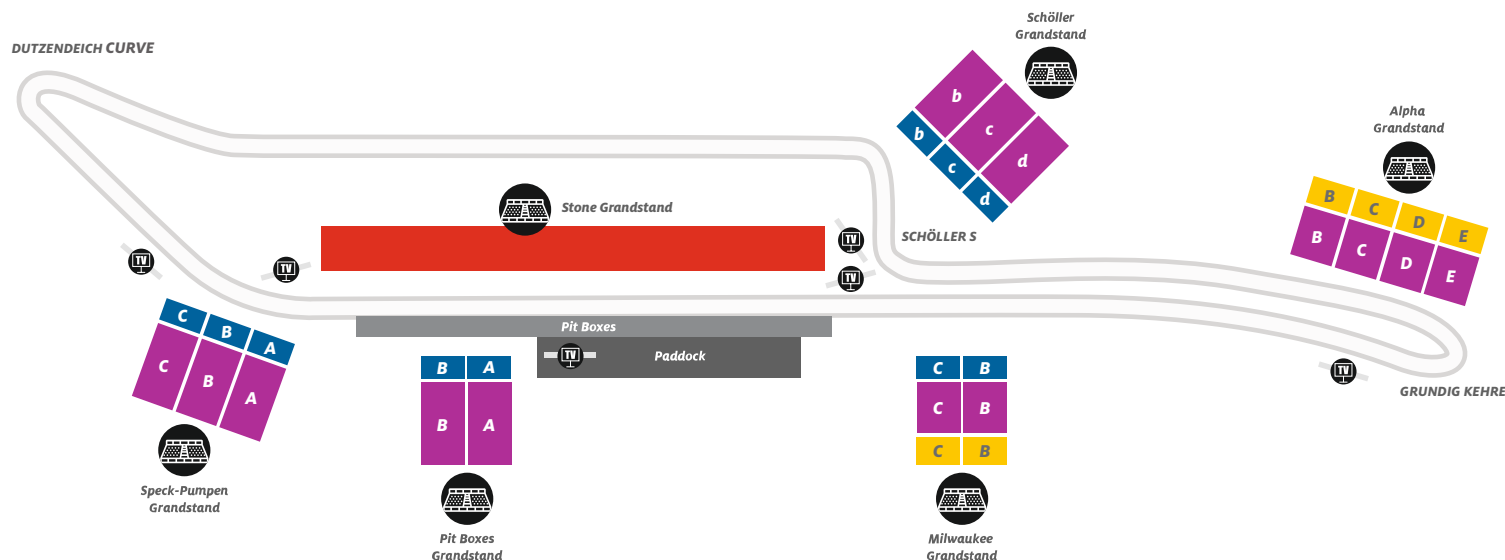
DTM qualifying record (GT3-car):
 Lucas Auer | 1:19,827 Min.
 Mercedes-AMG Team Landgraf
 Mercedes-AMG GT3
 2025 | Qualifying 1

DTM lap record (GT3-car):
 Jack Aitken | 1:20,875 Min.
 Emil Frey Racing | Ferrari 296 GT3
 2023 | Race 1

Year	Race	Driver
2025	#1	Lucas Auer (Mercedes-AMG)
	#2	Jack Aitken (Ferrari)
2024	#1	Kelvin van der Linde (Audi)
	#2	Thomas Preining (Porsche)
2023	#1	Jack Aitken (Ferrari)
	#2	Mirko Bortolotti (Lamborghini)
2022	#1	Sheldon van der Linde (BMW)
	#2	Sheldon van der Linde (BMW)
2021	#1	Philip Ellis (Mercedes)
	#2	Maximilian Götz (Mercedes)
2020	#1	Nico Müller (Audi)
	#2	René Rast (Audi)
	#3	René Rast (Audi)
	#4	Lucas Auer (BMW)
2019	#1	Nico Müller (Audi)
	#2	René Rast (Audi)
2018	#1	Edoardo Mortara (Mercedes)
	#2	Gary Paffett (Mercedes)
2017	#1	Lucas Auer (Mercedes)
	#2	Jamie Green (Audi)
2016	#1	Miguel Molina (Audi)
	#2	Lucas Auer (Mercedes)
2015	#1	Jamie Green (Audi)
	#2	Jamie Green (Audi)
2014	#1	Pascal Wehrlein (Mercedes)
2013	#1	Gary Paffett (Mercedes)
2012	#1	Bruno Spengler (BMW)
2011	#1	Martin Tomczyk (Audi)
2010	#1	Bruno Spengler (Mercedes)
2009	#1	Gary Paffett (Mercedes)
2008	#1	Paul di Resta (Mercedes)
2007	#1	Mika Häkkinen (Mercedes)
2006	#1	Bernd Schneider (Mercedes)
2005	#1	Gary Paffett (Mercedes)
	#2	Mattias Ekström (Audi)
2004	#1	Mattias Ekström (Audi)
2003	#1	Bernd Schneider (Mercedes)
2002	#1	Bernd Schneider (Mercedes)
2001	#1	Peter Dumbreck (Mercedes)

NORISRING

03.07.–05.07.2026



» Circuit length
2,162 kilometres

» Contact

MCN MotorSportClub Nürnberg GmbH

Beuthener Straße 41

D-90471 Nürnberg

+49 911 59 70 51

info@norisring.de

norisring.de

» Statistics

DTM qualifying record (GT3-car):

Jordan Pepper | 0:48,467 Min.

TGI Team Lamborghini by GRT

Lamborghini Huracán GT3 Evo2

2025 | Qualifying 1

DTM lap record (GT3-car):

Nicki Thiim | 0:49,141 Min.

SSR Performance

Lamborghini Huracán GT3 Evo

2024 | Race 2

Thomas Preining | 0:49,141 Min.

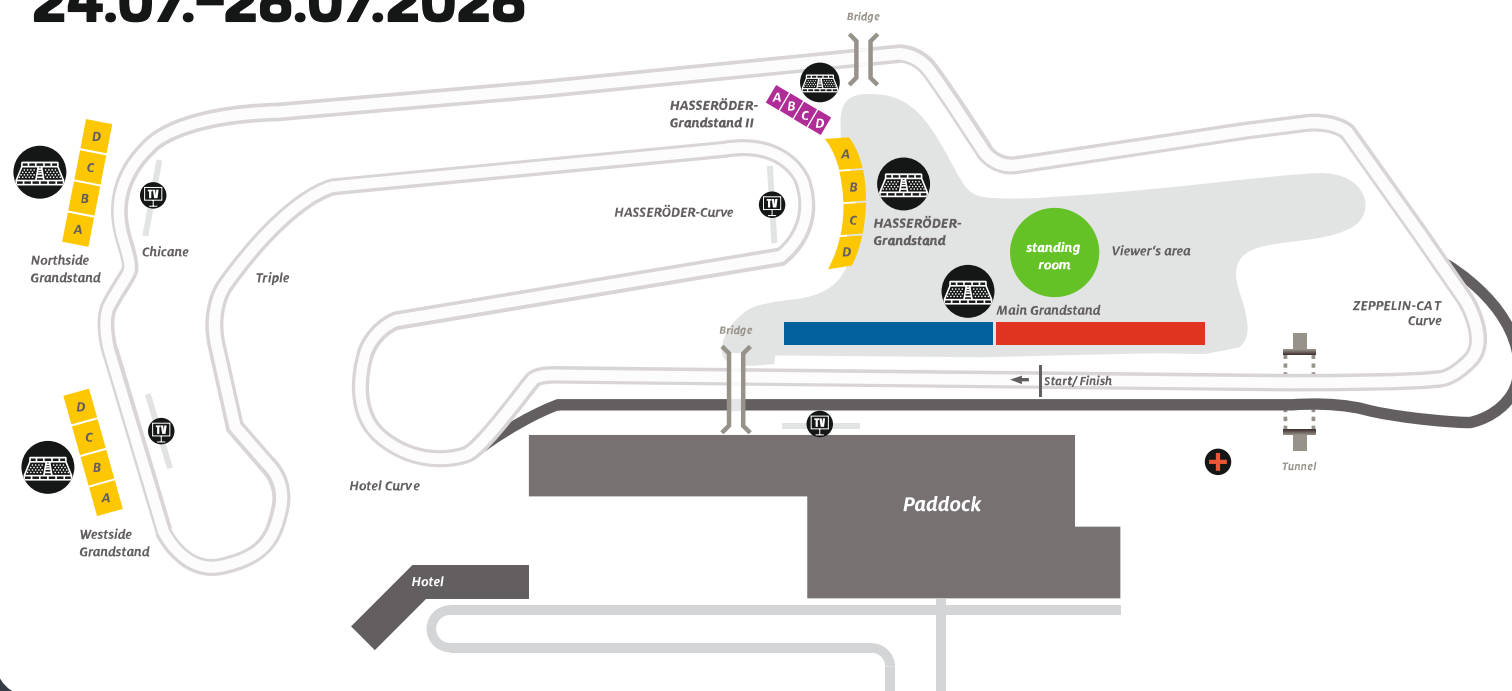
Manthey EMA | Porsche 911 GT3 R

2025 | Race 2

Year	Race	Driver
2025	#1 #2	Jordan Pepper (Lamborghini) Thomas Preining (Porsche)
2024	#1 #2	René Rast (BMW) Nicki Thiim (Lamborghini)
2023	#1 #2	Sheldon van der Linde (BMW) Thomas Preining (Porsche)
2022	#1 #2	Thomas Preining (Porsche) Felipe Fraga (Ferrari)
2021	#1 #2	Maximilian Götz (Mercedes-AMG) Maximilian Götz (Mercedes-AMG)
2019	#1 #2	René Rast (Audi) Bruno Spengler (BMW)
2018	#1 #2	Edoardo Mortara (Mercedes) Marco Wittmann (BMW)
2017	#1 #2	Bruno Spengler (BMW) Maxime Martin (BMW)
2016	#1 #2	Edoardo Mortara (Mercedes) Nico Müller (Audi)
2015	#1 #2	Pascal Wehrlein (Mercedes) Robert Wickens (Mercedes)
2014	#1	Robert Wickens (Mercedes)
2013	#1	– (Ausschluss M. Ekström)
2012	#1	Jamie Green (Mercedes)
2011	#1	Bruno Spengler (Mercedes)
2010	#1	Jamie Green (Mercedes)
2009	#1	Jamie Green (Mercedes)
2008	#1	Jamie Green (Mercedes)
2007	#1	Bruno Spengler (Mercedes)
2006	#1	Bruno Spengler (Mercedes)
2005	#1	Gary Paffett (Mercedes)
2004	#1	Gary Paffett (Mercedes)
2003	#1	Christijan Albers (Mercedes)
2002	#1	Laurent Aiello (Abt-Audi)
2001	#1	Uwe Alzen (Mercedes)
2000	#1 #2	Joachim Winkelhock (Opel) Bernd Schneider (Mercedes)

MOTORSPORT ARENA OSCHERSLEBEN

24.07.-26.07.2026



» Circuit length
3,667 kilometres

» Contact

Motorsport Arena Oschersleben GmbH
 📍 Motopark Allee 20-22
 D-39387 Oschersleben
 ☎ +49 3949 92 00
 ✉ info@motorsportarena.com
 🌐 motorsportarena.com

» Statistics

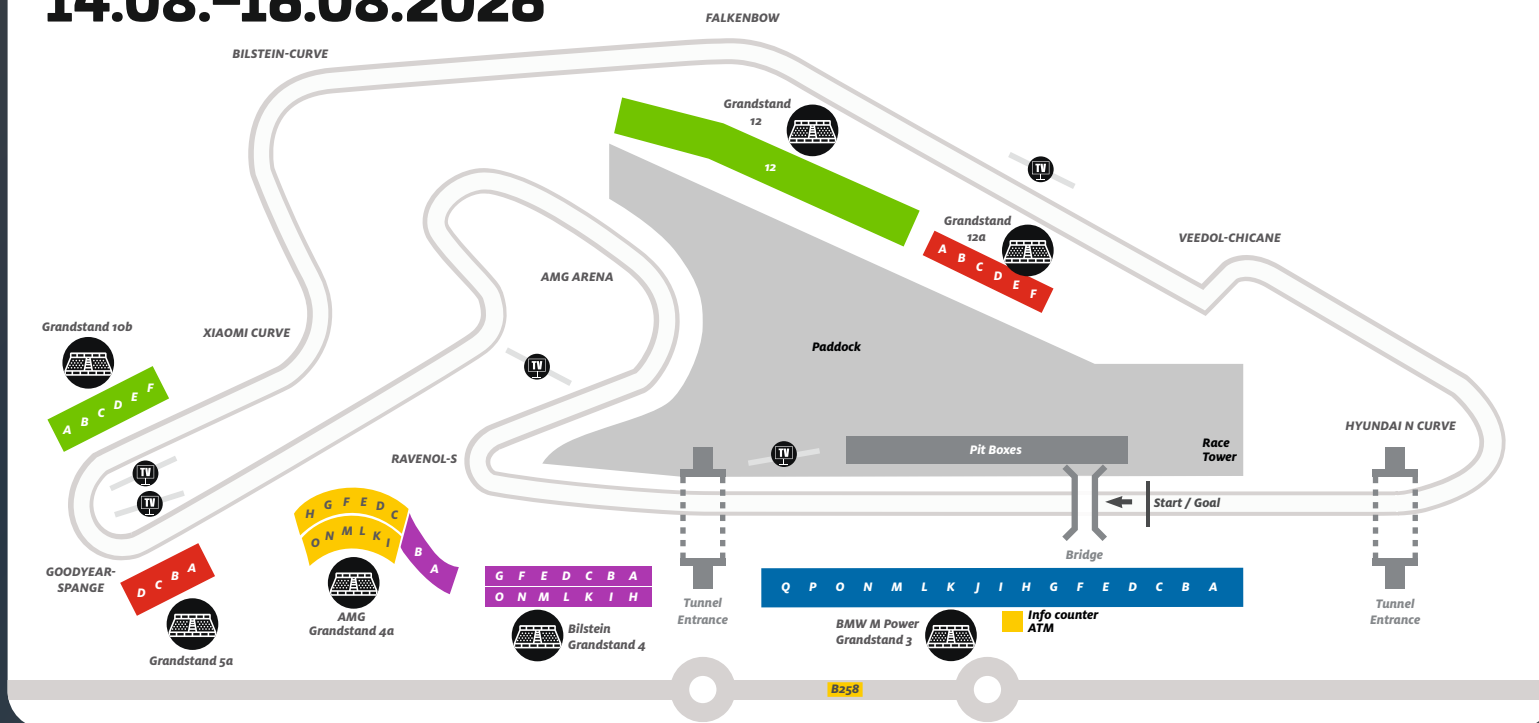
DTM qualifying record (GT3-car):
 Lucas Auer | 1:21,004 Min.
 Mercedes-AMG Team Landgraf
 Mercedes-AMG GT3
 2025 | Qualifying 1

DTM lap record (GT3-car):
 Ayhançan Güven | 1:22,629 Min.
 Team75 Motorsport | Porsche 911 GT3 R
 2023 | Race 1

Year	Race	Driver
2024	#1	Lucas Auer (Mercedes-AMG)
	#2	Ayhançan Güven (Porsche)
2024	#1	Jack Aitken (Ferrari)
	#2	Luca Engstler (Lamborghini)
2023	#1	Franck Perera (Lamborghini)
	#2	Christian Engelhart (Porsche)
2015	#1	Timo Glock (BMW)
	#2	Tom Blomqvist (BMW)
2014	#1	Christian Vietoris (Mercedes)
2013	#1	Augusto Farfus (BMW)
2012	#1	Bruno Spengler (BMW)
2011	#1	Mattias Ekström (Audi)
2010	#1	Paul di Resta (Mercedes)
2009	#1	Timo Scheider (Audi)
2008	#1	Timo Scheider (Audi)
2007	#1	Gary Paffett (Mercedes)
2006	#1	Tom Kristensen (Audi)
2005	#1	Gary Paffett (Mercedes)
2004	#1	Tom Kristensen (Audi)
2001	#1	Marcel Fässler (Mercedes)
2000	#1	Manuel Reuter (Opel)
	#2	Manuel Reuter (Opel)
	#3	Uwe Alzen (Opel)
	#4	Bernd Schneider (Mercedes)

NÜRBURGRING

14.08.-16.08.2026



» Circuit length
3,629 kilometres

» Contact

Nürburgring 1927 GmbH & Co. KG
 📍 Otto-Flimm-Straße
 D-53520 Nürburg
 ☎ +49 2691 30 20
 @ info@nuerburgring.de
 🌐 nuerburgring.de

» Statistics

DTM qualifying record (GT3-car):
 Mirko Bortolotti | 1:25,118 Min.
 SSR Performance
 Lamborghini Huracán GT3 Evo2
 2023 | Qualifying 1

DTM lap record (GT3-car):
 René Rast | 1:26,309 Min.
 Schubert Motorsport | BMW M4 GT3 Evo
 2025 | Race 2

Year	Race	Driver
2024	#1	Jack Aitken (Ferrari)
	#2	René Rast (BMW)
2024	#1	Kelvin van der Linde (Audi)
	#2	Sheldon van der Linde (BMW)
2023	#1	Mirko Bortolotti (Lamborghini)
	#2	Maximilian Paul (Lamborghini)
2022	#1	Sheldon van der Linde (BMW)
	#2	Luca Stolz (Mercedes-AMG)
2021	#1	Kelvin van der Linde (Audi)
	#2	Alexander Albon (Ferrari)
2020	#1	Nico Müller (Audi)
	#2	Robin Frijns (Audi)
	#3	Robin Frijns (Audi)
	#4	Nico Müller (Audi)
2019	#1	René Rast (Audi)
	#2	Jamie Green (Audi)
2018	#1	René Rast (Audi)
	#2	René Rast (Audi)
2017	#1	Lucas Auer (Mercedes)
	#2	Robert Wickens (Mercedes)
2016	#1	Marco Wittmann (BMW)
	#2	Edoardo Mortara (Mercedes)
2015	#1	Maxime Martin (BMW)
	#2	Miguel Molina (Audi)
2014	#1	Marco Wittmann (BMW)
2013	#1	Robert Wickens (Mercedes)
2012	#1	Bruno Spengler (BMW)
2011	#1	Mattias Ekström (Audi)
2010	#1	Bruno Spengler (Mercedes)
2009	#1	Martin Tomczyk (Audi)
2008	#1	Bernd Schneider (Mercedes)
2007	#1	Martin Tomczyk (Audi)
2006	#1	Bruno Spengler (Mercedes)
2005	#1	Mattias Ekström (Audi)
2004	#1	Gary Paffett (Mercedes)
2003	#1	Christijan Albers (Mercedes)
	#2	Laurent Aiello (Abt-Audi)
2002	#1	Uwe Alzen (Mercedes)
2001	#1	Laurent Aiello (Abt-Audi)
	#2	Laurent Aiello (Abt-Audi)
2000	#1	Bernd Schneider (Mercedes)
	#2	Bernd Schneider (Mercedes)
	#3	Manuel Reuter (Opel)
	#4	Manuel Reuter (Opel)

SACHSENRING

11.09.-13.09.2026

» Circuit length
3,645 kilometres

» Contact

Sachsenring/ADAC Sachsen

📍 Logistik-Zentrum Sachsenring

Am Sachsenring 9

D-09353 Oberlungwitz

☎ +49 351 44 33 190

@ info@sachsenring-circuit.com

🌐 sachsenring-circuit.com

» Statistics

DTM qualifying record (GT3-car):

Jordan Pepper | 1:16,826 Min.

TGI Team Lamborghini by GRT

Lamborghini Huracán GT3 Evo2

2025 | Qualifying 1

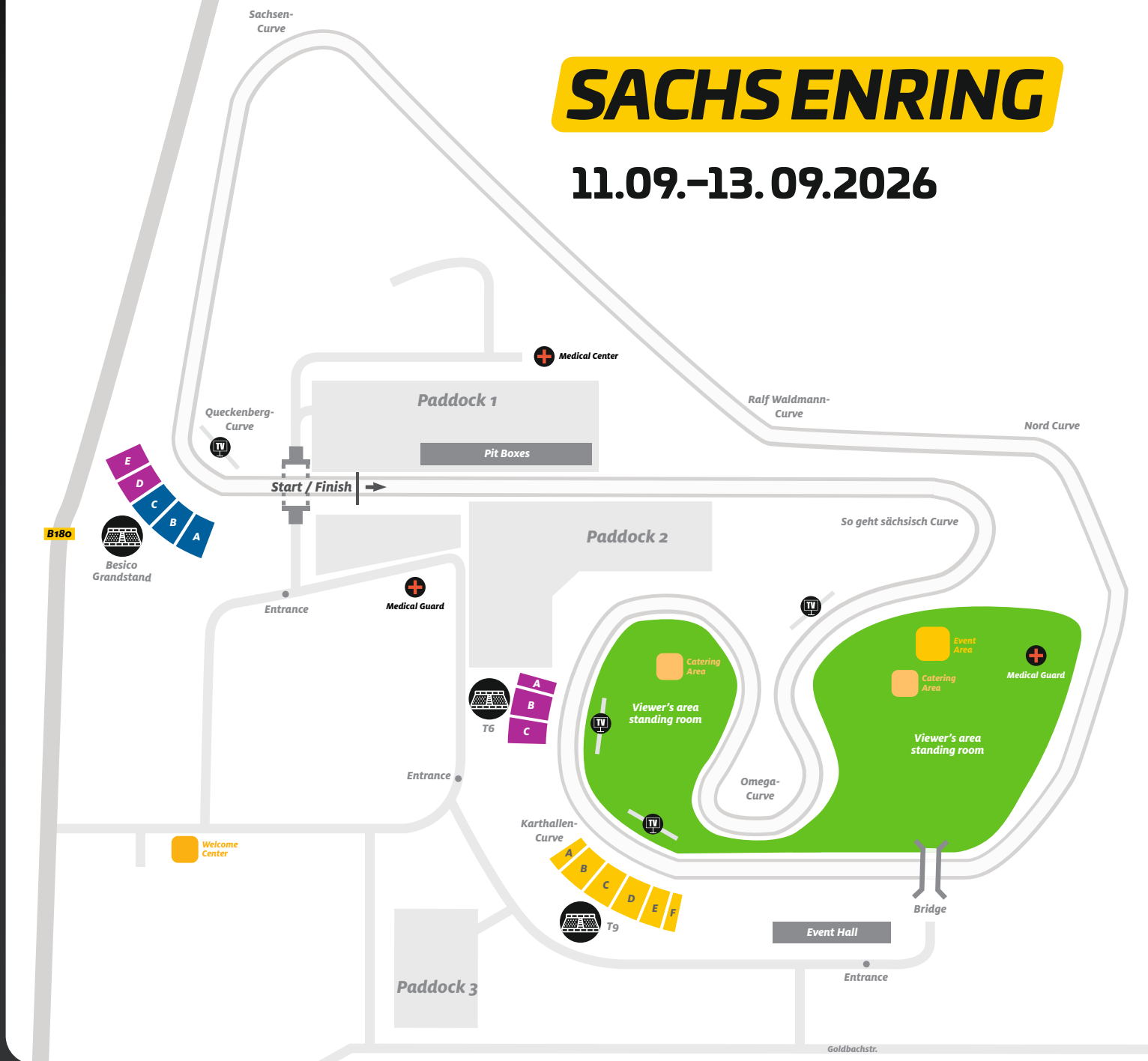
DTM lap record (GT3-car):

Ricardo Feller | 1:19,072 Min.

Abt Sportline | Audi R8 LMS GT3 Evo2

2023 | Race 2

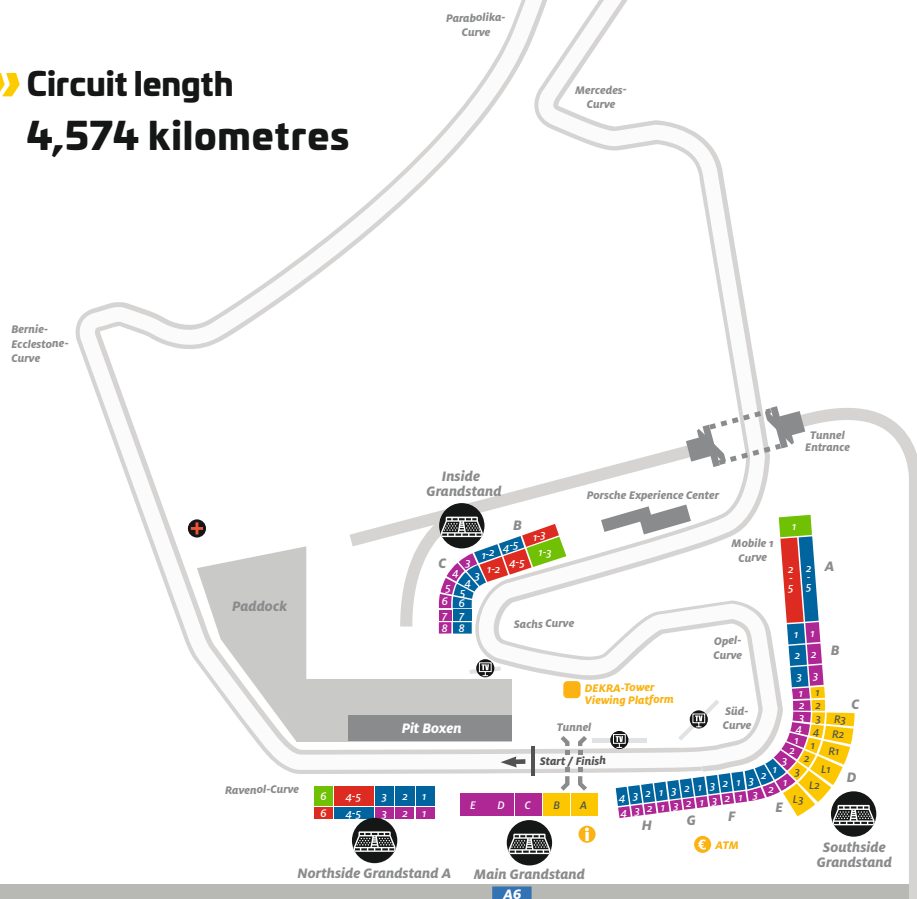
Year	Race	Driver
2025	#1	Ayhancan Güven (Porsche)
	#2	Ayhancan Güven (Porsche)
2024	#1	Jack Aitken (Ferrari)
	#2	Luca Stolz (Mercedes-AMG)
2023	#1	Luca Stolz (Mercedes)
	#2	Mirko Bortolotti (Lamborghini)
2002	#1	Laurent Aiello (Audi)
	#2	Laurent Aiello (Audi)
2001	#1	Bernd Schneider (Mercedes)
2000	#1	Klaus Ludwig (Mercedes)
	#2	Klaus Ludwig (Mercedes)



HOCKENHEIMRING BADEN- WÜRTTEMBERG

09.10.-11.10.2026

» Circuit length
4,574 kilometres



» Contact

Hockenheim-Ring GmbH
📍 Am Motodrom 1 | D-68766 Hockenheim
☎ +49 6205 95 00 - 222
✉ info@hockenheimring.de
🌐 hockenheimring.de

» Statistics

DTM qualifying record (GT3-car):
Gilles Magnus | 1:36,259 Min.
Comtoy Racing
Aston Martin Vantage GT3
2025 | Qualifying 2

DTM lap record (GT3-car):
Ayhançan Güven | 1:37,529 Min.
Porsche 911 GT3 R | Manthey EMA
2025 | Race 2

Year	Race	Driver
2025	#1 #2	Thomas Preining (Porsche) Ayhançan Güven (Porsche)
2024	#1 #2	Kelvin van der Linde (Audi) Luca Engstler (Lamborghini)
2023	#1 #2	Thomas Preining (Porsche) Thomas Preining (Porsche)
2022	#1 #2	Lucas Auer (Mercedes) Marco Wittmann (BMW)
2021	#1 #2	Kelvin van der Linde (Audi) Lucas Auer (Mercedes)
2020	#1 #2	Nico Müller (Audi) René Rast (Audi)
2019	#1 #2 #3 #4	Marco Wittmann (BMW) René Rast (Audi) René Rast (Audi) Nico Müller (Audi)
2018	#1 #2 #3 #4	Gary Paffett (Mercedes) Timo Glock (BMW) René Rast (Audi) René Rast (Audi)

Year	Race	Driver
2017	#1 #2 #3 #4	Lucas Auer (Mercedes) Jamie Green (Audi) Jamie Green (Audi) Marco Wittmann (BMW)
2016	#1 #2 #3 #4	Edoardo Mortara (Audi) Paul di Resta (Mercedes) Miguel Molina (Audi) Edoardo Mortara (Audi)
2015	#1 #2 #3 #4	Jamie Green (Audi) Mattias Ekström (Audi) Timo Scheider (Audi) Jamie Green (Audi)
2014	#1 #2	Marco Wittmann (BMW) Mattias Ekström (Audi)
2013	#1 #2	Augusto Farfus (BMW) Timo Glock (BMW)
2012	#1 #2	Gary Paffett (Mercedes) Bruno Spengler (BMW)
2011	#1 #2	Bruno Spengler (Mercedes) Jamie Green (Mercedes)
2010	#1 #2	Gary Paffett (Mercedes) Paul di Resta (Mercedes)
2009	#1 #2	Tom Kristensen (Audi) Gary Paffett (Mercedes)
2008	#1 #2	Mattias Ekström (Audi) Timo Scheider (Audi)
2007	#1 #2	Mattias Ekström (Audi) Jamie Green (Mercedes)
2006	#1 #2	Bernd Schneider (Mercedes) Bruno Spengler (Mercedes)
2005	#1 #2	Jean Alesi (Mercedes) Bernd Schneider (Mercedes)
2004	#1 #2	Gary Paffett (Mercedes) Bernd Schneider (Mercedes)
2003	#1 #2	Bernd Schneider (Mercedes) Jean Alesi (Mercedes)
2002	#1 #2	Laurent Aiello (Abt-Audi) Bernd Schneider (Mercedes)
2001	#1 #2	Bernd Schneider (Mercedes) Bernd Mayländer (Mercedes)
2000	#1 #2 #3 #4	Bernd Schneider (Mercedes) Bernd Schneider (Mercedes) Uwe Alzen (Opel) Uwe Alzen (Opel)

INFORMATION FOR MEDIA REPRESENTATIVES

» Permanent accreditation

Permanent accreditations for the DTM are only possible before the start of the season at akkreditierung.adac-motorsport.de. Media representatives with permanent accreditation receive a media pass and media parking permit for all eight DTM events and the official pre-season test.

» Event accreditation

If you are planning to attend individual DTM events, please go to akkreditierung.adac-motorsport.de to and request a one-off accreditation for the respective event. You can find the deadlines for accreditation online at akkreditierung.adac-motorsport.de

» Contact partner for accreditations

Doreen Stoppe
Pro Motion Michael Kramp GmbH
☎ +49 221 957434-44
☎ +49 172 5251508
✉ akkreditierung@dtm.com

» Filming permits

The media pass, together with a photographer's tabard, only permits you to take photographs, not moving images. A filming permit is required to film moving images. For national and international filming permits, and for planned broadcasts in online portals, please contact:

DTM – Lizenzierung & TV-Vermarktung
Stefanie Kilian
☎ +49 1520 422 6518
✉ s.kilian@empa.tv

» Photographers / TV Teams

Photographers and TV teams receive a tabard in the Media Center. A deposit of € 50 is required for the tabard. The tabard will only be issued once a photo/TV briefing has been attended.

» Media-Website

In the ADAC Motorsport media portal at media.adac-motorsport.de, you will find the latest press releases, high-resolution images for editorial purposes, regulations and bulletins, and the facility to request accreditation.

» DTM press releases

If you are interested in receiving DTM press releases with the latest information on the series and race reports, please subscribe to our media newsletter at media.adac-motorsport.de. It goes without saying that you can unsubscribe from the mailing list at any time.

» Access to pit lane

The media pass does NOT grant access to the pit lane. If required, and depending on availability, you can borrow a tabard that grants you access to the pit lane from the counter in the Media Center. When working in the pit lane, a helmet in accordance with the standard EN 1077 ("ski helmet") and a flame-retardant overall, meeting at least the standard SFI 3.2A, are mandatory.

» Podium

Access to the podium is only permitted for the series' official photographers and the official TV team. Media representatives do not have access to the podium.

» Parc Fermé

Access to Parc Fermé is not permitted at any time for media representatives.

» Race control / officials

If you have any questions regarding decisions taken by race control or the marshals, please contact the press office of the Deutscher Motor Sport Bund e. V. at media@dmsb.de.

» Photographer / TV briefing

Together with their accreditation documents, photographers and TV teams also receive information with important and useful notes regarding working at the racetrack. Please read these documents thoroughly. The tabard is only issued once a photo/TV briefing has been attended. The briefing is held once on each day of an event, with the time and location being specified in advance. Permanently accredited photographers/TV teams must attend a briefing once. Photographers and TV teams with a race-by-race accreditation must attend a briefing at each event, at which they are working.

» Press Conference

The press conference with the top three drivers takes place in the Media Center after each race.

» Mixed Zone

After the DTM races, you have the opportunity to speak to the drivers in the Mixed Zone. The location and times of the Mixed Zone will be posted on the notice board in the Media Center.



WINS- DRIVER

No.	Driver	Wins
1	Bernd Schneider	43
2	Klaus Ludwig	37

3	Rene Rast	31
4	Mattias Ekström	23
	Gary Paffett	23
5	Kurt Thiim	19
	Marco Wittmann	19
6	Nicola Larini	18
7	Jamie Green	17
8	Bruno Spengler	16
9	Johnny Cecotto	14
	Allesandro Nannini	14
10	Hans-Joachim Stuck	13
11	Paul Di Resta	12
12	Nico Müller	11
	Manuel Reuter	11
	Lucas Auer	11
13	Edoardo Mortara	10
	Steve Soper	10
14	Frank Biela	9
15	Kelvin van der Linde	8
	Thomas Preining	8
16	Laurent Aiello	7
	Harald Grohs	7
	Armin Hahne	7
	Martin Tomczyk	7
17	Uwe Alzen	6
	Roland Asch	6
	Klaus Niedzwiedz	6
	Roberto Ravaglia	6
	Mike Rockenfeller	6
	Timo Scheider	6
	Sheldon van der Linde	6
	Jack Aitken	6

18	Christijan Albers	5
	Christian Danner	5
	Timo Glock	5
	Jörg van Ommen	5
	Robert Wickens	5
	Ayhancan Güven	5
19	Jean Alesi	4
	Mirko Bortolotti	4
	Augusto Farfus	4
	Tom Kristensen	4
	Olaf Manthey	4
	Jockel Winkelhock	4
20	Marcel Fässler	3
	Alain Ferte	3
	Robin Frjins	3
	Maximilian Götz	3
	Mika Häkkinen	3
	Liam Lawson	3
	Maxime Martin	3
	Miguel Molina	3
	Luca Stolz	3
	Pascal Wehrlein	3
	Ricardo Feller	3
21	Michael Bartels	2
	Maro Engel	2
	Dario Franchitti	2
	Altfried Heger	2
	Jan Magnussen	2
	Stefano Modena	2
	Heinz-Freidrich Peil	2
	Dany Snobeck	2
	Per Stureson	2
	Winfried Vogt	2

	Volker Weidler	2
	Luca Engstler	2
22	Alexander Albon	1
	Per-Gunnar Andersson	1
	Tom Blomqvist	1
	Nick Cassidy	1
	Peter Dumbreck	1
	Philip Ellis	1
	Phillip Eng	1
	Christian Engelhart	1
	Joel Eriksson	1
	Antonio Felix da Costa	1
	Felipe Fraga	1
	Fabien Giroix	1
	Marc Hessel	1
	Peter John	1
	Daniel Juncadella	1
	Kurt König	1
	Jacques Laffite	1
	Ellen Lohr	1
	Bernd Mayländer	1
	Kris Nissen	1
	Dennis Olsen	1
	Maximilian Paul	1
	Franck Perera	1
	Emanuele Pirro	1
	Walter Röhrl	1
	Keke Rosberg	1
	Gabriele Tarquini	1
	Nicki Thiim	1
	Manfred Trint	1
	Jordan Pepper	1
	Christian Vietoris	1

POLE-POSITIONS - DRIVER

No.	Driver	Poles
1	Rene Rast	26
2	Bernd Schneider	25
3	Mattias Ekström	20
4	Bruno Spengler	18
5	Gary Paffett	17
	Marco Wittmann	17
6	Klaus Ludwig	16
	Kurt Thiim	16
7	Jamie Green	15
8	Lucas Auer	14
9	Timo Scheider	11
10	Harald Grohs	10
	Nicola Larini	10
11	Paul Di Resta	9
	Tom Kristensen	9
	Kelvin van der Linde	9
12	Armin Hahne	8
	Martin Tomczyk	8
	Mirko Bortolotti	8
13	Nico Müller	7
	Jörg van Ommen	7
	Manuel Reuter	7
	Jack Aitken	7
14	Laurent Aiello	6
	Augusto Farfus	6



	Miguel Molina	6
	Klaus Niedzwiedz	6
	Mike Rockenfeller	6
15	Roland Asch	5
	Frank Biela	5
	Johnny Cecotto	5

	Marcel Fässler	5
	Robin Frijns	5
	Timo Glock	5
	Edoardo Mortara	5
	Thomas Preining	5
	Roberto Ravaglia	5
	Sheldon van der Linde	5
	Robert Wickens	5
16	Alessandro Nannini	4
	Liam Lawson	4
	Hans-Joachim Stuck	4
17	Uwe Alzen	3
	Tom Blomqvist	3
	Michael Bartels	3
	Christian Danner	3
	Maro Engel	3
	Anontio Felix da Costa	3
	Ricardo Feller	3
	Mika Häkkinen	3
	Altfrid Heger	3
	Daniel Juncadella	3
	Maxime Martin	3
	Per Stureson	3
	Christian Vietoris	3
	Jordan Pepper	3
18	Jean Alesi	2
	Loic Duval	2
	Philipp Eng	2
	Dario Franchitti	2
	Heinz-Friedrich Peil	2
	Eric van de Poele	2
	Christian Vietoris	2
	Winfried Vogt	2
	Jockel Winkelhock	2

	Thierry Vermeulen	2
19	Christian Abt	1
	Christijan Albers	1
	Alexander Albon	1
	Per-Gunnar Andersson	1
	Alain Cudini	1
	Peter Dumbreck	1
	Philip Ellis	1
	Felipe Fraga	1
	Heinz-Harald Frentzen	1
	Jules Gounon	1
	Ferdinand Habsburg	1
	Laurin Heinrich	1
	Oliver Jarvis	1
	Frank Jelinski	1
	Franz Klammer	1
	Jacques Laffite	1
	Arjun Maini	1
	Olaf Manthey	1
	Stefano Modena	1
	Dennis Olsen	1
	Maximilian Paul	1
	Franck Perera	1
	Keke Rosberg	1
	Ralf Schumacher	1
	Luca Stolz	1
	Adrien Tambay	1
	Nicki Thiim	1
	Manfred Trint	1
	Volker Weidler	1
	Pascal Wehrlein	1
	Ben Dörr	1
	Ben Green	1
	Gilles Magnus	1

DRIVER TITLES

No.	Driver	Titel
1	Bernd Schneider	5
2	Klaus Ludwig	3
	Rene Rast	3
3	Gary Paffett	2
	Timo Scheider	2
	Mattias Ekström	2
	Marco Wittmann	2
4	Volker Strycek	1
	Per Stureson	1
	Kurt Thiim	1
	Eric van de poele	1
	Roberto Ravaglia	1
	Hans-Joachim Stuck	1

	Frank Biela	1
	Nicola Larini	1
	Manuel Reuter	1
	Laurent Aiello	1
	Paul di Resta	1
	Martin Tomczyk	1
	Mike Rockenfeller	1
	Pascal Wehrlein	1
	Maximilian Götz	1
	Sheldon van der Linde	1
	Thomas Preining	1
	Mirko Bortolotti	1
	Ayhancan Güven	1

WINS – BRANDS

No.	Brand	Wins
1	Mercedes-Benz	206
2	AUDI	143
3	BMW	103
4	Alfa Romeo	41
5	Ford	30
6	Opel	20

7	Porsche	15
8	Ferrari	13
9	Lamborghini	10
10	Rover	6
11	Volvo	5
12	Chevrolet	1

WINS – TEAMS

No.	Team	Wins
1	AMG/HWA	168
2	Abt	78
3	Rosberg	40
4	Alfa Corse	34
5	Schnitzer	24
6	Zakspeed	21
7	RMG	19
8	Phoenix	13
	Wolf	13
9	SMS	12
10	Schubert Motorsport	11
	Manthey EMA	11
11	Bigazzi	10
12	RBM	9
13	AZR	7
	Red Bull AlphaTauri AF Corse	7
	Ringhausen	7
	SSR Performance	7
14	Grab	6
	Nickel	6
	Vogelsang	6
	HRT	6
	Emil Frey Racing	6
15	Winward	5
16	Holzer	4

	Joest	4
	RMR	4
	Schübel	4
17	Alpina	3
	Eggenberger	3
	Linder	3
	MS	3
	Persson	3
	Walkenhorst Motorsport	3
	GRT Grasser Racing Team	3
	Landgraf	3
18	Euroteam	2
	IPS	2
	Isert	2
	Kissling	2
	KÜS Team Bernhard	2
	RSM Marko	2
	Snoback	2
	Warthofer/Fina	2
19	ACS	1
	Andersson	1
	Auto Maass	1
	MTEK	1
	Mücke Motorsport	1
	TGI Team Lamborghini by GRT	1



DTM-CHAMPIONS

Year Driver

2025	 Ayhancan Güven Porsche 911 GT3 R (992)
2024	 Mirko Bortolotti Lamborghini Huracán GT3 EVO 2
2023	 Thomas Preining Porsche 911 GT3 R
2022	 Sheldon van der Linde BMW M4 GT3
2021	 Maximilian Götz Mercedes-AMG GT3

Year Driver

2020	 René Rast Audi RS5 DTM
2019	 René Rast Audi RS5 DTM
2018	 Gary Paffett Mercedes-AMG C63 DTM
2017	 René Rast Audi RS5 DTM
2016	 Marco Wittmann BMW M4 DTM

Year Driver

2015	 Pascal Wehrlein Mercedes-AMG C63 DTM
2014	 Marco Wittmann BMW M4 DTM
2013	 Mike Rockenfeller Audi A5 DTM
2012	 Bruno Spengler BMW M3 DTM
2011	 Martin Tomczyk Audi A4 DTM
2010	 Paul di Resta DTM AMG Mercedes C-Klasse
2009	 Timo Scheider Audi A4 DTM
2008	 Timo Scheider Audi A4 DTM
2007	 Mattias Ekström Audi A4 DTM
2006	 Bernd Schneider DTM AMG Mercedes C-Klasse
2005	 Gary Paffett AMG Mercedes C-Klasse
2004	 Mattias Ekström Audi A4 DTM
2003	 Bernd Schneider DTM AMG Mercedes CLK
2002	 Laurent Aiello Abt-Audi TT-R

Year Driver

2001	 Bernd Schneider DTM AMG Mercedes CLK
2000	 Bernd Schneider DTM AMG Mercedes CLK
1996	 (ITC) Manuel Reuter Opel Calibra V6 4x4
1995	 Bernd Schneider AMG-Mercedes C-Klasse V6
1994	 Klaus Ludwig AMG-Mercedes C-Klasse V6
1993	 Nicola Larini Alfa Romeo 155 V6 Ti
1992	 Klaus Ludwig Mercedes-Benz 190E 2.5-16 Evo II
1991	 Frank Biela Audi V8 quattro DTM Evo
1990	 Hans-Joachim Stuck Audi V8 quattro DTM Evo
1989	 Roberto Ravaglia BMW M3 Evo
1988	 Klaus Ludwig Ford Sierra RS 500 Cosworth
1987	 Eric van de Poele BMW M3
1986	 Kurt Thiim Rover Vitesse
1985	 Per Stureson Volvo 240 Turbo

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PIRELLI

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Driver
REIFEN UND KFZ-TECHNIK

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keuk.eu

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