**Premium tyre maker Hankook provides plenty of traction and consistency at the Eifel classic**

**The final third of the 2016 DTM season gets underway on Friday at the Nürburgring for premium tyre maker Hankook. At the same time, the DTM, which is probably the most popular international touring car series, is making its 50th appearance at the iconic circuit this weekend, making the event a golden anniversary. The classic track in the Eifel region of Germany, which British Formula One world champion Jackie Stewart once described as the “Green Hell”, is the ultimate motorsport circuit for drivers and fans alike. The infamous Nordschleife, which hosted DTM races until 1993, has been the scene for countless legends. Nowadays, the touring car series holds its races on the 3.629-kilometre Grand Prix Circuit. The race tyre provided by exclusive partner Hankook has impressed in recent years at this motorsport Mecca, offering a high level of consistency and a lot of traction.**

***Nürburgring/Germany, 7th September 2016*** – The layout of the Grand Prix Circuit at the Nürburgring is technically demanding and varied. The somewhat slower first section is followed by fast corners and prominent kerbs in the second part of the track. “The drivers drive very hard and aggressively over the high kerbs in places, in order to lose as little speed as possible. However, the design of the Hankook race tyre is able to cope with this perfectly,” says Hankook’s DTM race engineer Thomas Baltes.

The tread on Hankook’s *Ventus Race* has shown hardly any signs of wear in recent years on the fine-pored surface, suffering virtually no drop-off effect. This has made it possible to set consistently quick lap times right through to the end of the race. However, the drivers must get the Hankook slick to the optimal temperature on the smooth asphalt.

Thomas Baltes: “Temperatures can be very low in the Eifel Mountains at this time of year. As such, it is important for the teams to find a balanced car set-up and the correct tyre pressure, in order to take full advantage of the level of grip offered by the Hankook race tyre. You need a lot of traction when accelerating out of the slower sections, particularly in the winding first part of the track.”

The drivers arrive a top speed of over 240 km/h at the end of the start/finish straight. The following right-hander is the slowest section, but offers good overtaking opportunities. “It is difficult for the drivers to hit the perfect braking point and racing line in this undulating section. The corner is very steep and leans towards the inside, while the kerbs are very aggressive. That poses a challenge for the Hankook race tyre, but one that it has always passed with flying colours so far,” said Hankook’s DTM race engineer.

One feature of the Eifel classic is the unpredictable weather. The sudden onset of rain or hail and low temperatures is not uncommon at the iconic circuit. However, that is precisely what makes the Nürburgring so fascinating. With the Hankook slick and the premium tyre maker’s race tyre, the drivers are perfectly equipped to cope with anything weather the Eifel region throws at them.

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