

BMW Motorsport – FIA WTCC Season Review 2005. Contents.



The 2005 Season Review.	2
Rundown of the FIA WTCC races.	4
BMW Touring Car Motorsport – Review.	9
Profile World Touring Car Champion Andy Priaulx.	12
Profile BMW Team UK – RBM.	14

The 2005 Season Review.



BMW sweeps the board in the FIA WTCC.

Delighted crowds and thrilling races in three continents: the FIA World Touring Car Championship (WTCC) celebrated a successful comeback this year. As in 1987, when Roberto Ravaglia won the only World Championship title previously awarded in touring car racing, the new edition similarly saw a BMW driver taking the crown. In a gripping final to the season in Macau, Andy Priaulx (GBR) of BMW Team UK clinched the World Championship title. But that wasn't all. As in the last two years of the European Championship, BMW also walked away with the Manufacturers' title. Marc Hennerici (GER), moreover, claimed the coveted Independents Trophy as a BMW privateer entrant.

BMW Motorsport Director Mario Theissen commented: "In the WTCC season just ended, we have witnessed first-rate touring car racing. The series has fully lived up to the high expectations placed in it. Right up to the final race, it was a hotly contested World Championship, so I am absolutely delighted that we managed to win the Manufacturers' title and that Andy Priaulx took the Drivers' trophy. The performance of runner-up Dirk Müller also deserves great respect. Marc Hennerici's win among the private drivers rounds off this fantastic overall result for BMW."

Three national teams, five drivers, one triumph.

In 2005, BMW once again sent three strong national teams out onto the grid. This concept of promoting customer sports has borne fruit since the European Touring Car Championship of 2001, and now it has also proved a success in the World Championship. For BMW Team Deutschland – Schnitzer Motorsport it was the fourth year running that Dirk Müller (GER) and his team-mate Jörg Müller (GER) were behind the wheel of a BMW 320i. While Dirk was in the running for the title right up to the end, Jörg had more than his share of bad luck over the season and ultimately finished fifth in the drivers' rankings. Like the other drivers in the BMW national teams, he regularly raced with a weight handicap on board his car, which rose to the maximum 60 kilograms on several occasions.

Priaulx was again racing for BMW Team UK. The 31-year-old had won the 2004 European Championship with the RBM team under the management of Bart Mampaey (BEL) and also ended the new edition of the World Touring Car Championship in triumph when he claimed the title on the final race weekend. At the season finale in Macau, the RBM team was fielding a second BMW 320i with Duncan Huisman (NLD) at the wheel. Sporting the colours of BMW Team Holland, he went on to win the last race of the year.

For BMW Team Italy-Spain – ROAL Motorsport, team manager Roberto Ravaglia likewise invested his faith in proven drivers: Antonio Garcia (ESP) collected 51 World Championship points, making a key contribution to winning the Constructors' title. The same went for Alessandro Zanardi (ITA), who was contending his second complete racing season since the serious accident in 2001 in which he lost both legs. The 39-year-old provided some stirring performances out on the track.

Zanardi wins in Oschersleben.

When Zanardi crossed the finishing line in the 14th race of the WTCC, the battle for the World Championship title momentarily took a back seat as the fans' favourite celebrated his first win in the World Touring Car Championship. The untiring work that Zanardi and his team had put in since his motor racing comeback in 2003 had finally paid off. In the course of the season the engineers of ROAL Motorsport and BMW had succeeded in steadily improving the BMW 320i that had been specially adapted to Zanardi's requirements, enabling the former Formula One driver to mix it among the front-runners more and more often. In the end, Zanardi came away with a tally of one win, one third-placed finish and a total of 36 World Championship points. He also claimed an early title in the Italian Superturismo Championship.

Farewell season for the BMW 320i.

For the BMW 320i – the 275 bhp touring car based on the E46 evolution of the BMW 3 Series – this WTCC season was the last. BMW sold 114 racing kits of this successful model to teams around the world, and the 320i raked in successes wherever it went. Apart from winning the World Championship, BMW drivers claimed wins and titles in numerous national championships in 2005. Next year will see the BMW 320si make its debut in the racing arena. Powered by a two-litre four-cylinder in-line engine, the racer was developed by BMW Motorsport based on the special model of the same name. It is set to add further chapters to the success story of the BMW 3 Series in touring car racing.

Rundown of the FIA WTCC races.



Monza.

As in the forerunner series of the World Touring Car Championship – the FIA ETCC – the BMW national teams similarly kicked off the racing season at the Autodromo Nazionale di Monza. On the high-speed Italian track it soon became clear that the previous years' contest between BMW and Alfa Romeo was set to continue at World Championship level. Dirk Müller got off to a perfect start, claiming pole position and then celebrating his first win of the season in the first race. As runner-up in the second race, he drove into a commanding lead in the Drivers' Championship. Antonio Garcia also emerged from the first race weekend of the season with a satisfying result: after the second race he occupied third place on the podium and earned ten championship points. Andy Priaulx left Italy with nine points in his pocket while Jörg Müller took away five. Alessandro Zanardi also made it into the points by coming seventh in the second race. This put BMW into the lead of the Manufacturers' Championship just ahead of Alfa.

Magny-Cours.

It was Jörg Müller who left his mark on the race weekend in Magny-Cours. The experienced driver came away with the best possible result achievable at a WTCC event: after a best qualifying time had earned him the second pole position to be taken by a BMW driver this season, he went on to win both races and recorded the fastest lap on both occasions. His team-mate Dirk Müller remained in the lead following the races in France. Although he had a weight handicap of 45 kilograms on board, the championship leader managed to collect another eleven points. For the first time this season, World Touring Car Champion Priaulx made it onto the podium after both races, taking second and third place respectively. Garcia also managed to boost his points score with a fourth and fifth-placed finish. The first four places in the World Championship were now occupied by BMW drivers, and BMW's lead in the manufacturers' rankings was growing.

Silverstone.

A last-minute change in the regulations by the FIA Touring Car Bureau was a key factor in rendering the Silverstone race weekend a difficult one for the BMW national teams. With immediate effect, the minimum weight for all front-wheel-drive cars was reduced by 20 kilograms. Coupled with the in part considerable weight handicap on board the BMW 320i cars – arising from their successes in Monza and Magny-Cours – this gave the rear-wheel-drive

BMW's a weight disadvantage of up to 70 kilograms compared with some of the competitors on the grid. Local hero Priaux fared best under the circumstances, claiming the fourth-best time in qualifying and ending the first race in fifth place. In the second race he turned tragic hero when he had to retire from the lead with a flat-spotted tyre. Dirk Müller collected three points and Jörg Müller two. In the World Championship rankings the field bunched up much more closely, though Dirk Müller maintained his lead, as did BMW among the manufacturers.

Imola.

Zanardi arrived at his home race at Imola's Autodromo Enzo e Dino Ferrari with his head held high: he had just won the Laureus World Sports Award for "Comeback of the Year 2004" and he was also leading the Italian Superturismo Championship. After finishing eighth in the first race, Zanardi was on course for a podium place in the second race until the final corner, when Alfa driver Augusto Farfus jr. (BRA) unfairly forced him off the track. He nevertheless finished sixth to celebrate his best season result so far, despite missing out on his third-placed finish. The other BMW drivers were also back on track for success despite a continuing weight disadvantage compared to their front-wheel-drive rivals. Dirk Müller won the second race to defend his lead in the World Championship, while Garcia and Priaux also claimed podium finishes. After a collision in the first race through no fault of his own, Jörg Müller came away empty-handed from both races.

Puebla.

For races nine and ten, the WTCC headed overseas for the first time. At the Autodromo Miguel E. Abed, the BMW drivers were given an enthusiastic welcome by more than 40,000 Mexican fans. But there was also criticism of the 3.032-kilometre circuit, which did not present itself in ideal condition. Garcia posted the best results for BMW Team Italy-Spain: after taking twelve World Championship points and his third podium finish of the season, the Spaniard advanced to fourth place in the drivers' rankings. Dirk Müller and Priaux went out with the maximum weight handicap of 60 kilograms for the first time. Dirk Müller failed to make any points in either race, while Priaux picked up a single point in the second race. After an accident during practice, Jörg Müller was unable to race and dropped back to ninth position in the World Championship. Despite the disappointing results in Mexico, Dirk Müller continued to lead the World Championship with 47 points. However, with a score of 44, Fabrizio Giovanardi had managed to squeeze in between him and Priaux. BMW retained its lead in the Manufacturers' Championship.

Spa-Francorchamps.

From Mexico the BMW national teams travelled to one of the world's most tradition-steeped race tracks: the Circuit de Spa-Francorchamps in the Belgian Ardennes. But it was to prove a shortlived weekend for Zanardi. After a spectacular accident during free practice, he was unable to compete in races eleven and twelve of the season. The four remaining drivers in the BMW national teams nevertheless delivered an excellent result: Dirk Müller celebrated his third win of the season in the first of the two races, while Priaux and Jörg Müller finished in second and third place. Garcia also made it into the points with a sixth-placed finish. A cloudburst made for a turbulent second race, which Dirk Müller finished in fifth place with the best result among BMW's national teams. BMW privateer driver Stefano d'Aste (ITA) crossed the finish line first to take a sensational win, but was subsequently handed a three-second penalty which relegated him to runner-up. At the top of the World Championship rankings, the positions of the leading drivers remained unchanged. Among the manufacturers, BMW continued to occupy the top slot.

Oschersleben.

Two BMW drivers in particular had no complaints about their performance at the WTCC guest appearance in Germany: Zanardi and Priaux. In the 14th round of the season, Zanardi won the first World Championship race since his impressive racing comeback in 2003. The Italian ended the first race in eighth place to take pole for the second on the basis of the reversed starting grid. He got away to a good start and clocked up a fault-free 14 laps. Though being under permanent pressure from Jörg Müller and Priaux, Zanardi managed to defend his lead right up to the finish. The German fans went wild and his fellow-drivers took their helmets off to the winner. BMW Motorsport Director Mario Theissen, who was also at the trackside, was duly impressed by Zanardi's achievement: "Alessandro has put in a tremendous performance and well deserves his triumph. He is an impressive personality." Priaux finished the race as runner-up after celebrating his first win of the season in the first race. With that, the British driver shortened the gap to championship leader Dirk Müller, who came away from Oschersleben with eight points to lead the rankings by just one point. Jörg Müller finished third in both races of BMW's home event. Only Garcia came away from Oschersleben without any World Championship points.

Istanbul.

At the Istanbul Speed Park on the Asian side of the Turkish metropolis, fortune bestowed her favours unequally on the BMW drivers. Three weeks after his victory in Oschersleben, Zanardi came third to claim his second podium finish of the season. A week before he had secured an early title as Italian Touring Car Champion. Priaux came third in the first race, while Dirk Müller

finished the second race in fifth place to pick up just four World Championship points. For the first time, the leader in the Drivers' Championship was no longer Dirk Müller but Andy Priaulx, who now had a one-point lead over his fellow BMW driver. Garcia came fourth in the first race, but was involved in a collision, as was Jörg Müller, who scored no points. It was now becoming increasingly clear that the World Championship would be decided between Priaulx, Dirk Müller and third-placed Giovanardi.

Valencia.

The European leg of the World Touring Car Championship ended in Valencia, Spain. The Circuit de la Comunitat Ricardo Tormo is not normally regarded as a track that favours the BMW 320i, yet the BMW national teams achieved a good overall result. Jörg Müller claimed his third win of the season in the second race, and five BMW drivers made it into the top six. In the first race, Dirk Müller came second for BMW Team Deutschland. In all, he gleaned two points more than his British rival Priaulx over the weekend, thereby reclaiming the lead in the Drivers' Championship. With 86 points, he led the rankings just one point clear of Priaulx. Giovanardi with a score of 81 was also in with a chance of winning the first World Championship title since 1987 at the season final in Macau. BMW still led the Manufacturers' Championship by a margin of 25 points.

Macau.

As had already been the case in the FIA ETCC of 2003 and 2004, the World Touring Car Championship remained undecided until the season final. The venue was the legendary Guia Circuit in the former Portuguese colony of Macau. During qualifying Priaulx already demonstrated that he was among the strongest drivers on the narrow city circuit, claiming pole position with a new record time of 2.31:712 minutes despite a weight handicap of 60 kilograms aboard his BMW 320i. Both races were tumultuous affairs. On the very first lap, Jörg Müller had to retire after an accident in the Lisboa corner. Priaulx, meanwhile, fought an exciting duel with Farfus jr. and finished second. Dirk Müller's championship chances melted away when he dropped back from fourth to tenth place on the last lap with a broken drive shaft. Giovanardi was unable to take part in the second race after a collision in the first, and thus bid an early farewell to the title contest. Duncan Huisman, racing for BMW Team Holland, got off to a good start in the second race and advanced from third into first place, managing to defend his lead to the finish. The title decision fell on lap three when Dirk Müller – also coming to grief in the Lisboa corner – drove into the barriers and retired. That confirmed Priaulx as the World Champion. He finished the race as runner-up behind Huisman. Zanardi completed the positive result by finishing fourth.

With a tally of 101 points, Priaux completed the FIA WTCC at the top of the rankings, followed by Dirk Müller in second place with 86 points. BMW won the Manufacturers' Championship with 273 points, while Marc Hennerici rounded off the triumph by claiming the Independents Trophy.

After 24 European titles, BMW also wins the second WTCC.

The 2005 season marked the farewell of the BMW 320i from international motor sport. At the end of its unique career, the 275 bhp race car helped BMW achieve a further milestone in touring car racing when Andy Priaux of Team BMW UK secured the World Championship title in the FIA WTCC while BMW celebrated overall victory in the Manufacturers' Championship.

BMW has a total of 24 European Championship titles under its belt. To this it has now added its second victory in as many FIA World Touring Car Championships. Once before a BMW driver claimed the crown in this discipline: in 1987 Roberto Ravaglia drove a BMW M3 to win the only other World Championship to date. In 2004, Andy Priaux won the last European Championship title for the foreseeable future when he completed his victory in the FIA ETCC by winning the final race of the season in a BMW 320i.

Successes around the world.

Not only in the FIA WTCC, but also in countless national championships and international events over the last season the BMW 320i furnished proof that it is the measure of all things when it comes to near-production touring car racing. 114 racing kits for the E46 series were sold to teams around the world by BMW's racing parts distribution. The successes speak for themselves: in October 2005, Richard Göransson (SWE) not only clinched the European Touring Car Cup in Vallelunga, Italy, but once more laid claim to the Swedish Touring Car Championship in superior style ahead of his fellow BMW driver from Sweden, Thed Björk.

Alessandro Zanardi also came out on top in the Touring Car Championship of his homeland Italy. The 39-year-old celebrated his title win after beating his compatriot Gianluca de Lorenzi, also driving a BMW 320i. Vladimir Nechaev (RUS), meanwhile, took home the Russian Championship, and Caspar Elgaard (DEN) claimed first place for BMW in the Danish Touring Car Championship.

Franz Engstler (GER) took an unassailable title in the Asian Touring Car Championship and won the Manufacturers' title with BMW.

The BMW 320i also showed its mettle over long distances: Claudia Hürtgen (GER) for Team Schubert Motors won the BF Goodrich Long-Distance Championship at the Nürburgring.



Farewell from the BMW 320i.

After this highly successful year of motor sport, the BMW 320i bids farewell to the race track. But there's a promising successor already waiting in the wings. As of 2006, the BMW 320si will be fielded in the World Touring Car Championship and other race series around the globe. The car was developed by BMW Motorsport on the basis of the BMW 320si special model, available through BMW dealers in a limited edition from December 2005. Like its production counterpart, the racing version is powered by a two-litre four-cylinder in-line engine. The BMW 320si conforms to the Super 2000 regulations and is 45 mm longer and 36 mm wider than its predecessor.

"In touring car racing it was always our concern to keep racing affordable for our customers and at the same time offer a competitive package," explains BMW Motorsport Director Mario Theissen. "The racing version of the new BMW 3 Series will continue that tradition. I'm certain this model will add several new chapters to BMW's success story."

BMW 3 Series on the race track: championship titles galore.

The history of the BMW 3 Series in touring car racing goes all the way back to the 1970s. Worldwide, the large BMW 3.0 CSL Coupés were already causing a sensation before the BMW 320i stepped into the limelight in 1977. Competing as a Group 5 race car, it was striking for its massively flared wheel arches, front spoiler and rear wing. Beneath the bonnet nestled a thoroughbred BMW Formula 2 engine – a two-litre four-cylinder with an output of 300 bhp. Marc Surer (SUI), Eddie Cheever (USA) and Manfred Winkelhock (GER) were the three hotblooded young drivers contesting the German Racing Championship. This race series attracted the world's best touring car drivers and works teams, and the BMW Junior Team was soon mixing it at the top.

A total 28 units of the Group 5 BMW 320i were built in 1977 and 1978. BMW Motorsport supplied the racing touring cars as a kit to teams around the world and in 1978 again cleared the field for the tuners and privateer teams in the German Racing Championship. Harald Ertl (AUT) won the title in a Schnitzer BMW 320i. The Freilassing-based team had raced with turbo power.

1980 saw the BMW 320i models contest the European Touring Car Championship in the less flamboyant Group 2 trim of the near-production touring cars. With an output of 245 bhp from a performance-boosted production four-cylinder, Helmut Kelleners (GER) and his German team-mate Sigi Müller jr. proved fast enough to claim overall victory for themselves.

BMW M3: a winning type.

A four-cylinder engine was used to power a special sports version of the second-generation BMW 3 Series. The BMW M3's debut year of 1987 turned into a triumphal procession with the factory-fielded cars taking the three most important titles. Roberto Ravaglia became the first World Touring Car Champion, Winfried Vogt (GER) was European Champion and Eric van de Poele (NLD) German Champion. Ravaglia won the European Championship in 1988, the German Touring Car Championship (DTM) in 1989, and the championship in his Italian homeland in 1990, becoming the most successful of all BMW M3 drivers.

With more than 60 national championships worldwide in road and hillclimb events as well as rally racing, plus seven European Hillclimb Championships, five Rally Cups and numerous wins in the 24-Hour Races at the Nürburgring and in Spa-Francorchamps, the BMW M3 was the most successful touring car in the world.

Super touring cars: the international 2.0-litre class.

1992 brought new challenges with it. The second-generation BMW M3, now with a high-performance six-cylinder engine, was competing in the GT Class, while in touring car racing around the globe it was four-door saloons with 2.0-litre engines that were at the forefront. The 318i of the third-generation BMW 3 Series was sent out onto the race track from 1993 with 270 bhp. BMW works drivers were competing in the leading touring car series in Germany, England, Italy, Asia-Pacific and Japan. Roberto Ravaglia, Johnny Cecotto (VEN), Joachim Winkelhock (GER) and Steve Soper (GBR) claimed six championship titles in three seasons. In 1995 careful honing of details led to a new version of the BMW four-cylinder engine for the race variant of the BMW 320i, which underwent further development over the following years.

Comeback of the European Touring Car Championship.

In 1999, BMW came up with a new power unit. Under the bonnet of the fourth-generation BMW 320i, there was now a six-cylinder in-line engine destined for deployment on the race track as well. After a long interval, 2001 saw the return of an international race series for touring cars with the launch of the European Super Production Championship. BMW fielded

six European national teams. The winner after ten races was Peter Kox (NLD) of BMW Team Germany. From 2002, the up-and-coming FIA ETCC was a pillar of BMW Motorsport's international involvement – not as a classic works involvement, however, but in terms of the various national sales subsidiaries that fielded up to five country teams on the grid.

In 2002, BMW Team Deutschland under the aegis of Schnitzer Motorsport claimed the best result. BMW works drivers Jörg Müller and Dirk Müller finished in second and fourth place, with BMW taking the runner-up slot in the Manufacturers' Championship. The 2003 FIA ETCC with BMW Teams Deutschland, Italy-Spain and Great Britain was a nailbiting thriller right until the final race. After BMW had already claimed the Manufacturers' title in the penultimate of 20 races with the further evolved 320i, Jörg Müller ultimately had to concede defeat in the battle for the Drivers' title just one point short of the winning score. Jörg Müller and Dirk Müller were again the strongest pairing behind the wheel of the BMW 320i in the Schnitzer Motorsport-fielded BMW Team Deutschland.

Priaulx wins European Touring Car Championship.

In 2004, BMW managed to defend its Manufacturers' title as well as winning the Drivers' Championship thanks to Priaulx. Once again BMW national teams had entered the event with the BMW 320i powered by a two-litre straight-six engine now delivering 270 bhp. BMW Team Deutschland (Schnitzer Motorsport) had drivers Dirk Müller and Jörg Müller for the third year in succession, while Priaulx was again racing for BMW Team Great Britain. For BMW Team Italy-Spain, Alessandro Zanardi was contesting a full season for the first time since his Champ Car accident in 2001, along with his team-mate Antonio Garcia.

By the penultimate race weekend of the season, BMW had already claimed its second consecutive Manufacturers' title. At the same time, Tom Coronel (NLD) won the privateer classification with his BMW 320i, as he had done in 2003. After races 17 and 18 it was also clear that the ETCC Drivers' title would also go to a BMW driver, though it was not until the hard-fought final in Dubai that the trophy ultimately went to Priaulx.

The FIA WTCC 2005 similarly remained open until the season final in Macau – and again it was a BMW 320i that came out on top. It marks the end of the racing career of a unique touring car. Its successor, the BMW 320si, is gearing up to lengthen the list of successes claimed by the BMW 3 Series.

Profile World Touring Car Champion Andy Priaulx.



After winning the title in the 2004 FIA ETCC, Andy Priaulx has proved again this season that he ranks among the world's best touring car drivers.

The BMW Team UK driver kept his nerve in a gripping season final in Macau to secure the World Championship title. In doing so, Priaulx becomes the heir of Roberto Ravaglia, who in 1987 won the last World Touring Car Championship in a BMW M3.

For the 31-year-old the World Championship title represents the current climax of a textbook career in touring car racing. In 2002 Priaulx contested his first complete season in the British Touring Car Championship (BTCC) and immediately took a win and three pole positions. The following year he made his debut for BMW Team Great Britain driving a BMW 320i in the European Championship. He was fighting for the title up to the very last and ended the season in third place with three race wins. Then in 2004 he managed to carry off the FIA ETCC title.

The RBM team headed by Bart Mampaey, which also fielded Priaulx' BMW 320i in the season just past, speaks highly of the technical capabilities and motivation of the racing driver based in the Channel Island of Guernsey. Even long after practice or qualifying sessions were over, you could still see him discussing improvements to his car with the engineers. And Priaulx was usually spot-on with his suggestions.

In the course of his career, the family man has competed in virtually every conceivable racing machine – from go-karts all the way to powerboats. Since 2005 Priaulx can also claim to have taken a Formula One car to the limit. Over the year he has carried out several tests for the BMW WilliamsF1 Team and also impressed the engineers with his detailed and precise feedback.

As if the World Championship title and successful outings in the Formula One racer weren't enough, Priaulx also won the Nürburgring 24-Hour Race in May in a BMW M3 GTR. Alongside Duncan Huisman (NLD), Pedro Lamy (PRT) and Boris Said (USA), the BMW works driver demonstrated his talent on the notorious Nordschleife as well. It would be no exaggeration to say that Priaulx has just rounded off the perfect motor sport season.

Date/place of birth:	8 th August 1974/Guernsey (Channel Islands)
Residence:	Guernsey
Marital status:	married to Joanne, one son, Sebastian, one daughter, Daniella
Website:	www.andypriaulx.com
1984	kart races in the Channel Islands
1985–1990	Motocross
1990	1 st place Motocross 250 cc Channel Islands Championship
1991–1995	hillclimb races
1995	1 st place RAC MSA British Hillclimb Champion with maximum points score and 14 wins over two seasons
1996	races in Formula Renault
1997	British Formula 3 Championship scholarship
1998	races in Renault Spider Cup, one pole position, three podiums; 2 nd place in Formula Palmer Audi Winter series
1999	1 st place Renault Spider Cup, 13 wins from pole; BTCC test driver for Renault Williams, Vauxhall and Ford Awards: BARC President's Cup for Outstanding Achievement, Guernsey Ambassador of the Year
2000	British Formula 3 Championship for Renault UK, three podiums, pole in Silverstone; F3 races in Macau and Korea for Manor Motorsport
2001	British Formula 3 Championship, two wins, two poles, ten podiums; 2 nd place from pole in F3 Super Prix in Korea; F3 Grand Prix in Macau; 2 nd place and pole for Vauxhall in the BTCC
2002	5 th place British Touring Car Championship for Honda; competed in Australia in the Bathurst 1000 and Queensland 500 endurance races (Holden TWR)
2003	3 rd place FIA ETCC (BMW 320i), three wins
2004	1 st place FIA ETCC (BMW 320i), BMW Team Great Britain 2 nd place Macau Grand Prix – Guia Race Spa-Francorchamps 24-Hour Race (BMW M3 GTR)
2005	1 st place Nürburgring 24-Hour Race (BMW M3 GTR) 1 st place FIA WTCC (BMW 320i), BMW Team UK

Profile BMW Team UK – RBM.



When Andy Priaulx won the 2004 European Touring Car Championship for BMW Team Great Britain, fans and experts alike were amazed. The comparatively small RBM team under the guidance of team manager Bart Mampaey (BEL) had prevailed over far more experienced rivals and celebrated its biggest motor racing success thus far. Under its new name BMW Team UK, Priaulx and his crew have managed to substantiate the brilliant achievement of the previous year by winning the first World Touring Car Championship since 1987 in impressive style.

The RBM team, which is based in Mechelen, Belgium, made its FIA ETCC debut in 2002. At the time, Mampaey's team was responsible for fielding the BMW 320i of Fredrik Ekblom (SWE), which was flying the flag of BMW Team Belgium. A year later Priaulx joined the team, which thenceforward battled for points and victories under the banner of BMW Team Great Britain – and with notable success: in his debut year, Priaulx already managed to claim three European Championship race wins. In 2004 the driver, who lives in Guernsey in the Channel Islands, went on to take the European Touring Car crown.

Within a short space of time, team manager Mampaey had led his racing team to the peak of international touring car racing. The Belgian's success was no accident. His father Julian ran the Juma Racing Team in the 1970s and '80s, among whose achievements were three wins with BMW in the Spa-Francorchamps 24 Hours. Mampaey junior was always there and learnt at an early stage how to run a racing team if you want to succeed. In 1998 he celebrated his first major victory with the RBM team in Spa. After further stints in the FIA GT Championship, the American Le Mans Series, Schnitzer Motorsport and Ravaglia Motorsport, Mampaey eventually sent his own FIA ETCC team out on to the race track in 2002.

But the successful team manager and his team have not only demonstrated their expertise in the ETCC and the World Touring Car Championship. RBM is responsible, among other things, for assembling the cars that are involved in the Belgian MINI Challenge.

The close bond and friendly relations between the team members constitute one of the strengths of RBM. Priaulx and Mampaey form a perfect duo. Both are meticulous at their work and only satisfied when all problems have been resolved and all challenges successfully mastered. This season once again, RBM has shown it is an approach that bears fruit.

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Phone/Fax: (+32) 15 42 30 00 / (+32) 15 42 11 08
Email: bart.mampaey@juma.net.bmw.be
Team members: 9
Founded: 1994

Major successes:

1994–1997	BMW Compact Cup
1997	1 st and 2 nd place Group N Spa 24-Hour Race (BMW)
1998	1 st place Spa 24-Hour Race (BMW Fina Bastos Team)
1999	4 th place Spa 24-Hour Race (Nissan)
2002	6 th place FIA ETCC (Fredrik Ekblom, BMW 320i)
2003	3 rd place FIA ETCC Teamwertung (BMW 320i), 3 rd place Drivers' Championship with Andy Priaulx
2004	1 st place Drivers' Championship with Andy Priaulx 3 rd place FIA ETCC Team Championship (BMW 320i)
2005	1 st place FIA WTCC Drivers' Championship with Andy Priaulx 4 th place FIA WTCC Team Championship (BMW 320i)

FIA WTCC – Drivers' Rankings 2005.

Driver	Monza	Magny-Cours	Silverstone	Imola	Puebla	Spa	Oschersleben	Istanbul	Valencia	Macau	Total
1. Andy Priaux (GBR) BMW	5 4	8 6	4 0	6 8	0 1	8 0	10 8	6 0	5 6	8 8	101
2. Dirk Müller (GER) BMW	10 8	3 8	0 3	5 10	0 0	10 4	5 3	0 4	8 5	0 0	86
3. Fabrizio Giovanardi (ITA) Alfa Romeo	3 1	0 2	6 1	10 6	10 6	2 10	0 0	10 3	3 8	0 0	81
4. Augusto Farfus (BRA) Alfa Romeo	6 0	1 4	5 5	4 4	0 0	0 5	0 4	1 8	0 2	10 6	65
5. Jörg Müller (GER) BMW	0 5	10 10	0 2	0 0	0 0	6 0	6 6	0 0	4 10	0 0	59
6. Rykard Rydell (SWE) SEAT	1 0	6 0	2 10	0 5	6 3	0 0	8 2	4 2	0 0	6 2	57
7. Gabriele Tarquini (ITA) Alfa Romeo	8 0	5 1	10 6	0 0	8 0	5 0	0 0	2 10	0 0	0 0	55
8. James Thompson (GBR) Alfa Romeo	2 10	0 0	8 0	2 0	5 5	4 2	0 0	8 5	0 0	2 0	53
9. Antonio Garcia (ESP) BMW	4 6	4 5	0 0	8 0	4 8	3 1	0 0	5 0	0 3	0 0	51
10. Alessandro Zanardi (ITA) BMW	0 2	0 0	0 0	1 3	0 0	0 0	1 10	3 6	1 4	0 5	36
11. Jordi Gené (ESP) SEAT	0 3	2 3	0 4	0 0	0 0	0 0	2 5	0 0	10 0	0 4	33
12. Peter Terting (GER) SEAT	0 0	0 0	3 0	0 2	2 10	0 0	4 0	0 0	6 0	1 3	31
13. Duncan Huisman (NLD) BMW	- -	- -	- -	- -	- -	- -	- -	- -	- -	3 10	13
14. Tom Coronel (NED) SEAT	0 0	0 0	0 0	0 0	1 4	0 6	0 0	0 0	0 0	0 0	11
15. Jason Plato (GBR) SEAT	- -	- -	1 8	0 1	0 0	0 0	- -	- -	- -	- -	10
16. Nicola Larini (ITA) Chevrolet	0 0	0 0	0 0	0 0	0 2	0 0	0 0	0 0	0 2	5 0	9
17. Alain Menu (SUI) Chevrolet	0 0	0 0	0 0	0 0	0 0	0 3	0 1	0 1	0 0	4 0	9
18. Stefano D'Aste (ITA) BMW	0 0	0 0	0 0	0 0	0 0	0 8	0 0	0 0	0 0	0 0	8
19. Roberto Colciago (ITA) Honda	0 0	0 0	0 0	3 0	0 0	1 0	- -	- -	- -	- -	4
20. Stéphane Ortelli (MON) SEAT	- -	- -	- -	- -	- -	- -	3 0	0 0	0 0	- -	3
20. Robert Huff (GBR) Chevrolet	0 0	0 0	0 0	0 0	3 0	0 0	0 0	0 0	0 0	0 0	3
22. Marc Carol (ESP) SEAT	- -	- -	- -	- -	- -	- -	- -	- -	0 1	- -	1

FIA WTCC – Manufacturers' Rankings 2005.

Manufacturer	Monza	Magny-Cours	Silverstone	Imola	Puebla	Spa	Oschersleben	Istanbul	Valencia	Macau	Total
1. BMW	15 14	18 18	9 7	14 18	6 10	18 12	16 18	11 11	13 16	11 18	273
2. Alfa Romeo	14 14	18 10	18 11	15 10	18 11	11 15	4 5	18 18	6 13	12 6	237
3. SEAT	7 8	10 8	9 18	7 8	9 14	7 8	13 10	5 6	16 7	6 9	185
4. Chevrolet	3 3	3 3	2 2	3 3	6 4	3 4	2 4	5 4	3 0	9 2	68
5. Ford	0 0	0 0	1 1	0 0	0 0	0 0	4 2	0 0	0 2	1 3	14

Position	1	2	3	4	5	6	7	8
Points	10	8	6	5	4	3	2	1