**Traction the order of the day at the Lausitzring**

**Rarely has a DTM season started in such spectacular fashion as at the Hockenheimring a fortnight ago. Fans were treated to hard-fought battles and exciting overtaking manoeuvres in both races. In race two, they witnessed an incredible two-way battle for the lead, with Timo Glock eventually emerging victorious. After his win, the BMW driver succinctly said that the real winner was the DTM – a statement that also applies to the race tyre provided by exclusive DTM partner Hankook. In high temperatures and on one of the most difficult tracks in the DTM, the drivers battling for the lead were right on the limit at all times. Thankfully, they were able to rely on the high grip level and consistency of the *Ventus Race* right through to the finish.**

***Klettwitz/Germany, 15th May 2018*** – This weekend, round two of the DTM sees the Lausitzring host races three and four of the year on the 4.570-kilometre Grand Prix Circuit. This new layout is technically demanding, while the smooth and fine-pored asphalt offers little grip. With 14 corners and only a few straights, the Hankook race tyres must provide plenty of traction in the winding sections, as the aerodynamic downforce generated by the DTM cars was reduced by one third at the start of the season.

“As it is not permitted to pre-heat a new set of tyres, the cold air pressure must be set correctly after a pit stop. Only then is it possible to heat the *Ventus Race* to the ideal working temperature quickly. That is very important on the smooth surface at the Lausitzring, as the downforce at the front of the car has been reduced, making the mechanical grip generated by the tyres of vital importance,” says Hankook’s Chief Engineer, Thomas Baltes.

The uneven track surface, particularly at the end of the top-speed sections, makes braking into sharp corners difficult. Bumps cause the front of the cars to ‘bounce’ up and down. This uncontrolled pitching motion has earned the Lausitzring the nickname “Buckelpiste” – German for “Mogul Run” – from some drivers.

Hankook’s Chief Engineer: “A balanced car set-up is vital at the Lausitzring. If the set-up is too aggressive, the drivers have issues with bouncing. If the set-up is too defensive, there could be a lack of grip on the smooth surface. As the cars no longer generate as much aerodynamic downforce, teams can drive closer to the limit as far as the tyres are concerned.”

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