

Media Information
18. September 2008

Return to the golden age of motorsport. BMW at the 2008 Goodwood Revival.

Munich. Every year, the Earl of March invites motorsport aficionados to the south of England for the Goodwood Revival, the most popular historic race meeting in the world. For many years BMW Mobile Tradition has counted among the regular guests at the Earl's country estate. BMW Classic is delighted to continue the tradition at the 2008 event, which takes place from 19 to 21 September and again brings to life motorsport's golden age of the 1940s to 60s. Cars and motorcycles amid the vintage racing ambience of those days, drivers and spectators in period costumes and an original circuit untouched by the modern era make this a truly unique occasion. For 2008, BMW Classic is dispatching three iconic models to the summit meeting of racing classics in the South Downs.

Lotus 23

The Lotus 23 developed by Colin Chapman made motoring history with its dazzling appearance in the 1,000 km race on the Nürburgring in 1962 with Jim Clark at the wheel. This last two-seater Lotus racer went on to celebrate triumphs in many more events. Its ultra-lightweight chassis, moreover, was ideally suited as a test bed for various racing engines. With assistance from the BMW factory, Toni Fischhaber had several Lotus 23 models fitted with 1.6 and 2-litre engines and entered them in numerous hillclimb events as well as several circuit races. At the 2008 Goodwood Revival, Marc Surer will be at the controls of a 1965 Lotus-BMW 23. The Swiss driver began his flourishing motor racing career in 1977 as part of the BMW Junior Team before advancing all the way to Formula One.

Company
Bayerische
Motoren Werke
Aktiengesellschaft

Postal Address
BMW AG
80788 München

Telephone
+49 89 382 27797

Internet
www.bmwgroup.com

BMW R 5 SS (SuperSport)

In spring 1936, after a six-year gap, BMW unveiled another 500 cc sports bike at the Berlin Motor Show in the shape of the R 5. Its all-new engine with twin

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camshafts boasted output of 24 hp at 5,800 rpm and a top speed of 135 km/h. The newly designed, electrically welded tubular frame pointed the way forward for frame construction over the next three decades. On the basis of the R 5, a limited series of competition bikes was produced in 1937 for a select number of riders. This R 5 SS (SuperSport) delivered some 4 hp more than the production model and reached a top speed of 160 km/h.

BMW R 51 RS (RennSport)

The Six Day Trial of 1937 saw BMW fielding motorcycles with rear-wheel suspension for the first time. Alexander von Falkenhausen had been charged with developing this technology. Originally he was meant to take his lead from the British Norton, but then opted for an independent straight-travel rear-wheel suspension. With the established riders initially refusing to use these new bikes, Falkenhausen promptly entered the Six Day event himself and went on to take a gold medal. It wasn't just this success that proved the reliability of his design, it was also the way in which Falkenhausen achieved it. While his team-mates collapsed into bed in the evening in a state of exhaustion, Falkenhausen came across as remarkably fresh. The novel rear-wheel suspension had passed the acid test, and the following year it wasn't only the works riders who were swapping their bikes. One model in the new range was the R 51 with a sprung frame. It was the jewel in the crown of the pre-war range and replaced the R 5. Derived from the BMW R 51, the R 51 RS (RennSport) competition bike had a completely revised engine that produced 36 hp for a top speed of 180 km/h. This model rode to victory in numerous Grands Prix and national championships. At Goodwood, Karl-Heinz Kalbfell will head for the track astride a BMW R 51 RS owned by Jürgen Schwarzmann.

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For questions please contact:

Corporate Communications

Katharina Bölsterl, Technology Communications, Spokesperson Innovations and Science
Telephone: +49 89 382 11491, Fax: +49 89 382 23927

Michael Blabst, Technology Communication, Head of Technology Communications
Telephone: +49 89 382 24697, Fax: +49 89 382 23927

Media Website: www.press.bmwgroup.com
e-mail: presse@bmw.de