**DTM and Hankook at the Moscow Raceway for the fourth time**

**Premium tyre maker Hankook and the DTM have their longest trip of the 2016 season ahead of them this week. But the long journey is worth it because the destination is the Moscow Raceway, one of the most modern racetracks in the world. The varied and demanding track around 80 kilometres northwest of Moscow was opened in 2012 and added to the DTM tour calendar in 2013. The 3.931-kilometre Moscow Raceway also hosts the SMP F4 NEZ, a junior Formula series also supported by Hankook. Both the talented youngsters and the 24 DTM drivers benefit from the strong, balanced performance of the Hankook race tyres.**

***Moscow/Russia, 17th August 2016*** – The Moscow Raceway is a left-handed track and the cars drive in an anti-clockwise direction. The cars reach the highest speed of 245 kilometres per hour on the approximately 900 metre start/finish straight. At the end of this top-speed passage, the drivers have the best opportunity for overtaking. "The front right tyre is put under slightly more pressure on the left-handed track. But that doesn't really challenge the *Ventus Race*," explained Hankook's DTM race engineer Thomas Baltes.

With an average speed of around 160 km/h, the track to the northwest of Moscow is one of the slower tracks on the tour calendar. But the many combinations of turns and changes of direction require the drivers' full attention at all times, they don't get a chance to relax. Thomas Baltes: "The narrow, twisty middle section of the Moscow Raceway demands the most from the structure and tread of the Hankook race tyre. However, this pressure is not exceptionally high compared with other DTM tracks."

The modern track surface at the Moscow Raceway is closed and is not aggressive. The drivers need to bring the Hankook race tyres up to the optimum working temperature quickly so that the *Ventus Race* can develop its high level of grip. "Aerodynamics, car set-up and tyre pressure must be aligned perfectly to bring the race tyres to the optimum temperature range on the smooth asphalt and enable the full grip potential to be exploited," said the Hankook DTM race engineer.

Thomas Baltes is expecting the race at the Moscow Raceway to be as thrilling as in recent years. "The winding track layout makes a lot of diversity for drivers and spectators alike. A key section is the entrance to the middle sector and the subsequent accelerating out of the turn onto the long start/finish straight. If you can master this section consistently with optimum traction, you will be up there driving for the win."

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