EBERHARD THIESEN

AUTOMOBILE RARITÄTEN SEIT 1972



1990/91 – Mercedes-Benz 190 E 2.5-16 Evolution

DTM racing car with Evolution II body kit

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1990/91 – Mercedes-Benz

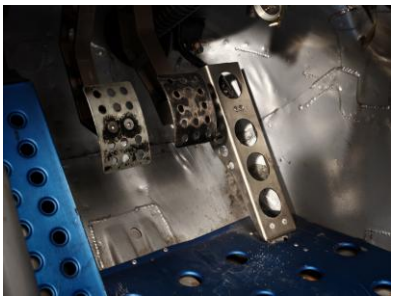
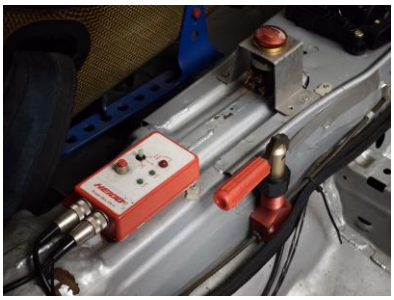
190 E 2.5-16 Evolution · DTM racing car with Evolution II body kit



- DTM racing car based on the Mercedes-Benz 190 E 2.5-16 Evolution (W 201), fitted with the Evolution II DTM body kit
- Numerous Evolution II and DTM components to the technical specification of the 1990 and 1991 seasons
- Matter roll cage, DTM fuel system and carbon/Kevlar bucket seat
- Racing suspension with Uniball joints, Lucas Girling braking system and carbon air ducts for the oil coolers
- Sport Technik intake manifold with barrel throttle, Inconel exhaust manifold and an oil sump bearing the production date 11.09.1990
- In theory, could be made race-ready again with some investment

This Automobile

This Mercedes-Benz 190 E 2.5-16 Evolution is a racing car built to DTM specification and was acquired by its current owner from the Mercedes-Benz Museum. It is based on a first-stage 190 E 2.5-16 Evolution and was built up with the Evolution II DTM body kit together with numerous components from the Evolution II and DTM programmes. A photo-documented inspection carried out in October 2026 by an experienced master technician working in the field dates the car's technical specification to the development stage of 1990 and 1991 – the period in which Mercedes-Benz introduced the Evolution II to the German Touring Car Championship (DTM). In his assessment, the car was presumably built by Sport Technik as a test and development vehicle.

According to the inspection findings, numerous assemblies correspond to original DTM components of the period. The body kit is an original Evolution II DTM kit, the roll cage was made by Matter, and the fuel cell and its mounting correspond to the parts used in the DTM.

The front axle has been stiffened, its wishbones run in Uniball joints and the anti-roll bar is eight-way adjustable; the rear axle carries drive shafts, wheel carriers, spring links and Uniball struts to 1990/1991 specification. The gearbox and differential oil coolers are fed by carbon air ducts, and the braking system is by Lucas Girling. The four-cylinder engine is fitted with a Sport Technik intake manifold with the barrel throttle used in the 1991 season and an Inconel exhaust manifold from the DTM era; the Sport Technik oil sump bears the production date 11.09.1990.

In the cockpit, the centre console with fuses, brake-balance and traction adjustment, the carbon/Kevlar bucket seat, as well as the pedal box and footrest, correspond to the original specification. A steering wheel of this type was used only on AMG cars, and the rev counter is by Sport Technik.

The additional welding on the bodyshell and the sheet-metal sections removed in the rear-seat area to save weight correspond to the modifications made to the race cars.

Findings and Condition

At the front, the radiator support and radiator grille show traces of earlier minor accident damage. The radiator grille and the front bumper mounting correspond to Sport Technik parts from 1990/1991; to current knowledge, this radiator grille was used for testing purposes only. The car is not currently in running order, but could in theory be made race-ready again with some investment.





The underbody presents itself in almost as-new condition. This Evolution therefore offers authentic technical substance from the early phase of the Evolution II programme.

This Mercedes-Benz Evolution offers an appealing basis for enthusiasts of the legendary DTM era. Many of the components fitted correspond to the DTM standard of the time and today represent considerable material value in their own right. The parts currently missing can be sourced, allowing the car to be completed in a targeted manner. For the connoisseur, this presents an attractive opportunity to continue a special motorsport project on a valuable technical basis.






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MERCEDES-BENZ
2.5-16



Model History

With the W 201 model series – the Mercedes-Benz 190 and 190 E – presented in December 1982, Mercedes-Benz entered the compact class. As early as 1983, it was followed by the 190 E 2.3-16, a sporting variant with a four-valve cylinder head, which proved its endurance during record runs at Nardò in Italy and caused a sensation in 1984 at the opening race of the new Nürburgring. From 1986, privateer teams raced the 2.3-16 in the German Touring Car Championship (DTM), and in 1988 Mercedes-Benz entered the series with works support.

The Group A regulations required each evolution stage to be homologated on the basis of at least 500 road cars built. The first was the 190 E 2.5-16 Evolution, unveiled at the 1989 Geneva Motor Show: 502 examples with a short-stroke 2.5-litre four-valve engine (143 kW/195 hp), front spoiler, larger rear wing, wider wheel arches, a body lowered by 19 mm and self-levelling suspension on both axles. A year later, in March 1990, the 190 E 2.5-16 Evolution II followed in Geneva, likewise in 502 examples – all finished in blue-black metallic – and with 173 kW (235 hp). Its most striking feature was the aerodynamic package developed with the involvement of the University of Stuttgart, comprising a large rear wing, an adjustable front spoiler and flared wheel arches that made room for wider wheels in racing.



The racing version made its debut on the Nürburgring Nordschleife on 16 June 1990; by the season finale at Hockenheim in October 1990, all works-supported teams were running the Evolution II. Kurt Thiim scored its first victory at Diepholz on 5 August 1990. The 2.5-litre four-cylinder was the last DTM engine designed in-house by Mercedes-Benz and, in its final stage of development, produced up to 373 hp.

The Evolution II reached its peak in the 1992 season: Mercedes-Benz drivers won 16 of the 24 races, Klaus Ludwig became German Touring Car Champion and AMG-Mercedes secured the manufacturers' title. The Evolution II remained in competition until 1993, when it was replaced by the new C-Class with the introduction of the Class 1 regulations. The close relationship between road car and racing car, the distinctive aerodynamics and the battles with BMW and Audi make the 190 E Evolution II a defining car in DTM history to this day.

Data & Facts

Year of construction	race build to technical specification of approx. 1990/1991; base vehicle 190 E 2.5-16 Evolution (built 1989)
Vehicle type	racing car to DTM specification (Group A); based on Mercedes-Benz 190 E 2.5-16 Evolution (W 201), Evolution II DTM body kit
History	presumably a test and development vehicle (Sport Technik); no race entries documented
Quantity	road versions: Evolution 502 examples (1989), Evolution II 502 examples (1990)
Colour scheme	black/white, display livery with race number 4
Engine	four-cylinder inline engine, 16 valves, double overhead camshafts; intake manifold with barrel throttle and oil sump by Sport Technik, Inconel exhaust manifold
Displacement / power	output of this engine not documented; factory figures for DTM Evo II: 2,496 cc, 373 hp at 9,300 rpm, 300 Nm at 7,750 rpm
Gearbox	manual, Mercedes/Getrag gearbox of production design
Suspension	front wishbones in Uniball joints, stiffened front axle, 8-way adjustable anti-roll bar, Uniball struts at the rear
Brakes	racing brake system by Lucas Girling
Equipment	Matter roll cage, carbon/Kevlar bucket seat, AMG steering wheel, Sport Technik rev counter, centre console with brake-balance and traction adjustment, DTM fuel cell
Documents	photo-documented inspection by an expert master technician (October 2026), Mercedes-Benz Classic data sheet for the DTM 190 E Evolution II



Appendix

Location	Hamburg, Germany
Price	**Price on request (VAT not to be shown)**
Contact	Eberhard Thiesen +49 (0) 172 – 459 34 35 Kevin Kupfernagel +49 (0) 40 – 9999 868 03

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