

Audi Tradition



# Anniversary Dates 2020





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15  
years

## Audi Forum Neckarsulm

Similar to the Audi Forum Ingolstadt, the Neckarsulm site also saw the completion of construction in **2005** of a prestigious service centre whose opening spelled the end of Audi's own dedicated delivery centre in Neckarsulm, which opened back in 1988. The Audi

Forum Neckarsulm opened on 10 May 2005; a permanent historical exhibition on the top floor recalls the history of the NSU brand.





20  
years

## Audi Forum Ingolstadt

On **15 December 2000** the Audi museum mobile was ceremoniously opened. Its architectural design is very impressive and the round glass building is a dominant feature of the Audi Forum Ingolstadt. In terms of urban planning, it represents the entrance to the plant site; substantively it embraces concepts such as transparency and mobility. Behind a fully glazed façade, its exceptional architecture follows the principle of the growth rings on a tree trunk, symbolically uniting perpetuity and change.

The museum building adds the finishing touch to the Audi Piazza. This is the company's reception point and grouped around an open square lined with trees you will find the vehicle delivery facility, the Forum with self-service restaurant and the Avus restaurant on the first floor, the museum and the "Market and customer" building.







25  
years

## Audi TT and TTS

“An enthusiasts’ car with great charisma”; this was how Audi’s chairman at the time, Dr. Herbert Demel, described the Audi TT prototype design that was unveiled at the 1995 Frankfurt International Motor Show. The open-top version was first presented at the Tokyo Motor Show in the same year.

Both show cars captivated audiences with their mix of design features including curves, radii, circles and straight lines. Car lovers who were eager to buy ultimately demanded the construction of the compact sports car based on the new transverse engine plat-

form. The Board decided in 1995 to continue to develop both vehicles to make them ready for production.

The 28-month period of development that followed resulted in some technical modifications. On the other hand, the striking shape of the design icon remained untouched, apart from a few minor details. No other concept car from Audi made its way into production with such faithful attention to detail. The first generation of the Audi TT hit the market as a coupé in 1998, with the roadster following in 1999.



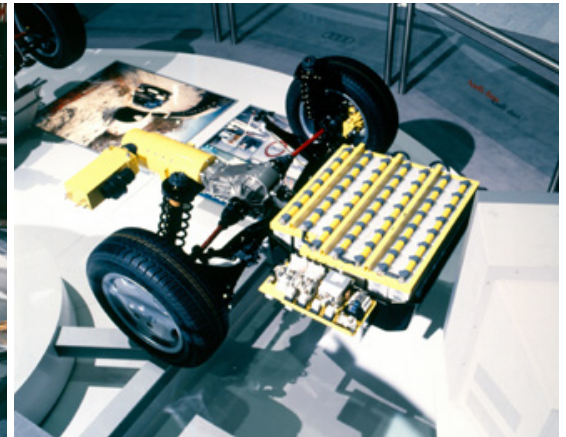


30  
years

## Audi Duo Hybrid Vehicles

Based on the Audi 100 Avant (C3), the first generation of the Audi Duo was created in autumn 1989 and unveiled for the first time at the Geneva Motor Show in **March 1990**. An Audi 100 Avant quattro with a five-cylinder fuel-injection engine and 100 kW/136 hp was provided with a 12.6 hp DC electric motor on the

rear axle, and thus demonstrated the feasibility of hybrid vehicles that can travel over short journeys without producing any emissions. A nickel-cadmium battery provided power for the electric drive.







30  
years

## Audi S2 Coupé

In **September 1990** at the British International Motor Show in Birmingham, Audi presented the Audi S2, which was painted in glaring broom yellow, was the top model in the coupé series, and was destined to succeed the Audi quattro, which had been manufactured for ten years.

The forebear of all subsequent Audi S models was powered by a turbocharged four-valve, five-cylinder engine that delivered 220 hp at 5900 rpm from a cubic capacity of 2226 cc and propelled the stream-

lined coupé to a top speed of 248 km/h. By 1992, extensive updates to the model increased the power of the engine to 230 hp at 5900 rpm. A newly developed six-speed gearbox delivered the power to the wheels, and there was plenty of power because the “overboost” allowed the maximum torque to briefly rise to 350 Nm at 1950 rpm. Production ended in December 1995 after 7370 units of both versions had been built.





30  
years

## Audi 100 C4 / Audi's First Six-Cylinder Engine

On **7 December 1990** the long-awaited fourth-generation Audi 100 model was delivered to dealers. The fully galvanized, streamlined saloon car was referred to internally as the “evolutionary advancement” of the previous model.

In addition to the well-known, tried-and-tested four and five-cylinder engines, for the first time Audi also

offered a newly developed V6-cylinder engine whose 2.8 litre capacity produced 128 kW/174 hp. The variable intake manifold and map-controlled fuel injection ensured that the 90-degree twin-valve engine produced a full torque curve and a wide range of engine speeds.





35  
years

## Renaming of Audi NSU Auto Union AG as AUDI AG

After the name NSU stopped being used as a product name when production of the Ro 80 ended in 1977, consideration was given to changing the unusually long company name Audi NSU Auto Union AG, which was not very easy to remember. This name had never really become established in practice anyway because people generally used to refer to “Audi” or “Audi NSU”. The initial preference was for the company to be re-named as Auto Union AG. Ultimately, the decision was made with effect from 1 January 1985 to change the name of the company to AUDI AG, which seemed more sensible from the point of view of marketing strategy because the company and its products then all had the same, short, memorable name. At the same time as the name was changed, the company’s registered office was moved from Neckarsulm to Ingolstadt.





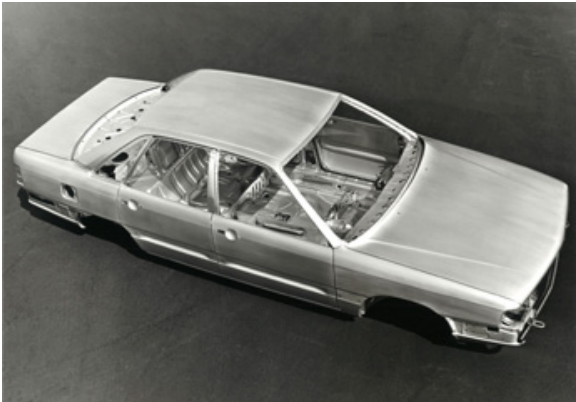
35  
years

## Audi Introduced the Fully Galvanized Body in the Manufacture of Production Cars

The ability to develop and implement new ideas has always been a particular hallmark of Audi – expressed through the advertising slogan “Vorsprung durch Technik”. Further evidence of this maxim was provided by the introduction of fully galvanized bodies, which first featured on the Audi 100/200 models when

there was a change of model in **autumn 1985**. The panels were made from sheet metal which was hot-dip galvanized

or electrolytically galvanized on both sides. This meant that Audi had introduced to its range an extremely effective anti-rust measure that delivered a very high level of long-lasting quality. Implementing this technical innovation required the adoption of new methods both in welding and in painting technology. When the third generation of the Audi 80 (referred to internally as B3) was unveiled in autumn 1986, this model range was then also offered with a fully galvanized body.





40  
years

## Audi quattro

In **March 1980** an all-wheel-drive, sporty coupé was a real sensation at the Geneva Motor Show. The Audi quattro was the first high-performance car to be offered with all-wheel drive, a drive concept that had previously only been used on trucks and SUVs.

The idea to produce such a four-wheel-drive passenger car was born in the winter of 1976/77 during test drives with the VW Iltis all-terrain vehicle which Audi was developing for the German Armed Forces. The outstanding driving characteristics that this all-terrain vehicle displayed on ice and snow led to the idea of fitting the all-wheel drive of the VW Iltis in a mass-produced Audi 80.

The test drives delivered persuasive results. The development work continued that year. This resulted in a sporty Audi coupé named quattro. It was powered by a version of the 2.2 litre five-cylinder turbo engine which was first introduced in the autumn of 1979 and had been upgraded to produce 147 kW/200 hp.

The Audi quattro made its motorsport debut at the beginning of 1981 in the „Jänner Rallye“ in Austria. From then on, the all-wheel-drive powerhouse from Ingolstadt revolutionised the world of international rallying and racing.





45  
years

## Audi GTE Engine

The Audi 80, which was developed under Ludwig Kraus, first appeared in 1972 and quickly became a best-selling car in the lower mid-range segment. In **October 1975** the Audi 80 GTE was unveiled. With moderate fuel consumption, its injection engine produced 81 kW/ 110 hp and was incredibly fun to drive. The GTE was available exclusively painted in orange or bilious green

and was thus easy to differentiate from its siblings from some distance away.

The GTE engine was used in 1976 by the parent company in Wolfsburg in the VW Golf GTI and went on to spawn a whole generation of engines.





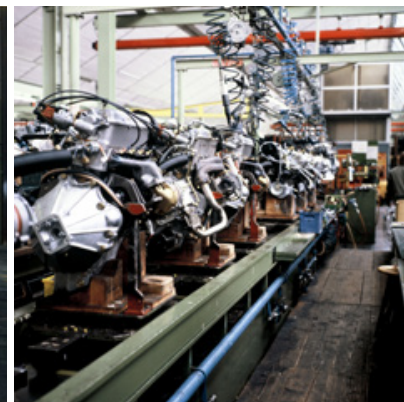


45  
years

## Start of Porsche 924 Production in Neckarsulm

At the end of 1975 production of the Porsche 924 began at Audi's Neckarsulm plant as a commission order from Dr.-Ing. h. c. F. Porsche AG on behalf of Volkswagenwerk AG. This model was in fact a sports car that was developed by Porsche on behalf of Volkswagen in Wolfsburg and was initially supposed to be marketed as an Audi car. But ultimately Porsche

then acquired the manufacturing rights and had the sports car produced by AUDI NSU in Neckarsulm. A production period of five years was originally envisaged. But in the end it was 15 years before production of the Porsche 924/944 model ceased in 1991.





50  
years

## Market Launch of Audi 100 Coupé S

With its design clearly borrowed from the Italian styling of the period, the coupé model of the Audi 100 was shown to the public for the first time at the Frankfurt Motor Show in **September 1969**, although its market launch did not follow until a year later. Wider tyres, a steering wheel with adjustable height, internally ventilated disc brakes on the front wheels and a more luxurious interior trim and upholstery

were some of the details which distinguished the fast-back version from the normal Audi 100 saloon.

With a total of 30,687 cars produced and in contrast to the Audi 100 saloon, the coupé remained a car for “free spirits” and soon achieved cult status.





50  
years

## Start-Up of Technical Development

After the foundation stone was laid in 1969, the first buildings of the newly established Technical Development division were ready to be occupied in Ingolstadt on the site of the former Max Emanuel Fort by **late 1970**.

In the period which followed, the design teams gradually moved out of their previous premises on the top floor

of the former barracks building on the edge of Ingolstadt city centre and set themselves up in the newly constructed buildings.

Even though the developers and designers now no longer had to work in confined spaces, individual buildings close to the city from the Auto Union era were still used up until the 1980s.





55  
years

## End of Production of DKW F 11, DKW F 12, AU 1000 Sp

In January 1963, Auto Union GmbH Ingolstadt rolled out the DKW F 12. In September 1963, the DKW F 11 was ready to be launched, the combination of the body and chassis of the DKW F 12 with the tried-and-tested mechanical system of the DKW Junior de Luxe.

After Auto Union GmbH was taken over at the end of 1964 by Volkswagen, production of the DKW F 12 was halted on **3 April 1965**; production of the DKW F 11 stopped on **12 April 1965**. To ensure that the plants

had enough work to do, one month later production of the VW Beetle began at the Auto Union plant in Ingolstadt, before the Auto Union Audi then hit the market in August 1965, Auto Union's first four-stroke model since the war.

The final roadster and coupé models of the Auto Union 1000Sp, which was launched in 1957 and manufactured in Ingolstadt from 1958, rolled off the production line on **5 March 1965** and on **1 März 1965**, respectively.





55  
years

## NSU Prinz 1000 TT NSU Typ 110

With the Prinz 1000 TT, in 1965 NSU catered for customers' desire for more sportiness, with the logo TT with the chequered flag recalling the Tourist Trophy, the world's toughest motorcycle race which NSU finished in 1954 as a four-time winner.

The initial idea to build this fast compact car came from NSU chief press officer Artur Westrup. Distinguishing features of the NSU TT were disc brakes

on the front axle, a dual carburettor, rev counter, twin headlamps and a steering wheel with two perforated aluminium spokes. The engine in the first version produced 55 hp. In 1967, Günther Irsmscher driving an NSU 1000 TT was the overall winner of the Tour d' Europe, the world's longest rally covering 14,000 kilometres. As a racing car, the NSU 1000 TT won a total of 29 national championships in Europe and North America. >>





An improved NSU TT hit the market in 1967. Its 1200 cc engine producing 65 hp made it one of the fastest in its class as standard. The round dials on the dashboard were now combined on an aluminium panel.

When NSU also unveiled the Typ 100 at the 1965 International Motor Show in Frankfurt, this added the finishing touch to the model range. The Typ 110 had

been developed from the Prinz 1000, had a 1100 cc four-cylinder engine producing 53 hp at the rear, and was distinguished from the other members of the Prinz family by its elongated front end with rectangular headlamps, the bigger boot and the 19 cm larger wheelbase. In terms of its price and engine performance, NSU's top model at the time was ranked only just below the NSU TT.







55  
years

## First Audi Passenger Car Post-War – Rebirth of the Audi Name

Auto Union GmbH in Ingolstadt had experienced a crisis with its DKW two-stroke cars in the mid-1960s. Although the front-wheel-drive DKWs were consistently praised by the trade press for their driving characteristics, the three-cylinder two-stroke engine was increasingly proving to be a problem. In response to this, Daimler-Benz developed a four-cylinder four-stroke engine for its ailing subsidiary.

But before the development work could be finished, Daimler-Benz sold Auto Union GmbH to Volkswagenwerk AG. VW oversaw the completion of this work. The body of the last DKW model, the DKW F 102, was fitted by chief engineer Dr. Ludwig Kraus with a four-stroke engine (72 hp), which had an unusually high compression ratio of 11.2: 1 and was referred to as a medium-pressure engine. The new model, which Ludwig Kraus liked to refer to as bastard because of the com-

ination of DKW F 102 and four-stroke engine, was given the name “Audi”. The Auto Union Audi was first unveiled at the International Motor Show in Frankfurt in **September 1965**.

When different engine versions were introduced, the model name “Audi” was supplemented by the appropriate horsepower figures. 1966 saw the introduction of the Audi 80 and the Audi Super 90 in the same body. Two years later, the Audi 60 and Audi 75 models were added to the range.





65  
years

## NSU World's Biggest Manufacturer of Two-Wheelers

NSU Werke AG in Neckarsulm was proud to be able to report production of a total of 342,583 two-wheelers (including 45,747 bicycles) for **1955**. This meant that NSU had advanced to become the world's biggest manufacturer of two-wheelers. But this record year was undoubtedly the high point of the two-wheeled era. Two-wheelers were increasingly in crisis because,

as consumers became wealthier, they also aspired to have their own set of wheels. The automobile became the avowed dream of the age of the economic miracle. The powers-that-be in Neckarsulm took account of this. In 1956/57, preparations were made to resume car-making, which had been dormant at NSU since 1929.





65  
years

## Large DKW 3=6

In **autumn 1955**, Auto Union GmbH unveiled its successful 3=6 Sonderklasse model with a ten cm wider body at the International Motor Show in Frankfurt am Main. To distinguish it from its narrower predecessor model, the name “Large DKW 3=6” was chosen. The numerical equation 3=6 was a highly effective promotional reference to the performance characteristic of the three-cylinder two-stroke engine, which was comparable to a six-cylinder four-stroke engine.

As with the predecessor models, there were different versions of the body for the “Large DKW 3=6” too. Customers were able to choose between a saloon car in a normal or special design, a four-seater luxury coupé with sliding side windows, a four-door saloon, a two-seater or four-seater convertible and a “Universal” estate version. However, the open versions of the “Large 3=6” only featured in the range for a year.





70  
years

## Düsseldorf Factory of Auto Union GmbH – First DKW Passenger Car Post-War

After Auto Union GmbH was founded in Ingolstadt in September 1949 and production of the DKW motorcycles and delivery vans began in the same year, **August 1950** saw the manufacture of Auto Union's first post-war passenger car. The model was the DKW Meisterklasse F 89 P as a saloon and four-seater convertible made by Karmann. The new DKW was a combination of the body and chassis from the DKW F9,

which was planned for 1940, with the proven two-cylinder engine from the DKW F8. As there were insufficient production facilities available to manufacture passenger cars in Ingolstadt, Auto Union had taken a lease on the former site of Rheinmetall-Borsig AG in Düsseldorf and set up a passenger car production line which was to operate there until mid-1962.





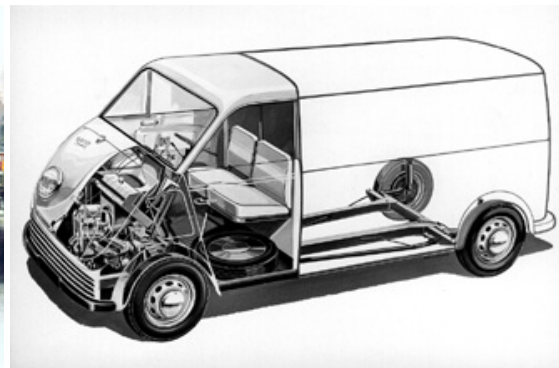
65  
years

## DKW F 800/3 Schnellaster

The DKW Schnellaster symbolised the rebirth of Auto Union in West Germany in 1949. It was the first model to be built by Auto Union after the Second World War and the first car to be produced in Ingolstadt. The design of the DKW Schnellaster in a pioneering cab-over-engine construction was based on the proven DKW front-wheel drive technology from the pre-war period.

Initially equipped with a two-cylinder two-stroke engine, from 1955 the DKW Schnellaster was given

the more powerful three-cylinder engine which had already been fitted in the DKW 3=6 car since 1953. The simple and reliable delivery van was offered in various body types. They ranged from the flatbed or box van through the livestock transporter to the luxury bus. The last estates and box vans rolled off the production line in Ingolstadt in January 1962.





75  
years

## New Start in the West – Establishment of the Central Depot for Auto Union Spare Parts in Ingolstadt

On 7 May 1945, the date of unconditional surrender and therefore the end of the Second World War, the Board of Auto Union AG moved from Chemnitz to the American occupation zone. Just a few weeks later, initial discussions were held in the Munich office of Auto Union regarding the establishment of an Auto Union spare parts depot in the Western occupation zones.



Roughly 60,000 DKW cars from the 1930s had survived the war and now urgently needed spare

parts. Then there were also thousands of DKW motorcycles and also many of the great Audi, Horch and Wanderer cars.

**19 December 1945** saw the official establishment of the “Central Depot for Auto Union Spare Parts” in Ingolstadt, where it was possible to rent the premises of a former military provisions supply office. The reproduction and repair of spare parts began, initially on a modest scale. This was the nucleus for the rebuilding of Auto Union after the war and laid the foundation for the evolution of the city of Ingolstadt from a garrison town to become a modern industrial city.





80  
years

## Halting of Production of Audi 920

The Audi 920 was the last Audi model before the war and displayed the building block features that were typical within Auto Union in the late 1930s. The design features of the chassis were largely the same as those of the Wanderer W 23. The in-line six-cylinder engine with an overhead camshaft driven via an upright shaft had originally been developed for a small Horch.

Production was reduced considerably when the war broke out and continued exclusively for purposes of export. In **April 1940** the last Audi left the Horch factory in Zwickau, where the Audi cars had been built since 1934.





85  
years

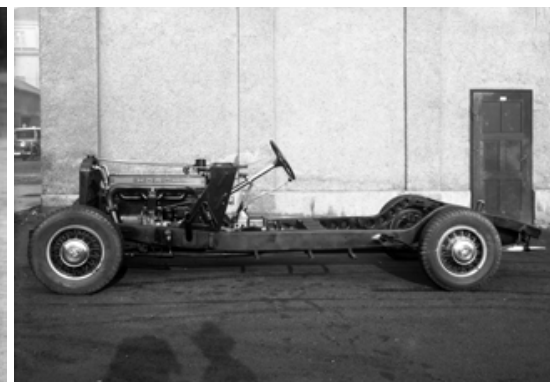
## Horch 853

In **February 1935** the Horch 853 was introduced to the market, the culmination of this marque's tremendous sport cabriolet tradition. As the successor to the 780 and 780 B types, which were built from 1932, it was to have a more modern and elegant image while retaining the same basic structure – two doors, two windows, four seats. The design for the 853 came from Günther Mickwausch, who designed car bodies in the Horch design office.

This car was the first one from Horch to feature a double-

jointed rear axle based on the De Dion design and from then on this was found on all cars from this marque. The advantages of a rigid axle were combined with those of independently spring-loaded wheels.

This Horch sport cabriolet is generally regarded nowadays as one of the most elegant cars of the 1930s. If the customer wanted, the Horch 853 could also be supplied with a “fish silver paint finish”. This was a metallic effect coating that was offered in four different shades.





85  
years

## Audi Front Roadster

A sporty-elegant roadster on the chassis of the Audi Front 225 on display at the Auto Union stand was the great draw at the International Motor Show in Berlin in 1935. The design for it came from the body design office at the Horch plant. Under the body of the Audi was the updated technology of the front-wheel-drive Audi, which was first presented in 1933, had a central box frame and a Wanderer six-cylinder engine which, from 1935, was increased to a capacity of 2.3 litres and then produced 50 hp. As the gearbox here was also arranged in front of the engine, this

produced a stretched bonnet that gave the car a special elegance.

Customers were very reluctant to buy given the price of RM 7950.00, and this meant that small-scale production never got off the ground. There were just two prototypes, one of which was sold to a businessman in Gütersloh.





85  
years

## DKW F5 Front Luxury Open Two-Seater (F5 Roadster)

At the Berlin Motor Show in **February 1935**, Auto Union also presented the new DKW Front type series F5. Within this new type series, the model range was completed with the presentation of both a roadster and a convertible, which were among the most elegant DKW models of the 1930s.

The two-seater roadster catered for the wish from many customers to produce a small sporty two-seater

car that appealed primarily to young drivers with sporty ambitions. The body, which was created in the Horch design office, was built at the company Horning in Meerane, Saxony, which at the time was an important body supplier for Auto Union. A small batch of 407 units of this sporty front-wheel-drive car were built between 1935 and 1938.



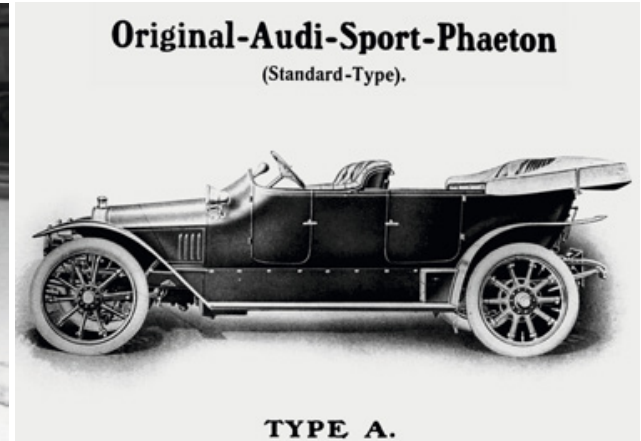
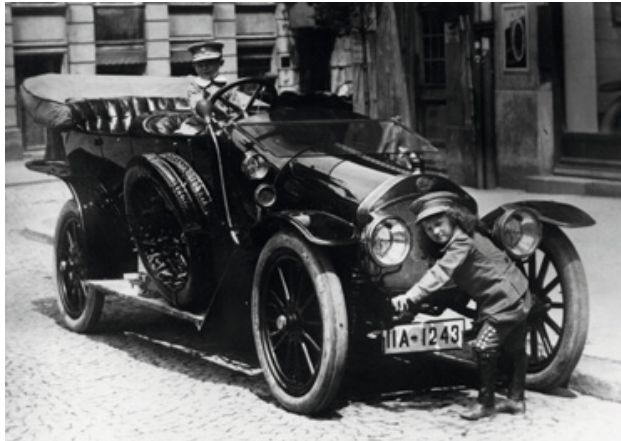


110  
years

## First Audi Automobile

The first Audi, a new design by August Horch and Hermann Lange, was delivered as a 10/22 hp car from **May 1910**. Internally it was referred to as the Type A. Technical improvements gradually improved its power output up to 28 hp.

From 1910 to 1912, 137 Audi Type A cars were built; just a single vehicle from this series has been preserved. Since the 1950s, it has been kept at the “Technical Museum Prague”.





115  
years

## First NSU Automobile

Once Neckarsulmer Fahrradwerke AG began manufacturing motorcycles in 1901, it was not long before the idea of getting involved in car manufacturing was also considered. This step was taken in 1905, yet not with the company's own development but rather initially with a car reproduced on licence from the Belgian manufacturer Pipe-Automobile. At the same time, the engineers in Neckarsulm started to put their own ideas into practice. 1906 saw the appearance of the "Sulmobil", a three-wheeled vehicle with a 3.5 hp motorcycle engine arranged above the front wheel. However, its low power and limited possible uses meant that the "Sulmobil" was never able to establish itself in the market, so that in the same year the first "Original Neckarsulm Motorcycle" went into production with a 1308 cc four-cylinder engine and 10 hp. Car manufacturing continued to expand in Neckarsulm in the years that followed, but without becoming as important as the production of motorcycles. Shortly after a new factory started operating to manufacture cars for NSU in nearby Heilbronn, NSU sold its car manufacturing business in 1929 to the Italian Fiat Group, which manufactured automobiles under the name NSU-Fiat in Heilbronn up until 1969.







135  
years

## Wanderer

On 15 February 1885 the two mechanics Johann B. Winklhofer and Richard A. Jaenicke set up a repair workshop for bicycles in Chemnitz. Shortly after this, they began to produce two-wheeled vehicles, which were sold under the name Wanderer. From 1896, the company name Wanderer Fahrradwerke AG appeared in front of Winklhofer & Jaenicke. The range of pro-

ducts manufactured went on to include machine tools and office machines, motorcycles and ultimately also automobiles. In 1932, Wanderer sold its automobile division to the newly founded Auto Union AG; at the same time, the car factory in Siegmarsdorf was leased for ten years to Auto Union AG.





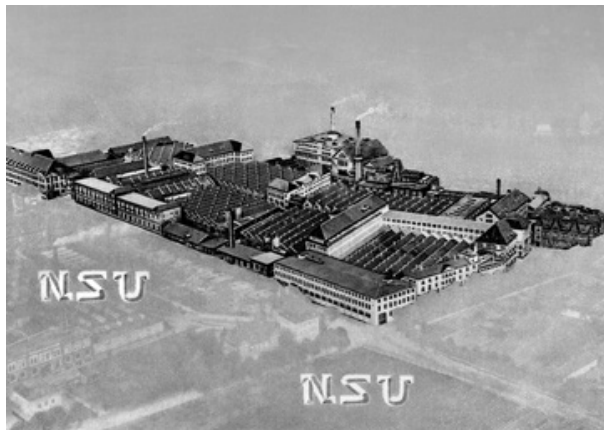
140  
years

## Neckarsulm Site

In 1873, the mechanics Christian Schmidt and Heinrich Stoll had established a mechanical workshop in Riedlingen for producing knitting machines. When the partners separated, in 1880 Schmidt relocated the company with its seven workers and two office staff to Neckarsulm, where it continued to produce knitting machines in larger premises.

In 1884, also in Neckarsulm, he founded “Neckarsulmer Strickmaschinenfabrik AG”, which after he died was

taken over and run by his brother-in-law Gottlob Banzhaf. From 1886 onwards, bicycles were made with a high and low frame; by 1889 the young company already had 60 employees. The first brush with automotive manufacturing during this period came with the production of the undercarriages for the Daimler steel-wheeled car. Production of knitting machines ended in 1892 due to a lack of demand; from 1897 the company traded as “Neckarsulmer Fahrradwerke AG”.



In the period that followed, motorcycles and automobiles were manufactured in Neckarsulm, and for a while NSU was the biggest motorcycle manufacturer in the world. The autonomy of the long-established Neckarsulm company ended with the Volkswagen-driven merger of NSU Motorenwerke AG with the Ingolstadt-based Auto Union GmbH. Audi NSU Auto Union AG was established on 21 August 1969, and ultimately the completion of the last Ro 80 in March 1977 represented the end of the NSU brand.



Motorsports

20

years

## First Victory in Le Mans

The Audi R8 sport prototype had been created from the previous R8R and R8C models for the **2000 racing season**. In the seven years in which it raced, this car won 63 out of 80 competitions, including the 24 Hours of Le Mans on five occasions.

In 2000, the second time that Audi had appeared in Le Mans, the brand secured a one-two-three finish in the world's most famous long-distance race.

In the American Le Mans Series, Audi drivers finished in the first four places in the drivers' championship in 2000.





Motorsports

30

years

## DTM Victory to Audi V8

In 1990 AUDI AG participated in the German Touring Car Championship (DTM) for the first time. Audi Sport entered a racing version of the Audi V8. With this car, which was often mocked as a “chauffeur’s car”, Hans-Joachim Stuck won the championship in an enthralling season.

The following year, Audi managed to successfully defend the title with Frank Biela at the wheel of the Audi V8.





Motorsports



years

# Audi 80 European Touring Car Champion

The Auto Union sports department was disbanded in 1964 because for many years the driving of Audi cars in competitive events was left to private drivers who from 1973 were supported by the factory with win bonuses and a factory trophy. The most successful Audi drivers at the time included Audi tuners Johann Abt and Hans Joachim Nowak, champions in the Audi test department.

The new sport department, which was established by Audi in 1978, was intended to make the Audi quattro ready to compete in the World Rally Championship from 1981, and therefore focused fully on rallying. Racing around circuits in Audi cars was still the preserve of private drivers. However, the successes enjoyed by Hans Joachim Nowak made Audi sit up and take notice; from then on it provided factory support for its involvement in the European Touring Car Championship.

Alongside the Audi authorised dealer Willi Bergmeister, Nowak was runner-up in the European Touring Car Championship in the Audi 80 GTE in 1979.

In 1980 they fought for the title again with increased support from Audi. Together with the team of Peter Seikel/Manfred Trint, Nowak and Bergmeister succeeded in claiming the title of European Touring Car Champion in an exciting battle with BMW in an Audi 80 GLE.







### Motorsports



years

# NSU Motorcycle Race Successes

NSU chief designer Walter William Moore, who hailed from England, not only brought with him to Germany a soft spot for bulky single-cylinder racing motorcycles, but also one of England's best motorcycle racers, Tom Bullus. The combination of the NSU 500 Super-sport bike and the tall Bullus – a journalist at the time wrote that Bullus was as “long as a gas lantern” – proved to be virtually unbeatable in the 500 cc class.

On **29 June 1930** Bullus won the Motorcycle Grand Prix at the Nürburgring on his NSU bike with an upright shaft. By the end of the season, he had racked up another six national and international victories. Between 1931 and 1937, the NSU riders claimed the German Championship eleven times and they won the Swiss Championship on five occasions in the 350 to 1000 cc classes.

Following the withdrawal from factory-run motorcycle racing, which was announced in 1954, over the winter of 1954/55 NSU built around three dozen NSU Sportmax bikes for private riders in the former racing department, and they were sold to established private riders at the start of 1955.

H. P. Müller secured the title of World Champion in the 250 cc class on the Sportmax 1955, Hans Baltisberger picked up the German Championship, John Surtees won the British Motorcycling Championship, and Pierre Monneret was crowned French Champion in France in the 250 cc class in 1955.







Motorsports

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## DKW Motorcycle Race Successes

In 1930 Walfried Winkler won the German Championship in the 250 cc class on the ever-reliable DKW ORe 250 and Toni Bauhofer won the German Championship in the 500 cc class on the DKW PRe 500 twin-cylinder bike with charge pump. The European Championship in the 175 cc class was secured by the Belgian Yvan Goor on his DKW Are 175.

The DKW SS 250 “production racer” was introduced in 1935. The racing motorcycle for private riders, which could be ordered from a DKW distributor, was intended for licensed amateur riders and a vital tool

for encouraging youth development. The shrill double-piston, two-stroke engines dominated their class shortly after they were launched on the market in June 1935.

In the same year, Arthur Geiss picked up the titles of German Champion and German Hill Champion on the 250 cc factory DKW bike. Accidents meant that the DKW riders were unable to amass sufficient points in either the 350 cc or the 500 cc class.

The 1950 racing season was the last season in which the DKW racing motorcycles with charge >>





pump from the pre-war years competed. From the end of 1950, all supercharged engines were banned in German motorcycle racing. H. P. Müller rode to the title of champion in this class on a supercharged DKW 125 that was designed by Erich Wolf. In the 250 cc and 350 cc class, the pre-war bikes amassed 48 domestic victories in Germany. The “vintage racers” did not manage any more championship titles though.



For the 1955 season, DKW extensively modified the 350 cc racing motorbike that was previously used and made it stable. In August, the engineers in Ingolstadt presented a single-cylinder racing machine with a 116 cc engine that was derived from the 350 cc bike, and this was to compete in the 125 cc class.

At the end of the season, the German Champion in the 350 cc class was August Hobl; second and third places were secured by his team-mates Wünsche and Hofmann; in the 350 cc World Championship standings Hobl, who had only competed in some of the races that formed part of the championship, came third. The single-cylinder machine, which was used sporadically in the second half of the season, had also demonstrated its potential and it delivered a win under Hobl in its first outing in August 1955 at the Sachsenring.



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