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2016 DTM.

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BACK IN THE HUNT FOR TITLES AGAIN IN YEAR FIVE.



2015 saw BMW Motorsport win the seventh of a possible twelve titles in its fourth year since returning to the DTM in 2012. With an outstanding demonstration of team spirit, the BMW DTM teams recovered from a poor start to the season to produce a stunning fightback, which culminated in the Manufacturer title at the final race of the season in Hockenheim.

As such, BMW has won at least one title in each year since making its comeback in the best touring car series in the world. Five of the eight drivers and all four teams in action for BMW in the DTM won races. Bruno Spengler was the best-placed BMW driver in the overall standings and finished on the podium on six occasions. Tom Blomqvist also ensured that the title

“Rookie of the Year” went to a BMW driver for the fourth time in succession.

The centenary of the BMW Group and the BMW brand will also play a key role in the DTM. To mark the centenary, Martin Tomczyk will compete with the number 100 on the BMW M Performance Parts M4 DTM. “There are only two numbers I would swap my 77 for: the number 1 belonging to the DTM champion and the number 100 to mark BMW’s centenary,” said Tomczyk. “It is a great honour for me to celebrate the 100th anniversary of BMW with the number 100 on my car. The BMW M Performance Parts M4 DTM in the traditional BMW Motorsport colours is perfectly suited to this homage. I will do my best to achieve as many good results as possible with this number.”

Given the performances shown and the sporting success enjoyed in 2015, there was no reason to change the drivers and teams for the new season. BMW Teams RMG, MTEK, RBM and Schnitzer will once again fly the flag for BMW in 2016. Back at the wheel of the eight BMW M4 DTMs will be Bruno Spengler, Marco Wittmann, António Félix da Costa, Timo Glock, Augusto Farfus, Tom Blomqvist, Maxime Martin and Martin Tomczyk. However, changes have been made to the allocation of drivers to individual teams and cars. Only at BMW Team Schnitzer does the pairing of Félix da Costa and Tomczyk remain unchanged. Glock switches from





BMW Team MTEK to BMW Team RMG, where he will drive alongside Wittmann. The pair were team-mates at BMW Team MTEK back in 2013. Farfus takes Glock's place at BMW Team MTEK, where he joins Spengler. This move sees the Brazilian leave BMW Team RBM after many successful years together. Martin moves across to team principal Bart Mampaey's Belgian outfit, where he is the new team-mate of Blomqvist. 2014 DTM

champion Wittmann will race in the Red Bull BMW M4 DTM in 2016. Blomqvist replaces Wittmann in the livery of premium partner Ice-Watch. Félix da Costa sports the same colours as Blomqvist's car from last year.

The DTM retains the successful format of two races per race weekend, which was introduced last year, meaning the 2016

season will once again feature a total of 18 races held over the course of nine events. As is tradition, the season will start and finish in Hockenheim. The Hungaroring in Budapest returns to the race calendar after a year's absence, replacing the Motorsport Arena Oschersleben.



WHO IS WHO: THE BMW MOTORSPORT TEAM.

Director BMW Motorsport:

Jens Marquardt

Sporting Director:

Adam Baker

Technical Director:

Jan Hartmann

General Manager Vehicle Development:

Rudolf Dittrich

Director Finance BMW Motorsport:

Anita Tonini

Head of Sports Communications:

Jörg Kottmeier

BMW TEAM RMG

Team Principal: Stefan Reinhold

Driver car number 11: Marco Wittmann

Race engineer car number 11: Michael Kissling

Driver car number 16: Timo Glock

Race engineer car number 16: Olaf Bulgrin

BMW TEAM MTEK

Team Principal: Ernest Knoors

Driver car number 7: Bruno Spengler

Race engineer car number 7: Richard Wesselak

Driver car number 18: Augusto Farfus

Race engineer car number 18: Mark Hutcheson

BMW TEAM RBM

Team Principal: Bart Mampaey

Driver car number 31: Tom Blomqvist

Race engineer car number 31: Ruggero Aprilletti

Driver car number 36: Maxime Martin

Race engineer car number 36: Marc Giannone

BMW TEAM SCHNITZER

Team Principal: Charly Lamm

Driver car number 13: António Félix da Costa

Race engineer car number 13: Marco Schüpbach

Driver car number 100: Martin Tomczyk

Race engineer car number 100: Michael Koelbel



BMW TEAM RMG.

It may not have been the successful title defence they had hoped for, but it was impressive confirmation of the extraordinary performance shown in 2014. Following the previous year's success in the Drivers' and Team Championships, BMW Team RMG was once again the most successful BMW Motorsport team in 2015 – and narrowly missed out on clinching another Team title at the season finale in Hockenheim, finishing second overall.

The team's performances showed once again that founder Stefan Reinhold was spot on with his choice of structures and personnel. The drivers were instrumental in the success, picking points and victories aplenty for the team, which moved from Niederzissen to Andernach in the Eifel Mountains in 2015. Marco Wittmann and Maxime Martin had done their 'basic DTM training' with a year as test and development driver for BMW. They proved to be natural born winners at BMW Team RMG.

2014 was a dream year. Marco Wittmann, who won four races and the Drivers' Championship, and Maxime Martin with a maiden DTM win, ensured the team won half of the season's races. Both drivers also made it onto the top step of the podium in what was a difficult 2015 season for BMW Motorsport. No other BMW team was able to celebrate victories by both drivers. Reinhold's outfit consequently won the internal battle among the BMW teams. Martin's win at the Nürburgring, which is just a few kilometres from the team's headquarters, was particularly emotional. 2016 brings with it another change, but only a small one this time. Maxime Martin, who joins his fellow Belgian Bart Mampaey at BMW Team RBM, is replaced by Timo Glock, who joins a new team for the first time in his fourth year in the DTM.

ACHIEVEMENTS IN THE DTM SINCE 2012.

	WINS	PODIUMS	POLE POSITIONS	POINTS	TEAM STANDINGS
2015	2	6	2	206	2 nd place
2014	5	6	4	203	1 st place
2013	0	0	0	20	10 th place
2012	0	3	0	75	8 th place
TOTAL	7	15	6	504	

FACTS AND FIGURES.

Founded	2011
Team Principal	Stefan Reinhold
Team Base	Andernach (DE)
Drivers	#11 Marco Wittmann #16 Timo Glock



MILESTONES.

2015	6 th and 7 th place Drivers' standings 2 nd place DTM Team standings
2014	1 st and 7 th place DTM Drivers' standings 1 st place DTM Team standings
2013	19 th and 20 th place DTM Drivers' standings 10 th place DTM Team standings
2012	8 th and 20 th place DTM Drivers' standings 8 th place DTM Team standings



#11 MARCO WITTMANN.



#11 MARCO WITTMANN.

The goal for Marco Wittmann this season is a simple one: the 2014 DTM champion has his sights set on regaining the number 1, which adorned his Ice-Watch BMW M4 DTM last year until he eventually surrendered the title and the record of the youngest German champion in the history of the DTM to Pascal Wehrlein. His new car number will not take a lot of getting used to this year – all he need do is add another 1. Wittmann opted for 11 as his personal start number, a feature introduced to the DTM in 2015. The new livery on his car is somewhat more conspicuous, as the young German now goes in search of points and victories in the Red Bull colours.

Marco Wittmann will be hoping for a return to the devastating form he showed in 2014, but which, as defending champion, he was unable to maintain in 2015 for various reasons. Like his fellow BMW drivers, he endured a trying start to the season,

until the breakthrough in Zandvoort. It was Wittmann who presented BMW Motorsport with its first win of the season, leading home a historic top-seven lock-out for BMW. He and team-mate Maxime Martin battled to defend their title in the Team Championship right down to the season finale, where BMW Team RMG eventually had to settle for a creditable second place.

Despite all his success, Marco Wittmann has kept both feet firmly on the ground. Whenever time allows it, he can be found in his father's chassis workshop, where he is only too happy to be around cars away from the racetrack too. He and his brother are heavily involved in the family business.

ACHIEVEMENTS AS BMW DTM DRIVER.

	WINS	PODIUMS	POLE POSITIONS	POINTS	DRIVERS' STANDINGS
2015	1	3	1	112	6 th place
2014	4	5	3	156	1 st place
2013	0	1	1	49	8 th place
TOTAL	5	9	5	317	

FACTS AND FIGURES.

Date/place of birth	24 th November 1989 in Fürth (DE)
Place of residence	Fürth (DE)
Marital status	Single
Website	www.marco-wittmann.com
Car	Red Bull BMW M4 DTM
Biggest success	2014 DTM champion
DTM debut	2013
Favourite DTM track	Norising (DE), Spielberg (AT)

CAREER.

2015	6 th place DTM
2014	1 st place DTM
2013	8 th place DTM, Rookie of the Year
2012	Test and development driver for BMW Motorsport
2011	2 nd place Formula 3 Euro Series
2010	2 nd place Formula 3 Euro Series
2009	16 th place Formula 3 Euro Series
2008	2 nd place Formula BMW Europe
2007	5 th place Formula BMW Germany
1996–2007	Karting



#16 TIMO GLOCK.



#16 TIMO GLOCK.

Timo Glock lines up in the “Yellow Beast” for his fourth season in the DTM. The fact that the ex-Formula One driver is yet to figure in the title race, despite a number of wins and podium finishes, has only stoked his ambition. It is no coincidence that the caring father is regarded as one of the biggest fighters in the DTM field.

When everything falls into place, he is capable of results like Oschersleben in 2015, where Glock celebrated his second DTM victory. His first win came in the final race of his debut season in Hockenheim. He has no intention of waiting that long for win number three, even though Oschersleben does not feature on this year’s DTM calendar. Instead the series returns to Budapest, where Glock has had a large fan base since claiming his first Formula One podium there.

Timo Glock took the first steps in his career in the BMW ADAC Formula Junior Cup and Formula BMW, before suddenly landing in Formula One in 2004. However, after four races for Jordan he found himself without a seat in 2005. Glock, who is used to hard work as a trained scaffolder in his father’s company, showed his typical fighting spirit. He made a detour to the ChampCar Series in the USA and the GP2 Championship, in which he won the title in 2007 whilst at the same time fulfilling his role as test driver for the BMW Sauber F1 Team. He consequently returned to Formula One, where he claimed three podium finishes. In 2013, his path took him back to BMW Motorsport – and to the DTM, where he has been a real fan favourite ever since.

ACHIEVEMENTS AS BMW DTM DRIVER.

	WINS	PODIUMS	POLE POSITIONS	POINTS	DRIVERS’ STANDINGS
2015	1	1	1	56	15 th place
2014	0	1	0	33	16 th place
2013	1	2	0	40	9 th place
TOTAL	2	4	1	129	

FACTS AND FIGURES.

Date/place of birth	18 th March 1982 in Lindenfels (DE)
Place of residence	Landschlacht (CH)
Marital status	Married, one son
Website	www.timoglock.de
Car	DEUTSCHE POST BMW M4 DTM
Biggest success	GP2 champion 2007, two DTM wins
DTM debut	2013
Favourite DTM track	Hockenheim (DE), Budapest (HU)

CAREER.

2015	15 th place DTM
2014	16 th place DTM
2013	9 th place DTM
2010-2012	Formula 1 World Championship (Virgin, Marussia)
2009	Formula 1 World Championship (two podiums for Toyota)
2008	Formula 1 World Championship (one podium for Toyota)
2007	1 st place in the GP2 Championship, Test driver for BMW Sauber F1 Team
2005	8 th place ChampCar World Series, Rookie of the Year



BMW TEAM MTEK.

The new season brings with it a change in personnel on the driver side at BMW Team MTEK. In 2015, Bruno Spengler and Timo Glock formed the most prominent driving duo in the BMW Motorsport squad, and were instrumental in the progress made by BMW Team MTEK. Experienced Brazilian Augusto Farfus now replaces Glock alongside Spengler in 2016. Fourth place in last season's Team Championship was by far the best end-of-season position for the team from Garching in Munich, which was formed as recently as 2012.

MTEK stands for "Motorsport Track Engineering Knoors". Dutchman Ernest Knoors assembled the team within a matter of months in the winter of 2012/2013, bringing in experts from various racing series. In 2013, the outfit joined BMW as the fourth DTM works team – and wasted little time in causing a stir with its two rookie drivers. Future champion Marco Wittmann

and Timo Glock finished second and third in their third DTM race in Spielberg. Wittmann went on to secure the team's first pole position, while Glock claimed its maiden victory.

After its strong debut season, the team suffered a number of setbacks in 2014 and managed just one podium finish all year. However, BMW Team MTEK returned to winning ways in 2015, thanks in no small part to the addition of Spengler. The 2012 champion, who Knoors describes as a DTM institution, was the most successful BMW driver of 2015 with six podium to his name. Glock also contributed to the team's cause with victory in Oschersleben.

ACHIEVEMENTS IN THE DTM SINCE 2013.

	WINS	PODIUMS	POLE POSITIONS	POINTS	DRIVERS' STANDINGS
2015	1	7	2	179	4 th place
2014	0	1	0	39	11 th place
2013	1	2	1	89	7 th place
TOTAL	2	10	3	307	

FACTS AND FIGURES.

Founded	2012
Team Principal	Ernest Knoors
Team Base	Garching (DE)
Drivers	#7 Bruno Spengler #18 Augusto Farfus



MILESTONES.

2015	5 th and 15 th place DTM Drivers' standings 4 th place DTM Team standings
2014	16 th and 21 st place DTM Drivers' standings 11 th place DTM Team standings
2013	8 th and 9 th place DTM Drivers' standings 7 th place DTM Team standings



#7 BRUNO SPENGLER.



#7

BRUNO SPENGLER.

It was a change of scene with positive consequences. After three years at BMW Team Schnitzer, Bruno Spengler bid farewell with a healthy portion of melancholy, in order to embark on a new adventure at BMW Team MTEK. Having finished 11th overall in 2014, at the end of a season that far from lived up to the Canadian driver's own expectations, Spengler started 2015 in a new environment and promptly ended the 2015 season as the best-placed BMW driver again – albeit “only” in fifth place overall.

Racing alongside Timo Glock, Spengler's wealth of DTM experience, which now totals 121 races, was instrumental in BMW Team MTEK taking a big step forward and ultimately finishing fourth in the Team Championship. He claimed the first pole position of the season for BMW Motorsport at the

Norising, which he lists as one of his favourite circuits. This was Spengler's 17th pole position in the DTM, putting him third in the all-time list. Spengler made six visits to the podium in 2015 – twice as many as the best of his fellow BMW drivers. All that was missing was DTM victory number 15. However, the talented all-rounder, who also cuts a fine figure on the golf course or whilst cross-country skiing, has his sights set firmly on more wins in 2016. Spengler is looking for a return to the kind of form he showed in 2012, when he won four races in the BMW Bank M3 DTM: back then, Spengler helped BMW to all three titles – Driver, Team and Manufacturer – on its return to the DTM. It was for precisely this reason that the Bavarian manufacturer had secured the services of the experienced Canadian, who had narrowly missed out on the title on four previous occasions. And it proved to be a very wise decision.

ACHIEVEMENTS AS BMW DTM DRIVER.

	WINS	PODIUMS	POLE POSITIONS	POINTS	DRIVERS' STANDINGS
2015	0	6	1	123	5 th place
2014	0	2	0	42	11 th place
2013	1	3	2	82	3 rd place
2012	4	6	3	149	1 st place
TOTAL	5	17	6	396	

FACTS AND FIGURES.

Date/place of birth	23 rd August 1983 in Schiltigheim (FR)
Place of residence	Möhlín (CH)
Marital status	Single
Website	www.brunospengler.com
Car	BMW Bank M4 DTM
Biggest success	2012 DTM champion
DTM debut	2005
Favourite DTM track	Norising (DE), Hockenheim (DE), Nürburgring (DE)

CAREER.

2015	5 th place DTM 2 nd place Daytona 24 Hours
2014	11 th place DTM
2013	3 rd place DTM
2012	1 st place DTM
2011	3 rd place DTM
2010	3 rd place DTM
2009	4 th place DTM
2008	5 th place DTM
2007	2 nd place DTM



#18 AUGUSTO FARFUS.



#18 AUGUSTO FARFUS.

Augusto Farfus can usually be found with a smile on his face when at the racetrack. Even in his second difficult season in a row, Augusto Farfus never forgot how to smile. After all, the Brazilian is living his dream and enjoying doing the thing he enjoys more than anything else: driving racing cars at the limit. He proved in 2015 that he is still one of the best around, with pole positions in Zandvoort and Oschersleben. Only a lack of fortune in the races themselves prevented him from picking up his fifth victory in the DTM. He now tries his luck in a new environment in 2016: after four years at BMW Team RBM he switches to BMW Team MTEK. Farfus joined the BMW family back in 2007 on the back of a host of impressive displays in the World Touring Car Championship. He won ten races with BMW in the world championship, as well as the 2010 Nürburgring 24 Hours alongside Jörg Müller, Pedro Lamy and Uwe Alzen in

a BMW M3 GT2 – the first Brazilian ever to triumph at the classic endurance race. In 2015 he secured pole position in a BMW Z4 GT3 at the same venue, before finishing fourth overall in the race. 2012 saw Farfus turn his attention to the DTM with BMW. Having been involved in the development of the BMW M3 DTM, he then claimed the first victory in his debut season in Valencia – again making him the first Brazilian to do so. In 2013, Farfus emerged as a serious contender, narrowly missing out on the title in second place. Trips back to Brazil are few and far between, but his wife Liri and daughter Victoria are in no way homesick. The three of them spend every free minute together and have made a second home in Monaco, where they live during the racing season. Liri supports her “Gusti” wherever she can – even if she is often the butt of his practical jokes, like her now legendary lap of the Nürburgring-Nordschleife, which is available on YouTube for all to enjoy.

ACHIEVEMENTS AS BMW DTM DRIVER.

	WINS	PODIUMS	POLE POSITIONS	POINTS	DRIVERS' STANDINGS
2015	0	2	2	77	12 th place
2014	0	1	0	39	13 th place
2013	3	5	1	116	2 nd place
2012	1	3	2	69	7 th place
TOTAL	4	11	5	301	

FACTS AND FIGURES.

Date/place of birth	3 rd September 1983 in Curitiba (BR)
Place of residence	Monaco (MC)
Marital status	Married, one daughter
Website	www.farfus.com
Car	Shell BMW M4 DTM
Biggest success	2 nd place DTM in 2013, 1 st place Nürburgring 24 Hours in 2010
DTM debut	2012
Favourite DTM track	Zandvoort (NL)

CAREER.

2015	12 th place DTM 2 nd place Daytona 24 Hours
2014	13 th place DTM
2013	2 nd place DTM
2012	7 th place DTM, Rookie of the Year
2011	1 st place 24h Dubai
2010	1 st place 24h Nürburgring
2009	3 rd place FIA WTCC
2006	3 rd place FIA WTCC
2003	1 st place F3000 Euro Series



BMW TEAM RBM.

Belgian Bart Mampaey has been part of the BMW family since he was a child. Julien Mampaey, father of the BMW Team RBM boss, ran a successful racing team in the 1970s under the name of JUMA, which won the iconic 24 Hours of Spa-Francorchamps three times with BMW cars. Since then, a number of JUMA BMW dealerships, which also provide a perfect infrastructure for the racing team from Mechelen in Belgium, have formed the economic cornerstone of the family. BMW Team RBM – the three letters stand for Racing Bart Mampaey – was formed in 1995, and Bart Mampaey soon surpassed his father's success. In 1998 he claimed his first overall victory at the 24 Hours of Spa-Francorchamps. What followed was a very special success story, which began with entry in the European Touring Car Championship and the signing of British driver Andy Priaulx. After third place in 2003, Priaulx led the team – as BMW Team UK – to the European Championship title in 2004, before RBM and Priaulx dominated

the FIA World Touring Car Championship (WTCC) for the next three years.

In 2010, Augusto Farfus joined BMW Team RBM. The team subsequently withdrew from the world championship at the end of the season, before switching to the DTM with BMW Motorsport and drivers Farfus and Priaulx in 2012. When Priaulx moved on, his place was taken by Joey Hand in 2013 and 2014, before DTM newcomer Tom Blomqvist became Farfus' new team-mate in 2015. The young Brit presented BMW Team RBM with its only win of the season. While the 2015 "Rookie of the Year" once again drives for Bart Mampaey this season, Farfus has moved on to BMW Team MTEK in pursuit of a new challenge. However, Mampaey welcomes the perfect successor, in the form of Maxime Martin: the only Belgian driver ever to win a DTM race now lines up for the Belgian team.

ACHIEVEMENTS IN THE DTM SINCE 2012.

	WINS	PODIUMS	POLE POSITIONS	POINTS	DRIVERS' STANDINGS
2015	1	3	2	136	8 th place
2014	0	1	0	47	8 th place
2013	3	5	1	148	2 nd place
2012	1	3	2	93	6 th place
TOTAL	5	12	5	424	

FACTS AND FIGURES.

Founded	1995
Team Principal	Bart Mampaey
Team Base	Mechelen (BE)
Drivers	#31 Tom Blomqvist #36 Maxime Martin



MILESTONES.

2015	12 th and 14 th place DTM Drivers' standings 8 th place DTM Team standings
2014	13 th and 20 th place DTM Drivers' standings 8 th place DTM Team standings
2013	2 nd and 12 th place DTM Drivers' standings 2 nd place DTM Team standings
2012	7 th and 13 th place DTM Drivers' standings 6 th place DTM Team standings
2007	1 st place FIA WTCC



#31 TOM BLOMQVIST.



#31

TOM BLOMQVIST.

After joining the DTM in 2015, Tom Blomqvist did not take long to prove that he is more than just a famous surname on the motorsport scene. Unlike his father Stig, who won the World Rally Championship in 1984, Tom has found his calling in the world of circuit racing.

The newcomer in the BMW Motorsport squad repeatedly caught the eye in his first season in the DTM. The highlight of his season came in the form of his maiden DTM victory in Oschersleben. This formed the basis for the continuation of a run of success. Come the end of the year, Tom Blomqvist was named “Rookie of the Year”, ensuring this title remained in BMW Motorsport hands in the manufacturer’s fourth year since returning to the DTM. In claiming this title, Blomqvist followed in the footsteps of Augusto Farfus, Marco Wittmann and Maxime Martin.

Tom Blomqvist naturally caught the motorsport bug from his father, who was still actively involved in motor racing until he was almost 60 years old. Blomqvist junior, who emigrated to New Zealand with his family at the age of six, soon switched from racing on loose surfaces to the kart track. Blomqvist, who swapped his Swedish racing licence for a British one in 2010, won his first races back in Europe – and this although he was living alone in England, far away from his father in Sweden and the rest of his family in New Zealand. Even a fractured lumbar vertebra in 2011 could not prevent him from making his way into the DTM on the back of finishing runner-up in the 2014 Formula 3 European Championship.

ACHIEVEMENTS AS BMW DTM DRIVER.

	WINS	PODIUMS	POLE POSITIONS	POINTS	DRIVERS' STANDINGS
2015	1	1	0	59	14 th place
TOTAL	1	1	0	59	

FACTS AND FIGURES.

Date/place of birth	30 th November 1993 in Cambridge (GB)
Place of residence	Bath (GB)
Marital status	Single
Website	www.tomblomqvistofficial.com
Car	Ice-Watch BMW M4 DTM
Biggest success	DTM win in Oschersleben 2015
DTM debut	2015
Favourite DTM track	Zandvoort (NL)

CAREER.

2015	14 th place DTM, Rookie of the Year
2014	2 nd place Formula 3 European Championship
2013	7 th place Formula 3 European Championship
2012	7 th place Formula 3 Euro Series 5 th place German Formula 3 Cup
2011	6 th place German Formula 3 Cup
2010	1 st place British Formula Renault
2009	3 rd place Swedish Formula Renault 3 rd place North European Zone Formel Renault



#36 MAXIME MARTIN.



#36

MAXIME MARTIN.

Nowadays, successful motorsport careers tend to start on the kart track as a child. Particularly when talent lies in the family. Maxime Martin is the perfect example that there are other ways to make it on the motorsport scene – and in the DTM.

Although his father Jean-Michel Martin is a legendary racing driver in Belgium, Maxime was not always a fan of horsepower. Only at the age of 18 did he catch the motorsport bug. He launched his career in a MINI Cooper in 2005, winning the World Cup in his very first season. In 2009 he claimed his first class victory at the 24 Hours of Spa-Francorchamps.

From that point on, Maxime repeatedly impressed as a privateer at endurance races – particularly in wet conditions – and was rewarded for his perseverance with a contract as a BMW works driver. He finished runner-up at the 2013 Nürburgring 24 Hours, and also drove for BMW Team RLL in the ALMS

in the same year. At the same time, he also followed in the footsteps of Marco Wittmann as test and development driver in the DTM. One year later, he was promoted to a regular seat.

Maxime Martin enjoyed great success alongside Marco Wittmann at BMW Team RMG in 2014 and 2015. He finished seventh overall and was named “Rookie of the Year” in his debut season. His maiden victory at the Moscow Raceway was also the first ever by a Belgian driver in the DTM – a feat that even compatriot Eric van de Poele, 1987 DTM champion with BMW, did not achieve. Having claimed win number two at BMW Team RMG’s home race at the Nürburgring in 2015, Martin now returns home: in 2016 the Belgian driver will line up for a Belgian team, in the form of BMW Team RBM.

ACHIEVEMENTS AS BMW DTM DRIVER.

	WINS	PODIUMS	POLE POSITIONS	POINTS	DRIVERS' STANDINGS
2015	1	3	1	94	7 th place
2014	1	1	1	47	7 th place
TOTAL	2	4	2	141	

FACTS AND FIGURES.

Date/place of birth	20 th March 1986 in Uccle (BE)
Place of residence	Monaco (MC)
Marital status	Engaged
Website	www.maximemartin.be
Car	SAMSUNG BMW M4 DTM
Biggest success	First Belgian DTM winner in Moscow in 2014
DTM debut	2014
Favourite DTM track	Moscow (RU)

CAREER.

2015	7 th place DTM
2014	7 th place DTM, Rookie of the Year
2013	6 th place GT class American Le Mans Series 2 nd place 24h Nürburgring 2 nd place Blancpain Endurance Series
2012	2 nd place Blancpain Endurance Series 4 th place ADAC GT Masters
2011	6 th place FIA GT1 World Championship
2010	2 nd place GT3 class 24h Spa-Francorchamps
2009	1 st place GT3 class 24h Spa-Francorchamps
2008	1 st place French Renault Clio Cup



BMW TEAM SCHNITZER.

BMW and Schnitzer – two names that are intrinsically linked in the world of motorsport. Based in Freilassing, BMW Team Schnitzer has now lined up on the racetracks of this world with BMW Power for more than 50 years – and has enjoyed great success during this period: three titles in the European Touring Car Championship in the 1980s, victory in the inaugural World Championship with the iconic BMW M3 and Roberto Ravaglia in 1987, followed by the first DTM title two years later, victory as a BMW works team at the 24 Hours of Le Mans in 1999, and overall victory in the ALMS in America – not to mention the team’s greatest achievement so far: the hat-trick of titles – Driver, Manufacturer and Team – when BMW made its phenomenal return to the DTM in 2012.

The team is looking for a return to this kind of success in 2016, having endured a difficult time in recent years. Although newcomer António Félix da Costa impressed in 2015, and

claimed his first race win, eleventh place in the Team competition was well below the team’s own expectations. Now in their second year together, the flying Portuguese Félix da Costa and the experienced Bavarian Martin Tomczyk have set themselves the goal of ensuring that successful times return to BMW Team Schnitzer.

Schnitzer’s motor racing tradition stretches back to the 1960s, when Josef Schnitzer won the title in the 1966 German Circuit Racing Championship – in a BMW, of course. One year later, he and his brother Herbert formed the Team Schnitzer racing department, which claimed the first title in its collection in the 1975 European Formula 2 championship.

ACHIEVEMENTS IN THE DTM SINCE 2012.

	WINS	PODIUMS	POLE POSITIONS	POINTS	DRIVERS' STANDINGS
2015	1	3	1	106	11 th place
2014	0	3	0	91	6 th place
2013	1	4	2	112	4 th place
2012	4	6	3	178	1 st place
TOTAL	6	16	6	487	

FACTS AND FIGURES.

Founded	1963
Team Principal	Charly Lamm
Team Base	Freilassing (DE)
Drivers	#13 António Félix da Costa #100 Martin Tomczyk



MILESTONES.

2015	11 th and 19 th place DTM Drivers' standings 11 th place DTM Team standings
2014	6 th and 11 th place DTM Drivers' standings 6 th place DTM Team standings
2013	3 rd and 13 th place DTM Drivers' standings 4 th place DTM Team standings
2012	1 st and 9 th place DTM Drivers' standings 1 st place DTM Team standings
2006, 2005	2 nd place FIA WTCC



#13

ANTÓNIO FÉLIX DA COSTA.



#13

ANTÓNIO FÉLIX DA COSTA.

Petrol in his blood and always ready for action: a perfect description of António Félix da Costa. As well as racing in the DTM for BMW Team Schnitzer, the Portuguese driver once again lines up in the FIA Formula E Championship this year. These outings were good to Félix da Costa last year. He claimed his maiden Formula E victory in Buenos Aires in January 2014, and went on to finish eighth overall at the end of the 2014/2015 season.

He went into his second year in the DTM on the back of this success. Whilst the majority of his rookie season with BMW Team MTEK produced mere glimpses of his immense potential, things improved dramatically following his switch to BMW Team Schnitzer in Freilassing, where he joined DTM old hand Martin Tomczyk. The highlight was the weekend in Zandvoort. He finished runner-up behind Marco Wittmann on the Saturday, clocking the fastest lap of the race en route to

his first DTM podium. He followed this 24 hours later with a perfect Sunday, converting his first pole position to a maiden win.

Before switching to the DTM, Félix da Costa, who grew up in a family of motorsport enthusiasts with two older brothers who also race, had caused quite a stir on the single-seater scene. As a Red Bull Junior, he also spent a number of years in the role of official Formula One test driver for the Red Bull Racing team. His biggest success in single-seater racing came in 2012. He won the iconic Formula 3 Grand Prix in the former Portuguese colony of Macau, following in the footsteps of a host of superstars, including Ayrton Senna and Michael Schumacher.

ACHIEVEMENTS AS BMW DTM DRIVER.

	WINS	PODIUMS	POLE POSITIONS	POINTS	DRIVERS' STANDINGS
2015	1	3	1	79	11 th place
2014	0	0	0	6	21 st place
TOTAL	1	3	1	85	

FACTS AND FIGURES.

Date/place of birth	31 st August 1991 in Lisbon (PT)
Place of residence	Cascais (PT)
Marital status	Single
Website	www.felixdacosta.com
Car	BMW M4 DTM
Biggest success	DTM win in Zandvoort 2015, Win at the F3 Macau GP 2012
DTM debut	2014
Favourite DTM track	Nürburgring (DE)

CAREER.

2015	11 th place DTM 8 th place FIA Formel E Championship
2014	21 st place DTM
2013	3 rd place Formula Renault 3.5 Series
2012	1 st place Formula 3 Macau Grand Prix 3 rd place GP3 Series F1 tests for Red Bull Racing
2010	F1 tests for Force India 7 th place Formula 3 Euroseries
2009	1 st place Formula Renault 2.0 NEC
2008	2 nd place Formula Renault 2.0 NEC



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MARTIN TOMCZYK.



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MARTIN TOMCZYK.

Martin Tomczyk's private life could not be better. In the summer of 2015 he became a father for the second time together with wife Christina. The family's new home in Rosenheim is ready, and his commute to BMW Team Schnitzer in Freilassing is just 85 kilometres. A mere stone's throw for a racing driver in a sporty BMW.

As such, Tomczyk goes into the 2016 season in determined fashion. Fourth place at the opening weekend in Hockenheim was his best result in 2015. He did repeatedly produce impressive fightbacks over the course of the season, and more than lived up to his reputation as one of the fiercest fighters and best racers in the DTM. That had also been the case in 2014, when he finished the season as the best-placed BMW

driver in sixth place overall. Now in his third year as part of the dream constellation of Bavarian driver, Bavarian team and Bavarian car-maker, Martin Tomczyk has thrown himself into his work with his usual passion and commitment, as he strives to make his dream of a first DTM win since switching to BMW Motorsport a reality. In 2011, BMW signed up reigning DTM champion Tomczyk for its return to the touring car series.

The Bavarian driver joined the DTM in 2001 at the age of 19. In the 15 years since then, he has contested 159 races. Only Timo Scheider and his team-mate for many years Mattias Ekström have been around marginally longer than Tomczyk.

DTM-BILANZ SEIT 2012.

	WINS	PODIUMS	POLE POSITIONS	POINTS	DRIVERS' STANDINGS
2015	0	0	0	27	19 th place
2014	0	1	0	49	6 th place
2013	0	0	0	10	19 th place
2012	0	3	0	69	8 th place
TOTAL	0	4	0	155	

FACTS AND FIGURES.

Date/place of birth	7 th December 1981 in Rosenheim (DE)
Place of residence	Rosenheim (DE)
Marital status	Married, one daughter, one son
Website	www.tomczyk.com
Car	BMW M Performance Parts M4 DTM
Biggest success	2011 DTM champion
DTM debut	2001
Favourite DTM track	Nürburgring (DE), Hockenheim (DE)

CAREER.

2015	19 th place DTM
2014	6 th place DTM
2013	19 th place DTM
2012	8 th place DTM
2011	1 st place DTM
2007	3 rd place DTM
2006	4 th place DTM
2004	5 th place DTM
1999	1 st place Portuguese Formula ADAC
1998	2 nd place BMW ADAC Formula Junior Cup



RACING MACHINE.

BMW M4 DTM.



Three titles in two years: since making its debut in the 2014 season, the BMW M4 DTM has seamlessly followed on from the success of its predecessor. The successor to the BMW M3 DTM won its very first race in Hockenheim in 2014, with Marco Wittmann at the wheel. Another four wins and the titles in the Driver and Team competitions were to follow over the course of the DTM season. The BMW M4 DTM struggled to match the pace of the extremely strong opposition at the start of the 2015 season. Over the course of the year, however,

it proved to be a car that could be adapted to suit the individual requirements of all the drivers. Proof of this came in the form of five race wins, courtesy of five different drivers – and the Manufacturer title.

BMW Motorsport engineers began working on the development of the BMW M4 DTM well before its first race. The first model made its first appearance in the wind tunnel at the BMW Group's Aero Lab on 22nd April 2013. In total,

approximately 1,200 components were newly developed compared to its predecessor the BMW M3 DTM. Three hundred days after the first test in the wind tunnel, the BMW M4 DTM took to the track for its track debut in Montebalco on 11th February 2014.

Over 50 of the 5,000 plus parts that make up the BMW M4 DTM are standard components, which are used in all DTM cars. One of these is the carbon fibre monocoque, which sets the



benchmark in terms of safety in motorsport. With an integrated tank, steel roll cage and additional crash elements, it offers the driver effective protection in case of a crash. Parts like the gearbox, clutch, dampers and rear wing are identical in all DTM cars. This also keeps a lid on development costs.

Aerodynamics plays a vital role in the DTM. For this reason, the BMW Motorsport engineers devoted a lot of time to issues such as aerodynamic drag and air flow. As on the production model, the air curtains at the front of the BMW M4 DTM are designed to reduce air drag. Narrowing air ducts accelerate the airstream flowing through the front skirt, guide it systematically past the wheels, and reduce turbulence around the wheel arches. Another new feature on the BMW M4 DTM is a plate along the side channel, which lends the racing car an even more striking outline. The eye-catching contoured roofline decreases the front surface area of the BMW M4 DTM and further reduces aerodynamic drag.

The striking wing mirrors, with their twin-stalk mounts, are already a striking feature of the production model, and the mirrors on the BMW M4 DTM have also been aerodynamically optimised for the racetrack to ensure they aid efficient airflow towards the rear of the car.

A REAL DRIVING FORCE: THE BMW P66 ENGINE.

When the BMW Motorsport engineers began developing the BMW P66 engine, they literally started with a blank sheet of paper. The first rough concept for the new V8 engine for BMW's return to the DTM in 2012 was put together relatively quickly. Specifications in the technical regulations, such as the



use of two air restrictors with 28 millimetre diameters, meant little time was required to determine the speeds to be expected. The designers were then able to derive basic data like the configuration of the suction funnels and the exhaust system.

After an intense tuning process with the vehicle engineers, the far more complex, detailed work began for the engine experts. Step by step they developed the optimal concept. A new provisional parts list with all the engine components was drawn up for every new draft. In its final specification, the BMW V8 features almost 800 different components. In total, the engine is made up of about 3,900 individual parts.

When designing the new DTM powerhouse, BMW Motorsport took full advantage of the technological knowhow of the

BMW Group in many areas. The high-tech foundry connected to the BMW plant in Landshut was responsible for the large cast parts, such as the cylinder head and crankcase. The cast parts were then processed, coated and given the necessary thermal treatment at the respective departments in Munich. With the air restrictors in place, the V8 generates approximately 480 bhp and is the powerful heart of the BMW M4 DTM season.

The power transmission takes place via a six-speed sequential sports gearbox, which is operated using pneumatic shift paddles on the steering wheel. The gearbox is one of the standard components, which are used by all the DTM manufacturers. It offers 11 possible drop gear settings, with which the engineers and drivers can react to the different tracks and engine characteristics.



TECHNICAL SPECIFICATIONS.

DIMENSIONS	
Length	4,775 mm
Width	1,950 mm
Height	approx. 1,200 mm
ENGINE	
Type	90° V8 aspirated engine, four valves per cylinder, 2 x 28.0 mm air restrictors (in accordance with regulations)
Capacity	4,000 ccm
Output	approx. 480 bhp (with air restrictors, in accordance with regulations)
Max. torque	approx. 500 Nm
Engine management system	Bosch MS 5.1 engine control unit, central display
CHASSIS	
	carbon-fibre monocoque with integrated tank and steel roll cage; carbon-fibre crash elements on sides; carbon fibre crash elements on front and rear
TRANSMISSION	
	Sequential 6-speed sports gearbox, operated via pneumatic shift paddles mounted on the steering wheel; 4-plate ZF carbon-fibre clutch; adjustable multi-disc limited-slip differential
FRONT AXLE/REAR AXLE	
	Double wishbone axle with pushrods and adjustable shock absorbers with six settings; H&R coil springs
BRAKES	
	Hydraulic dual-circuit braking system; monoblock, light-alloy brake calipers; inner-ventilated brake discs at front and rear; brake-force distribution can be adjusted by driver; electromagnetic starting valve
WHEELS	
	Forged aluminium rims; 18" x 12" front, 18" x 13" rear
TYRES	
	Hankook; front: 300-680-18, rear: 320-710-18



NINE RACE WEEKENDS, 18 RACES.

2016 DTM EVENTS.



6th – 8th May
Hockenheim

20th – 22nd May
Spielberg

3rd – 5th June
Lausitzring

24th – 26th June
Norisring

15th – 17th July
Zandvoort

19th – 21st August
Moscow

9th – 11th September
Nürburgring

23rd – 25th September
Budapest

14th – 16th October
Hockenheim



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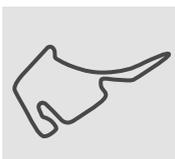
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2016 CIRCUITS.



HOCKENHEIM.

6th – 8th May and 14th – 16th October.

The Hockenheimring traditionally hosts both the opening round and the finale of the DTM season. The fans transform the iconic Motodrom into a boiling pot of emotion. Last year, the spectators were treated to two DTM races on one weekend for the first time for 15 years. After Marco Wittmann claimed the maiden victory for the new BMW M4 DTM in 2014, a pole position and third place for Maxime Martin were BMW's best results in Hockenheim in 2015. However, this proved sufficient to clinch the Manufacturer title at the season finale.

TRACK DATA.

Length	4.574 km		
2015 winners	Jamie Green, Audi (Hockenheim I)	Best BMW 2015	Maxime Martin, 7 th place (Hockenheim I)
	Mattias Ekström, Audi (Hockenheim I)		Martin Tomczyk, 4 th place (Hockenheim I)
	Timo Scheider, Audi (Hockenheim II)		Maxime Martin, 3 rd place (Hockenheim II)
	Jamie Green, Audi (Hockenheim II)		Maxime Martin, 6 th place (Hockenheim II)
2015 pole positions	1:33.044 minutes (Jamie Green, Audi, Hockenheim I)	DTM debut	1984
	1:34.516 minutes (Mike Rockenfeller, Audi, Hockenheim I)	BMW wins	14
	1:32.637 minutes (Maxime Martin, BMW, Hockenheim II)		
	1:32.645 minutes (Gary Paffett, Mercedes, Hockenheim II)		



SPIELBERG.

20th – 22nd May.

Highs and lows alternate frequently in the DTM – particularly on the rollercoaster circuit that is the Red Bull Ring in Spielberg. After a one-two-three in 2013 and BMW Motorsport's first top-four lock-out for 22 years in 2014, the winning run came to an end last year. When the DTM arrived in the picturesque Styrian scenery, the best the BMW M4 DTM could manage was sixth place in race one and a lowly tenth in race two. Probably the most famous section of the Austrian circuit is the Remus corner, a hairpin at the end of a long uphill straight.

TRACK DATA.

Length	4.326 km
2015 winners	Edoardo Mortara, Audi
	Mattias Ekström, Audi
2015 pole positions	1:24.714 minutes (Edoardo Mortara, Audi)
	1:42.010 minutes (Mattias Ekström, Audi)
Best BMW 2015	Augusto Farfus, 6 th place
	António Félix da Costa, 10 th place
DTM debut	2011
BMW wins	2





LAUSITZRING.

3rd – 5th June.

BMW has made history at the Lausitzring on several occasions: in 2012, it was in Lausitz that Bruno Spengler achieved BMW's first victory since returning to the series. In 2014, Marco Wittmann wrapped up the DTM title here. The circuit has been a regular on the DTM calendar since 2000. The fans are in for a real treat this year: for the first time since 2008, the DTM and ADAC GT Masters will share the bill, meaning spectators can also look forward to watching the new BMW M6 GT3.

TRACK DATA.

Length	3.478 km
2015 winners	Jamie Green, Audi Jamie Green, Audi
2015 pole positions	1:17.438 minutes (Miguel Molina, Audi) 1:17.386 minutes (Jamie Green, Audi)
Best BMW 2015	Maxime Martin, 7 th place Maxime Martin, 8 th place
DTM debut	2000
BMW wins	1



NORISRING.

24th – 26th June.

Tight corners, fast straights: action is guaranteed on the street circuit in Nuremberg. The Norisring is known as the “Monaco of touring car racing”. Fans and drivers alike are captivated by the unique atmosphere around the Dutzendteich lake. For one weekend every summer, the public roads around the concrete grandstands are transformed into a racing track. It may only have four corners, but they provide a real test. Every millimetre counts between the Grundig hairpin, the Schölller-S and the Dutzendteich hairpin. The Norisring is the home race for 2014 champion, Marco Wittmann. Bruno Spengler describes the track as his favourite circuit – and the Canadian claimed the first pole and podium of the season for BMW Motorsport there in 2015.

TRACK DATA.

Length	2.3 km
2015 winners	Pascal Wehrlein, Mercedes Robert Wickens, Mercedes
2015 pole positions	50.640 seconds (Christian Vietoris, Mercedes) 48.280 seconds (Bruno Spengler, BMW)
Best BMW 2015	Bruno Spengler, 5 th place Bruno Spengler, 3 rd place
DTM debut	1984
BMW wins	5



ZANDVOORT.

15th – 17th July.

BMW Motorsport made DTM history at Circuit Park Zandvoort in 2015. This was the first time in the history of the series that one manufacturer had occupied all of the first seven positions at the end of a race. Led home by defending champion Marco Wittmann, the BMW drivers transformed the first win of the season into a procession. They then followed it up the following day with a top-five lock-out. This time António Félix da Costa came home first to convert his first pole position into a maiden win. After Augusto Farfus claimed the 50th DTM success for the BMW M3 DTM in 2013, last year's triumphs marked wins number two and three for BMW at the demanding circuit in the North Sea dunes in the Netherlands.

TRACK DATA.

Length	4.307 km
2015 winners	Marco Wittmann, BMW António Félix da Costa, BMW
2015 pole positions	1:31.266 minutes (Augusto Farfus, BMW) 1:30.483 minutes (António Félix da Costa, BMW)
Best BMW 2015	Marco Wittmann, 1 st place António Félix da Costa, 1 st place
DTM debut	2001
BMW wins	3





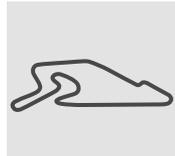
MOSCOW.

19th – 21st August.

The Moscow Raceway welcomes the DTM for the fourth time this season. BMW Motorsport has always been represented on the podium so far. After third place for Augusto Farfus at the circuit's DTM debut in 2013, and Maxime Martin's first DTM victory one year later, Marco Wittmann and Bruno Spengler both finished runner-up last season. The modern racetrack is located about 80 kilometres west of Moscow, near the town of Volokolamsk. Designed by architect Hermann Tilke, the circuit was opened in 2012.

TRACK DATA.

Length	3.931 km
2015 winners	Pascal Wehrlein, Mercedes Mike Rockenfeller, Audi
2015 pole positions	1:28.810 minutes (Marco Wittmann, BMW) 1:28.540 minutes (Mike Rockenfeller, Audi)
Best BMW 2015	Marco Wittmann, 2 nd place Bruno Spengler, 2 nd place
DTM debut	2013
BMW wins	1



NÜRBURGRING.

9th – 11th September.

The race at the iconic circuit in the Eifel region of Germany has always been a home race for BMW. The company enjoys many links with the "Green Hell", which is the home of the BMW M Testcenter Nürburg. BMW has won 11 DTM races at the iconic circuit, most recently in 2015 when Maxime Martin was first across the finish line in race one to claim another home win for BMW Team RMG, which is based just a few kilometres from the 'Ring'. The Nürburgring is the oldest permanent racetrack in Germany – and has been a permanent fixture on the DTM calendar since 1984. The DTM races on the 3.629-kilometre layout.

TRACK DATA.

Length	3.629 km
2015 winners	Maxime Martin, BMW Miguel Molina, Audi
2015 pole positions	1:21.915 minutes (Lucas Auer, Mercedes) 1:21.732 minutes (Miguel Molina, Audi)
Best BMW 2015	Maxime Martin, 1 st place Bruno Spengler, 3 rd place
DTM debut	1984
BMW wins	11



BUDAPEST.

23rd – 25th September.

The Hungaroring, on the outskirts of the Hungarian capital Budapest, made its DTM debut back in 1988. However, it then had to wait 26 years before hosting the series for the second time. The DTM returned to the winding Formula One circuit in 2014. Marco Wittmann claimed what was at the time his second win in only the third race of the year, laying the foundation for his title-winning season. Timo Glock also has fond memories of Budapest, where he finished runner-up in 2008 to claim the first podium finish of his Formula One career. Budapest was again omitted from the DTM calendar in 2015, but this time only for one year.

TRACK DATA.

Length	4.381 km
2014 winner	Marco Wittmann, BMW
2014 pole position	1:36.518 minutes (Marco Wittmann, BMW)
Best BMW 2014	Marco Wittmann, 1 st place
DTM debut	1988
BMW wins	1





BMW IN THE DTM. THE SUCCESS STORY.

A look back at the milestones achieved since 1984 – from the maiden victory with the BMW 635 CSi in the very first DTM race to the countless triumphs since the DTM comeback of BMW in 2012. In the past four seasons, BMW secured seven out of twelve titles.

1984

The history of the DTM begins with the first race in Zolder on 11th March 1984. BMW celebrates victory as well as the top four places, with Harald Grohs crossing the finishing line first in a BMW 635 CSi. It is Volker Strycek from Team Gubin, however, who finishes fifth at the finale at the Nürburgring to secure the first title for BMW.

1985

Harald Grohs ends the second season of the DTM third in the drivers' standings, making him the best-placed BMW driver. He wins again at the wheel of the BMW 635 CSi in Zolder, while Winfried Vogt triumphs at Mainz-Finthen in a BMW 323i.

1986

Both Kurt König and Volker Strycek finish in the top five of the drivers' standings with the BMW 635 CSi. König also picks up the only BMW victory of the year – the Grenzland-Preis in Zolder.

1987

The BMW M3 makes its DTM debut – and is immediately the

car to beat. Harald Grohs, Marc Hessel, Olaf Manthey and Fabien Giroix claim five victories in total. The title, however, goes to former BMW Junior driver Eric van de Poele, despite finishing a lowly tenth at the finale at the Salzburgring due to a puncture.

1988

Markus Oestreich, in a BMW M3, is in the title race right up until the end of the 1988 season. After the last of the 24 rounds, however, he has to settle for fourth place overall.

1989

Roberto Ravaglia starts the season with two victories in Zolder – and goes on to finish on top after the finale in Hockenheim.





BMW M Team Schnitzer and Team Principal Charly Lamm enjoy a virtually perfect debut season in the DTM. As well as Ravaglia (three victories), Steve Soper (two) and Johnny Cecotto (one) also win in the BMW M3.

1990

BMW, Audi and Mercedes produce a thrilling three-way battle for the title – just as they do in the 2012 season. BMW claims victory at eight of the 22 races. Despite this, Johnny Cecotto narrowly misses out on the fourth title, having to settle for runner-up.

1991

Fourth-placed Johnny Cecotto is once again the best-placed BMW driver at the end of the year. The Venezuelan wins three races, while fellow BMW driver Steve Soper occupies the top step of the podium on four occasions. Joachim Winkelhock also joins the list of winners in Wunstorf.

1992

BMW competes with a works team in the DTM for the last time for a while: Johnny Cecotto again finishes fourth in the Drivers' Championship to end the season as the number one BMW driver. Roberto Ravaglia provides a magical moment at the season finale in Hockenheim on 11th October 1992: he claims two victories in the BMW M3's last works outing in the DTM.

2012

BMW returns to the DTM after almost 20 years and competes with three teams and six drivers. Among them is once again BMW Team Schnitzer, and it soon becomes apparent history is repeating itself. As in 1989, when Charly Lamm and his team



made their debut in the DTM, the crew from Freilassing is the team to beat. Bruno Spengler wins four races, with Augusto Farfus and his BMW Team RBM adding a fifth triumph for BMW. Together, BMW Team Schnitzer, BMW Team RBM and BMW Team RMG claim 12 podiums over the course of the comeback year. In a thrilling finale to the season in Hockenheim, Spengler overturns a three-point deficit to finish four points ahead of Mercedes driver Gary Paffett. The Canadian, who ends the season with 149 points to his name, becomes

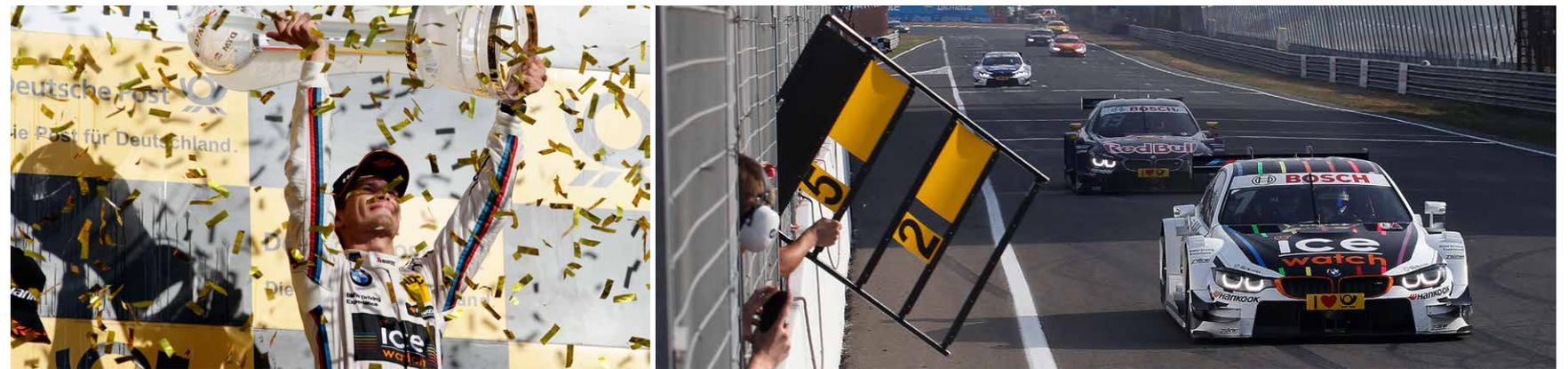
the fourth BMW champion in the history of the DTM, following in the footsteps of Volker Strycek, Eric van de Poele and Roberto Ravaglia. A further ten points, courtesy of Dirk Werner, sees BMW Team Schnitzer claim the title in the team competition. The icing on the cake is first place in the Manufacturers' Championship.

2013

2013 sees BMW Motorsport expand its DTM commitment, with eight BMW M3 DTMs rather than six cars. BMW Team MTEK and its drivers Marco Wittmann and Timo Glock join the squad. The second season after BMW's comeback ends with five race wins and the defence of the Manufacturers' title. Augusto Farfus and Bruno Spengler finish second and third behind champion Mike Rockenfeller in the Drivers' Championship. Farfus, in particular, takes the race for the title right down to the wire with three wins and 116 points. Wittmann receives the "Rookie of the Year" award.

2014

BMW competes with the new BMW M4 DTM, which replaces the extremely successful BMW M3 DTM. The very first race in Hockenheim ends in victory. Marco Wittmann claims his maiden win on the new car's debut. This also marks BMW's 60th victory in the DTM. A further three wins are to follow for Wittmann, in Budapest, Spielberg and at the Nürburgring. The BMW Team RMG driver dominates the season and is crowned the youngest German DTM champion of all time with two races still remaining. BMW Team RMG achieves the next success at the penultimate round in Zandvoort, winning the Team competition. The team's second driver, Maxime Martin, claims his maiden win in only his fifth DTM race in Moscow and is named



Rookie of the Year come the end of the season. In Spielberg, BMW Motorsport occupies the top four positions for the first time since its comeback. Wittmann wins the race, ahead of Augusto Farfus, Timo Glock and Martin Tomczyk. In total, the BMW M4 DTM was first across the finish line on five occasions in its first season.

2015

The second year of the BMW M4 DTM begins with a challenge for drivers and teams alike. For the first time since 2000, each weekend will feature two races. The concept is well received by all involved, as well as the fans, as it offers considerably more action out on the track. From a sporting point of view, the

BMW drivers endure a tough start to the season. The tide only turns when Bruno Spengler claims the first pole position and first podium of the season at the Norisring. BMW claims the first ever top-seven lock-out in the DTM at the following race in Zandvoort. One day later, António Félix da Costa leads home a top-five lock-out for BMW to claim his maiden DTM victory. Over the course of the season, BMW achieves five race wins with four different teams and five different drivers, including DTM rookie Tom Blomqvist's triumph in Oschersleben. This success, together with other good results, earned the young Brit the title "Rookie of the Year". BMW wins the Manufacturer title, thanks to great team spirit and a huge improvement over the course of the season.



FACTS AND FIGURES AHEAD OF THE 2016 SEASON.

HISTORY & STATS.

BMW DTM DRIVERS' TITLES

Volker Strycek	BMW 635 CSi	1984
Eric van de Poele	BMW M3	1987
Roberto Ravaglia	BMW M3	1989
Bruno Spengler	BMW M3 DTM	2012
Marco Wittmann	BMW M4 DTM	2014

BMW DTM WINS

Wins	69
Podiums	236
Quintuples	3
Quadruples	5
Trebles	11
One-twos	17

FIRST WIN

11th March 1984, Zolder,
Harald Grohs (BMW 635 CSi)

POLEPOSITIONS

50

FASTEST LAPS

81

BMW DTM WINS BY CIRCUIT

Hockenheim	14
Nürburgring	11
Zolder	9
Norisring	5
Mainz-Finthen	5
Oschersleben	4
Diepholz	4
Zandvoort	3
Brünn	3
Wunstorf	3
Spielberg	2
Avus	2
Lausitzring	1
Hungaroring	1
Moscow	1
Valencia	1

MOST SUCCESSFUL BMW CARS (WINS)

BMW M3	41
BMW M4 DTM	10
BMW M3 DTM	10
BMW 635 CSi	6
BMW 323i	2

MOST SUCCESSFUL BMW DRIVERS (WINS)

Johnny Cecotto	10
Steve Soper	10
Harald Grohs	7
Roberto Ravaglia	6
Bruno Spengler	5
Marco Wittmann	5
Augusto Farfus	4
Winfried Vogt	3
Joachim Winkelhock	3

MOST SUCCESSFUL BMW DRIVERS (POLE POSITIONS)

Harald Grohs	8
Bruno Spengler	6
Marco Wittmann	5
Augusto Farfus	5
Roberto Ravaglia	5
Johnny Cecotto	4
Altfrid Heger	3
Armin Hahne	3
Joachim Winkelhock	3



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The term “Shell Lubricants” collectively refers to Shell Group companies engaged in the lubricants business. Shell sells a wide variety of lubricants to meet customer needs across a range of applications. These include consumer motoring, heavy-duty transport, mining, power generation and general engineering. Shell’s portfolio of lubricant brands includes Pennzoil, Quaker State, Shell Helix, Shell Rotella, Shell Tellus and Shell Rimula. We are active across the full lubricant supply chain. We manufacture base oils in eight plants, blend base oils with additives to make lubricants in over 50 plants, distribute, market and sell lubricants in over 100 countries.

We also provide technical and business support to customers. We offer lubricant-related services in addition to our product range. These include: Shell LubeMatch – the market leading product on-line recommendation tool, Shell LubeAdvisor – helps customers to select the right lubricant through highly trained Shell technical staff as well as online tools, and Shell LubeAnalyst - an early warning system that enables customers to monitor the condition of their equipment and lubricant, helping to save money on maintenance and avoid potential lost business through equipment failure.

Shell’s world-class technology works to deliver value to our customers. Innovation, product application and technical collaboration are at the heart of Shell lubricants. We have leading lubricants research centres in China, Germany, Japan (in a joint venture with Showa Shell), and the USA. We invest significantly in technology and work closely with our customers to develop innovative lubricants. We have a patent portfolio with 150 + patent series for lubricants, base oils and greases; more than 200 scientists and lubricants engineers dedicated to lubricants work in our research and development department.

Customer benefits include lower maintenance costs, longer equipment life and reduced energy consumption. One of the ways we push the boundaries of lubricant technology is by working closely with top motor racing teams such as Scuderia Ferrari. Shell scientists will also work alongside BMW Motorsport engineers to develop high-performance oils for use in BMW Motorsport race cars. This development will be on-going during testing and the course of each respective race season. These technical partnerships enable us to expand our knowledge of lubrication science and transfer cutting-edge technology from the racetrack to our commercial products. When BMW Motorsport races in the DTM, the IMSA Weather-Tech SportsCar Championship (IWSC) and the 24-hour race at the Nürburgring-Nordschleife in 2016, it will be joined by Shell as its new Premium Technology Partner. From 2015, Shell is also the only recommended supplier of genuine

BMW engine oil and BMW’s only recommended oil supplier for aftermarket engine oils.

Royal Dutch Shell plc

Royal Dutch Shell plc is incorporated in England and Wales, has its headquarters in The Hague and is listed on the London, Amsterdam, and New York stock exchanges. Shell companies have operations in more than 70 countries and territories with businesses including oil and gas exploration and production; production and marketing of liquefied natural gas and gas to liquids; manufacturing, marketing and shipping of oil products and chemicals and renewable energy projects.



SUPPORTING THE WAY TO SUCCESS.

PREMIUM PARTNERS.

BMW Bank

BMW Bank GmbH is one of the leading automobile banks in Germany, with branches in Italy, Spain and Portugal. Over 1,340 employees look after about 1.1 million customers (status: 31.12.2015). The range of products for business and private customers ranges from the financing, leasing and insurance of automobiles and motorcycles to customised asset management offerings. The company has total assets of 24.0 billion Euros and total bank deposits of about 8.0 billion Euros (status: 31.12.2015). BMW Bank GmbH is part of BMW Group Segment Financial Services. Virtually every second new BMW and MINI is financed or leased through BMW Group Segment Financial Services.

BMW Bank has been “Premium Partner BMW Motorsport” since 2012 and is proud to be in its fifth season in the DTM.



BMW M Performance Parts is the result of many years of experience on the motorsport scene, and makes it possible to improve the performance of even the best cars. The components are developed in close collaboration with BMW M GmbH, which has epitomised high performance from BMW since 1972. BMW M Performance Parts provide a tangible increase in driving dynamics by enhancing engine power, reducing weight, improving road handling, and optimizing aerodynamics. They also allow BMW customers to experience their car’s motorsport genes on the roads. BMW M Performance Parts are available for the BMW 1 Series, 2 Series, 3 Series, 4 Series, 5 Series, 6 Series and 7 Series, as well as for X and M models, and add an extra dose of adrenalin to every journey.

For information on details, prices and availability, please contact your local BMW centre or visit the website: www.bmwMperformance.com.



Deutsche Post

Deutsche Post DHL Group is the world’s leading logistics and mail communications company. The Group is focused on being the first choice for customers, employees and investors in its core business areas worldwide. It makes a positive contribution to the world by connecting people and enabling global trade while being committed to responsible business practices and corporate citizenship.

Deutsche Post DHL Group operates under two brands: Deutsche Post is Europe’s leading postal service provider. DHL is uniquely positioned in the world’s growth markets, with a comprehensive range of international express, freight transportation, e-commerce, and supply chain management services.

Deutsche Post DHL Group employs more than 480,000 employees in over 220 countries and territories around the world. In 2014, the group generated revenues of more than 56 billion Euros.



SUPPORTING THE WAY TO SUCCESS.

PREMIUM PARTNERS.



Founded in Belgium in 2007, Ice-Watch now sells its watches in over 75 countries. The brand's unique design is reflected in the models and colours, which are available in over 500 different combinations. There is an Ice-Watch watch for every taste, every style and every situation. The Ice-Watch brand has rapidly become a reference on the market, perfectly in line with the trend in consumption and the social phenomenon of change, which confirms the appeal of the fashion accessory – a small luxury accessible on a daily basis.

Right from the outset, founder Jean-Pierre Lutgen placed great importance on the concept and spirit behind the brand. Indeed, the Ice-Watch timepieces are always presented in appropriate packaging, a moneybox called "BeCubic", which reflects the dynamic and modern nature of the brand. The box and the watch form a whole, complementing one another in their texture, their transparency and their colours. Ice-Watch is not just a watch – Ice-Watch is the embodiment of colour and fashion. This way, the company is able to set trends and appeal to a broad target group.



Inspired by functional drinks from the Far East, Dietrich Mateschitz founded Red Bull in the mid 1980's. He created the formula of Red Bull Energy Drink and developed the unique marketing concept of Red Bull. In 1987, on April 1, Red Bull Energy Drink was sold for the very first time in its home market Austria. This was not only the launch of a completely new product, in fact it was the birth of a totally new product category. Today Red Bull is available in more than 169 countries and around 60 billion cans of Red Bull have been consumed so far.



SAMSUNG SDI

As a leading provider of material and energy solutions, Samsung SDI is now also active in the fields of lithium-ion batteries for IT, electric vehicles and energy storage systems, the manufacture of materials for semiconductors, display materials for polaroid films, and OLED materials.

Since 2010, Samsung SDI has been the world leader in the business area of IT batteries, and is still on the rise on the global market. Samsung SDI is proceeding with its plans to play a consistently important role in the IT industry by transferring its considerable expertise and know-how to the field of batteries for electric vehicles, in order to set new benchmarks in this market too. Samsung SDI intends to use an investment of 3 billion Korean Won to transform itself into the global leader for batteries for electric vehicles by 2020.



SUPPORTING THE WAY TO SUCCESS.

OFFICIAL PARTNERS.



Akrapovič is the leading manufacturer of premium exhaust systems for motorcycles and performance cars. It is also a leader in carbon components and the innovative use of superalloys. Akrapovič exhaust systems are renowned for their design, lightweight construction and durability, as well as their impact on performance and sound.

Available for a range of BMW models as aftermarket products, Akrapovič exhausts enhance performance, torque and sound. The systems are available in titanium or stainless steel, with exquisite carbon fibre or titanium tailpipes and on many models, drivers can add a Wireless Kit for adjustable sound.

Founded in Slovenia 25 years ago by former motorcycle racer Igor Akrapovič the brand has grown to international prominence through the successful support of leading racing teams.

BMW Driving Experience

Every BMW Driving Experience is a unique experience. This is mainly due to our experienced BMW instructors – as well as the wide range of training and tour courses and the exclusive choice of venues. As engineers, designers and racing drivers, our BMW instructors know exactly what counts when it comes to driving. And the best thing is: they pass on this knowledge to the participants – both in theory and practice. Experience “Sheer driving pleasure” first hand.

For information about the courses, please check www.bmw-drivingexperience.de.



Chassis components made in Germany: the H&R range of chassis components for over 2,000 models of car is probably the largest in the world. H&R also develops and produces shock absorbers, wheel spacers, sway bars and other chassis components for customers around the globe.

To test new materials and technologies, H&R has participated for many years in top international motorsport events. This experience goes directly into development and production. H&R also manufactures technical springs, such as compression springs, tension springs, torsion and flat form springs.

H&R stands for premium-quality, innovative products that are made in Germany in stringent compliance with the quality assurance standards of DIN EN ISO 9001:2008.



SUPPORTING THE WAY TO SUCCESS.

OFFICIAL PARTNERS.

MAHLE

MAHLE has a local presence in all major world markets. In 2015, some 75,000 employees at 170 production locations and 15 major development centers generated sales of around 11.5 billion euros. MAHLE is a leading international supplier to the automotive industry. With its products for combustion engines and their peripherals as well as solutions for electric vehicles, the group addresses all the crucial issues related to the powertrain and air conditioning technology – from engine systems and components to filtration to thermal management. MAHLE products are fitted in every second vehicle worldwide. MAHLE components and systems are also used off the road – in stationary applications, for mobile machinery, as well in railroad, marine, and aerospace applications.

Nothing demonstrates MAHLE's technology leadership better than its success in international and national motorsport. The engine components developed and produced by MAHLE Motorsports are subject to the most demanding requirements in terms of precision and durability and are used in Formula 1, the 24 Hours of Le Mans, the WEC, the DTM, the WRC, and in the American NASCAR series, for example. MAHLE fulfils these requirements with passion – because MAHLE engineers have fuel in their blood.



ZF is a leading global technology group, specializing in driveline and chassis technology, as well as active and passive safety technology. The company, which took over TRW Automotive on 5th May 2015, is now represented at about 230 locations in roughly 40 countries. Employing approximately 138,000 people, ZF is expected to have achieved sales of between 29 and 30 billion Euros (provisional figures) in 2015. ZF is one of the three largest automobile suppliers in the world.

ZF and BMW enjoy a historic partnership at the highest stage, because nowhere else can ZF demonstrate the capacity of its components better than in motorsport. ZF cooperates with BMW in the road car range, but also develops customised racing clutches and shock absorbers for the DTM and the 24h race at the Nürburgring as Official Partner BMW Motorsport. The experience gained in racing is gladly used in research and development work for the automotive industry, providing many advantages for each and every BMW driver.



Founded in 1965 by Manfred Zollner as a one-man operation in a small community in Bavaria, the company has since developed into a group employing 8,000 workers in 17 international locations. Zollner Elektronik AG is a public company, which is 100% family-owned and has never forgotten its regional roots. With its expertise network in the field of mechatronics, the company strives to advance development and research in the region. Zollner has always shown that innovation and hi-tech go hand in hand with healthy growth and stable revenue. On a global scale, the EMS service provider is now one of the best in its field. The broad positioning in the industry makes the company a reliable partner, even in difficult times. The complex diversity includes automotive technology, railway technology, industrial electronics, medical technology, aviation, measurement technology, office electronics and data technology, other consumer products and telecommunications. One particular focus of Zollner Elektronik AG is on quality – including labour, health and environmental management. Numerous certifications and awards confirm the high demands the company places in this field. As the leading company in a network of over 20 partners that developed and constructed the largest four-legged walking robot in the world, "Tradinno", Zollner Elektronik AG pulled off a pioneering technical feat that even made it into the Guinness Book of Records.



SUPPORTING THE WAY TO SUCCESS.

OFFICIAL SUPPLIERS.



PUMA is one of the world's leading sports brands, designing, developing, selling and marketing footwear, apparel and accessories. For over 65 years, PUMA has established a history of making fast product designs for the fastest athletes on the planet. PUMA offers performance and sport-inspired lifestyle products in fields such as football, running, training and fitness, golf, and motorsports. It engages in exciting collaborations with globally-renowned designer labels such as Alexander McQueen and Mihara Yasuhiro to bring innovative and dynamic design concepts to the sports world. The PUMA Group owns the brands PUMA, Cobra Golf, Dobotex and Brandon. The company distributes its products in more than 120 countries, employs more than 10,000 people worldwide. Its headquarters are in Herzogenaurach/Germany.

For more information, please visit <http://www.puma.com>

SympaTex®

As one of the worldwide leading producers, Sympatex® has been synonymous with high-tech functional materials in clothing, footwear, accessories and technical fields of application since 1986. Together with selected partners, Sympatex develops, produces and distributes membranes, laminates and functional textiles, as well as finished products, around the world. The Sympatex membrane is optimally breathable, 100% wind- and waterproof and regulates the climate. It is 100% recyclable, bluesign® approved, received the "Oeko-Tex-Standard 100" certificate, is PTFE-free and PFC-free. The technologies and procedures are based on the principles of ecological responsibility and sustainability, with a special focus on the optimal carbon footprint. Sympatex has sales offices and branches worldwide.



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MEDIA SERVICE.

BMW Motorsport reports on the events of the DTM via up-to-date press releases and on all of its digital platforms. If you have any further questions, please do not hesitate to contact one of the following contacts.

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- Media information is available in various email formats (text, PDF, HTML) in both German and English. Please send any requests to amend the distribution list via email to: **bmw@bs-plus.de**
- Throughout the 2016 DTM season, BMW Motorsport is once again providing a text service for media representatives. If you wish to receive DTM results and the latest news direct to your smartphone, please send an E-mail with your mobile phone number to: **bmw@bs-plus.de**
- DTM previews will generally be released in the week ahead of the race weekend. Qualifying and race reports will be sent on race weekends, as soon as the session or race is over. After each race, you will find the latest BMW Motorsport media information online at: **www.press.bmwgroup.com/global**
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