



SHORT PRESENTATION

1991 Audi V8 DTM Race Car





DATA

Year of construction:	1991
Body number:	49
Motor number:	077103021E
Gear Box Type:	680
Capacity:	3.561,7 cm ³
Performance in PS:	500 PS
Steering:	left
Condition:	1
Number of Seats:	1

FACTS

• Motor Type	
• Engine Type	V8 Quattro
• Number of Cylinders	8
• Build by	AUDI
• Front- and Rear Suspension	Fully adjustable
• Tare	1.220 kg
• Engine control unit:	BOSCH

DESCRIPTION

The 1991 German Touring Car Championship was the eighth season of the DTM. The first race was held on March 31, 1991 at the Zolder circuit in Belgium, and the last race of the season on September 29 at the Hockenheimring. This was followed by two ITR Cup races at Brno and Donington on October 6 and 20. The results of the DTM and the ITR Cup races were added together for the ITR Drivers' Cup ranking.

A total of 24 races were held in Germany, Czechoslovakia, Great Britain and Belgium. Two rounds were held on each of the 12 race weekends.

Overall winner of the DTM Drivers' Championship was Frank Biela in the Audi V8 quattro DTM Evo with 174 points. The ITR Drivers' Cup title was also won by Biela with 218 points.

Audi was the first manufacturer in DTM history to defend the title in the following season.



VEHICLE HISTORY

Previous owner

1991	AUDI
28.04.2014	Hubert Haupt

RACE EVENTS

29.-31.03.1991	DTM Zolder / Belgien (Hans-Joachim Stuck)	(19)
13./14.04.1991	DTM Hockenheim (Hans-Joachim Stuck)	
21.04.1991	DTM Nürburgring (Hans-Joachim Stuck)	(11)
04./05.05.1991	DTM Berlin (Hubert Haupt)	(10)
07.-09.06.1991	DTM Wunsdorf	(10)
28-30.06.1991	DTM Norisring (Hans-Joachim Stuck)	(08)
04.08.1991	DTM Diepholz (Hans-Joachim Stuck)	(06)
07./08.09.1991	ADAC Nürburgring Großer Preis Tourenwagen (Hans-Joachim Stuck)	
14./15.09.1991	ADAC Preis Singen (Hans-Joachim Stuck)	
27.-29.09.1991	DTM Hockenheim	(0)
06.10.1991	DTM Brunn / CSFR	(12)
03.-05.04.1992	DTM Zolder / Belgien	(16)
17.-19.04.1992	DTM Nürburgring	(12)
01.-03.05.1992	DTM Wunstorf (Hubert Haupt)	(15) – 1 st race
09.-10.05.1992	DTM Berlin (Hans-Joachim Stuck)	(03)
22.-24.05.1992	DTM Hockenheim (Hans-Joachim Stuck)	(0)

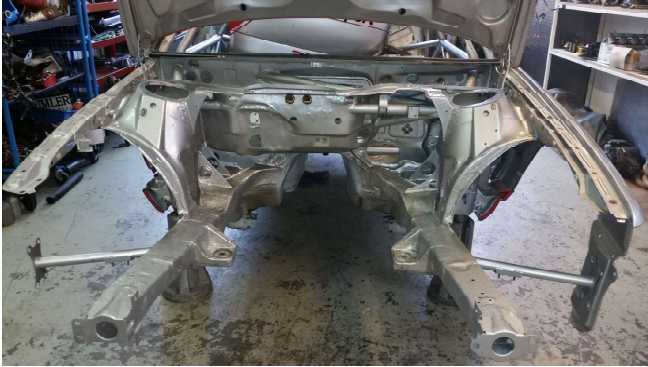
RESTORATION WORK (Mile Stones)

The car was completely disassembled, and some sheet metal work was done (replacing the old left front fender). Afterwards the car was painted in white, state 1991. The rebuilding of the racing car was done by the Audi specialists of Imgrund Motorsport in Hüttenhausen. Only original new parts were used. All cables and electrical wires were replaced with new ones. Transmission, suspension and chassis parts were precisely calibrated and tuned. The latest engine development is a 4.2 liter unit with modified intake, more torque and a slightly lower max. speed. RPM, which is good for stability. The tuning of the engine electronics was done by BOSCH.

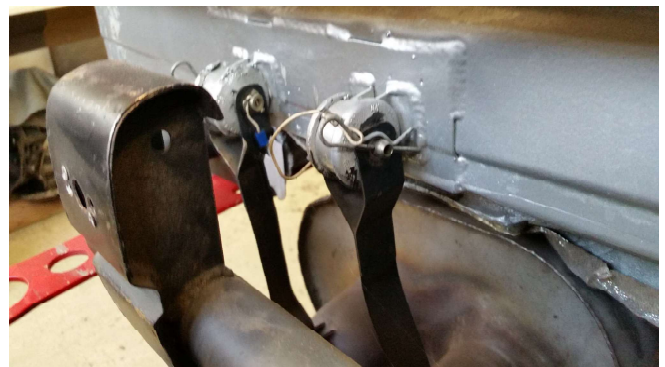


RESTORATION PHOTOS

Restoration Chassis



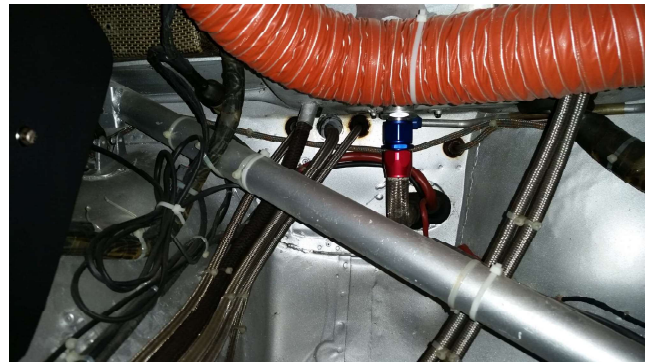
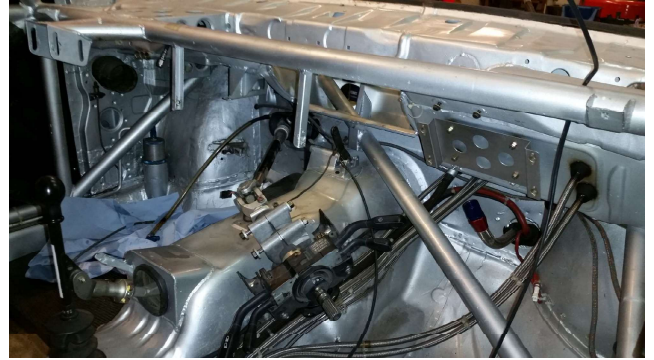
Rear Pumper



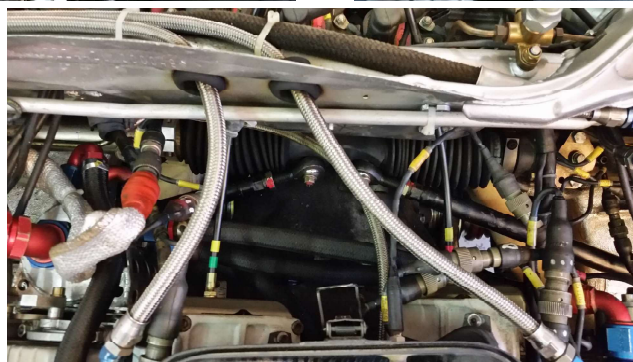
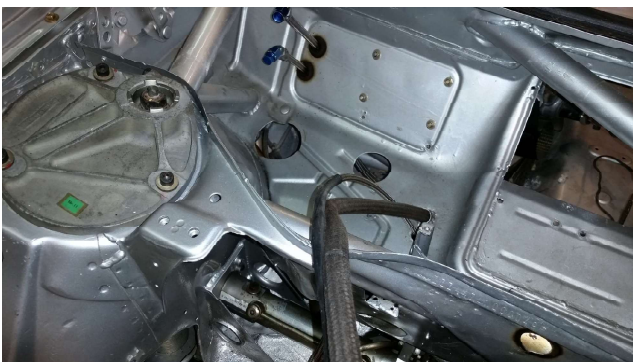


RESTORATION PHOTOS

Restoration Interior



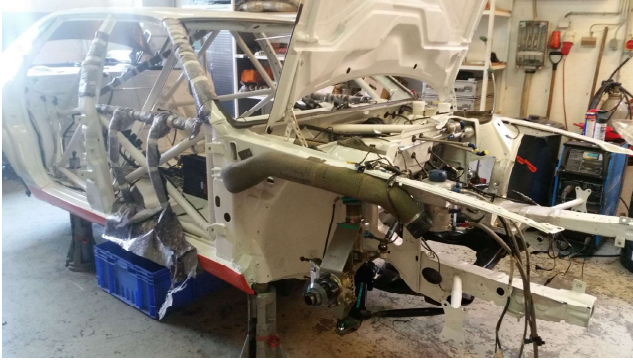
Engine Compartment





RESTORATION PHOTOS

Rebuilding





PHOTOS





HISTORICAL EVIDENCE AND DOCUMENTS

- DMSB HTP

FIA DMSB

HISTORIC TECHNICAL PASSPORT – VALID IN: HILL-CLIMB & RACING &

This Technical Passport is not a certificate of authenticity, nor does it in any way verify the history of the car or its constituent parts. It merely confirms that at the date of the inspection, the car appeared to be eligible to compete in the designated events for historic vehicles. Neither the FIA nor the DMSB assumes any liability for the accuracy of the chassis number. The names shown herein as "registered" are those entered on the latest valid title or title of ownership.

Issuing ASN: DMSB Form Number: D-6519 Category: Competition Touring Car


Period: J2 - 1989 to 1990 valid to 31.12.2026 FIA Class: CT45

The original of this document must accompany the vehicle in accordance with Appendix "V" to the International Sporting Code, for use taking part in historic competitions. This certified copy of the original form remains the property of the FIA and, if replaced with a new form, must be returned to the issuing ASN which holds the original. During the entire event the car must conform to all the regulations of the FIA.

APPLICANT'S DECLARATION:

Manufacturer: Audi	Model: Audi V8	Year of registration: 1990
Vehicle chassis: 198C-000001	Color of original manufacturer's paintwork: white	EA weight: 1100 kg
Year of acquisition: 1990	Engine capacity: 1996 cm³	Number of original valid pages of homologation form: 40

First page of this form, as well as the rest of each document, must show the status of the vehicle.



LITERATURE / REFERENCES

