



BMW Motorsport

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Sheer
Driving Pleasure

MOTOR RACING IN THE GENES.

BMW IN MOTORSPORT – A SUCCESS STORY.

powered by 

THE NEXT
100 YEARS 

1916



1917



1919

1936



Since it was founded in 1916, BMW has enjoyed motor racing success all over the world. With motorcycles, touring cars and sports cars, at rallies, in Formula 2 and Formula 1. Ever since the early days of the company, innovative technology for sporting competitions and record attempts have played an integral part at BMW. It defined production cars and made motorsport history.

ONE RECORD AFTER ANOTHER WITH BMW ENGINES.

In June 1919, test pilot Zeno Diemer created a sensation with a world altitude record in an aircraft. He took off from Munich's Oberwiesenfeld airfield in an aircraft manufactured by Deutsche Flugzeugwerke and powered by the BMW IV aero-engine, and flew to an altitude of 9,760 metres. A quarter of a year later, Diemer achieved a new record for passenger aircraft. On 13th September 1919, he flew to a height of 6,750 metres in his Junkers F 13 powered by a BMW IIIa aero-engine with eight passengers on board.

Between July and November 1932, Walter von Gronau and his crew flew the Dornier "Wal" (Whale) powered by a

BMW engine for a total of 254 flight hours over a distance of 44,800 kilometres to complete the first circumnavigation of the world in a flying boat. The "rail Zeppelin", designed by railway pioneer Franz Kruckenberg and also powered by a BMW engine, set up a world speed record of 230 km/h for rail vehicles along a 12-kilometre stretch of track between Ludwigslust and Wittenberg. On two wheels, BMW works rider Ernst Jakob Henne established numerous speed records between 1929 and 1937. The company used the records to advertise with the slogan "BMW – the fastest motorcycle in the world". For his last record, Henne rode his machine powered by a 500 cc supercharged engine with streamlined fairing to a speed of 279.503 km/h on a cordoned off stretch of motorway near Frankfurt – a record that was to last for 14 years.

"TESTED IN SPORT – PROVEN IN SERIES".

The first racing success for the BMW brand was achieved in February 1924. This was the day when designer and racing driver Rudolf Schleicher won the hillclimb on the steep Mittenwalder Gsteig with the BMW R 32. The slogan "Tested in Sport – proven in Series" ("Erprobt im Sport – bewährt in der

Serie") henceforth became a familiar moniker, underpinned by numerous German championships and the first international successes. The victory gained by Georg Meier with a supercharged BMW racing machine in 1939 was a particular landmark. Meier was the first rider from outside the United Kingdom to win the Tourist Trophy in the 500 cc class, known as the Senior TT, on the Isle of Man. British rider Jock West, also riding for BMW, came second.

"Schorsch" Meier continued his earlier successes in the post-war period and won the German Championship in 1947. The teams with racing motorcycles powered by BMW engines in the Sidecar Combination World Championship had a particularly impressive series of wins, with 20 constructors' titles and 19 riders' titles between 1954 and 1974. In 1980, the BMW R 80 G/S also created a sensation in off-road racing for the first time. Winning the European Off-road Championship was followed by victories in the Paris-Dakar Rally in the years 1981, 1983, 1984 and 1985. Two more overall victories were also achieved in the world's most spectacular endurance race with single-cylinder models in 1999 and 2000.



FROM THE GOLDEN ALPINE TROPHY TO OVERALL VICTORY IN THE MILLE MIGLIA.

The first automobile produced by BMW AG also proved its worth in sporting competitions right from the start. Just four weeks after the car went on sale, the BMW 3/15 PS achieved a victory in the International Alpine Rally. It was staged as a reliability test over a distance of 2,650 kilometres from Munich to Como in Italy. The team from BMW managed to avoid any breakdowns and penalty points, and went on to win the Golden Alpine Trophy. At this point, motorsport had already become an essential forum for testing and then refining new developments under demanding conditions.

The legendary BMW 328 roadster also made its first public appearance on the race track. In the Eifel Race at the Nürburgring in June 1936, Ernst Henne showed that he was capable of success on four wheels too, claiming a class victory at the first attempt with a pre-series prototype of the new model. Furthermore, he also clocked the fastest lap of the race against competition with more powerful engines. Four years later, the BMW brand achieved one of its biggest triumphs up to that point. Fritz Huschke von Hanstein and Walter Bäumer claimed overall victory with a significant lead in the legendary Mille Miglia endurance race held in Italy, driving the BMW 328 Touring Coupé. They were followed over the finish line in third, fifth and sixth places by a further three BMW 328s, presenting the team from Munich with victory in the Team Championship.

THE SUCCESS STORY CONTINUES – WITH BMW MOTORSPORT GMBH.

Initially, the post-war era only brought modest successes in motor racing. At the beginning of the 1960s, the first victories

came with the BMW 700 in hillclimb and circuit racing. Hubert Hahne won the European Touring Car Championship with the BMW 2000 Ti in 1966. He also became the first driver to complete a lap of the Nürburgring-Nordschleife in under ten minutes with a touring car. A turbocharger was used for the first time in 1969 in the BMW 2002, with which Dieter Quester was crowned European Touring Car Champion in 1968 and 1969.

The growing importance of motorsport activities was manifested by the establishment of BMW Motorsport GmbH, a subsidiary of BMW AG, in May 1972. Following the success achieved by BMW's sport division, the brand wanted a greater presence on the motorsport scene. Sales Director Robert A. Lutz acquired the services of successful racing manager



1975



Jochen Neerpasch for this task. Together with a 35-man team of specialists, Neerpasch founded BMW Motorsport GmbH on 24th May 1972. This saw all the previous motorsport commitments pooled within one company.

As well as the involvement in motorsport, the company soon also found itself developing particularly powerful production automobiles. Over the years, the company expanded consistently and has been operating under the name BMW M GmbH since 1993. Since then, BMW Motorsport has been organised in an independent division.

THE PURSUIT OF TITLES CONTINUES IN SINGLE-SEATER RACING.

Just one year after BMW Motorsport GmbH was founded, the company was not only active in various touring car series, but also returned to Formula 2. BMW had previously been involved in single-seater racing for the first time in the second half of the 1960s, when it used a four-cylinder engine derived from production vehicle assembly. Hubert Hahne and Jo Siffert raced in Formula 2 in 1967, at the wheel of cars powered by BMW engines and run by the British racing team Lola. After a few problems early on, Hubert Hahne finished runner-up in the Formula 2 European Championship in 1969.

When the BMW works team withdrew at the end of the 1970 season, BMW returned to Formula 2 as an engine supplier in 1973 and dominated the series in the subsequent years. The cooperation with the March Engineering team was particularly successful. This combination initially helped Frenchman Jean-Pierre Jarier and, the following year, compatriot Patrick Depailler to win the Formula 2 European Championship.

Furthermore, by 1982 drivers Jacques Laffite, Bruno Giacomelli, Marc Surer and Corrado Fabi had also been crowned champions in this series, courtesy of BMW power.

THE SUCCESSFUL BMW 3.0 CSL AND BMW M1.

The BMW 3.0 CSL was regarded as BMW Motorsport GmbH's first touring car in 1972. The CS came from the acronym of the German words 'Sport Coupé', while the L stands for 'lightweight'. BMW won the European Championship six times with the BMW 3.0 CSL, making the lightweight coupé the most successful touring car of its time. The BMW 3.0 CSL was also the first model to attract attention as an Art Car. In June 1975, a model of the coupé powered by a 450-hp six-cylinder engine lined up at the start of the 24 Hours of Le Mans. The paintwork for the body of the car had been designed by American artist Alexander Calder.

1979



BMW Motorsport launched a sensational, high-performance sports car in 1978, in the form of the BMW M1- a dynamic, mid-engine model with a plastic chassis. Formula 1 drivers and privateers competed side-by-side in the Procar Series, which was established specifically for this car.

FORMULA 1 WORLD CHAMPION IN JUST 630 DAYS.

In 1982, BMW took to the Formula 1 stage as an engine supplier together with its partner Brabham. Once again, the company brought a four-cylinder engine into the partnership. The 1.5 litre four-cylinder engine was fitted with an exhaust turbocharger and digital engine electronics that were unique in Formula 1 at the time. Initially, the engine generated around 800 hp and later went on to deliver up to 1300 hp. On 13th June 1982, Brazilian Nelson Piquet claimed the maiden victory in Canada. Just one year later came the big triumph: Piquet won



1983

the World Championship – just 630 days after the BMW and Brabham team’s first joint outing in Formula 1. Nelson Piquet was the first driver to take the title in a car powered by a turbo engine.

THE BMW M3 CONQUERS THE RACETRACK.

Introduced to the motorsport stage in 1987, the BMW M3 remains the most successful BMW model on the racetrack. The slim, powerful looking car dominated proceedings in its first year. The BMW M3 in the now familiar BMW Motorsport colours won the three most prestigious titles. Roberto Ravaglia secured the title in the inaugural World Touring Car Championship, Winfried Vogt was European champion and Eric van de Poele was crowned the DTM champion.

More than 1,500 race wins, 60 national championships in street racing, hillclimbing and rallying, as well as seven European hillclimb championships, five Mitropa Rally Cups and victories in the 24-hour races at the Nürburgring and Spa-Francorchamps make the BMW M3 the most successful touring car in the world.

A SUCCESSION OF TRIUMPHS AND TITLES.

In 1984, the German Touring Car Championship – then still known as the “Deutsche Produktionswagen-Meisterschaft” (DPM) or “German Production Car Championship” – was created as a trial of strength for production-based Group A vehicles. The first race in Zolder, Belgium, produced a top-four lock-out for the BMW 635 CSi. Volker Strycek wrapped up the title for BMW at the season finale at the Nürburgring.

After that, the BMW M3 was at the heart of the action in the DTM. After van de Poele in 1987, Italy’s Ravaglia added a



1984



1987



1999

second title for the BMW M3 in 1989. It was also Ravaglia who won the final race of the 1992 season, on the final works appearance of this model in the DTM.

The 1990s were dominated by outings in the two-litre class, with many championships at national and international level. Johnny Cecotto and Joachim Winkelhock won three championships for BMW.

FIRST VICTORY IN LE MANS.

Another milestone in the history of BMW Motorsport followed in 1999, when the BMW V12 LMR triumphed at the 24 Hours of Le Mans. On 13th June, BMW claimed its first overall victory at this classic, defeating one of the strongest fields in the history of the race. After the closed McLaren F1 GTR sports car had previously won the race with the BMW V12 engine, the victory in 1999 with the further development of this engine represented the first win with an open sports car.

The efficiency of the BMW V12 engine was particularly eye-catching at prestigious endurance races. The two 900-kilogram BMW V12 LMRs required far fewer refuelling stops than the opposition. This successful combination of maximum BMW power and minimum consumption was a key factor in Le Mans. After exactly 12 years, the BMW V12 LMR became the first car to win the classics in Sebring and Le Mans in the same year.

BACK IN FORMULA 1.

Just one year later, BMW returned to Formula 1 with Williams. By 2005, cars powered by BMW engines had achieved ten race wins, three of which were one-twins, 45 podium finishes and 17 pole positions in 104 races. BMW took over the Swiss Sauber team in 2005 and competed with its own outfit in 2006.

The first triumph came in 2008 – and it was a one-two. Robert Kubica won in Canada, ahead of Nick Heidfeld. In total, the BMW Sauber F1 Team claimed 17 podiums and 352 points by 2009.



WINS APLENTY IN EUROPE AND AROUND THE WORLD.

BMW also remained active in GT and touring car racing. Success continued to come, particularly at European level. BMW is by far the most successful manufacturer at the 24-hour race on the Nürburgring-Nordschleife. When the race made its debut in 1970, Hans-Joachim Stuck was a member of the winning team – as he was in 1998, when BMW became the first manufacturer to win a marathon of this type with a diesel engine. In total, BMW has 19 overall victories to its name. Most recently, the BMW M3 GT crossed the finish line in first place in 2010. To date, BMW touring cars have won the 24 Hours of Spa-Francorchamps 22 times, most recently in 2015.

Dutchman Peter Kox and British driver Andy Priaux both won the European title in the BMW 320i in 2001 and 2004. When the new version of the World Touring Car Championship (FIA WTCC) was held for the first time in 2005, Priaux was immediately the top dog. He went on to defend his world title in the new BMW 320si in 2006 and 2007.

RETURN TO THE DTM.

In 2012, the BMW brand returned to the DTM. Three teams and six drivers raced with the fourth generation of the BMW M3. The comeback brought maximum success from the word go. Canadian Bruno Spengler was crowned DTM champion in the BMW M3, while BMW also won the Manufacturers' and Team titles. In the following year, the BMW teams achieved five race victories. Brazilian driver Augusto Farfus ended the season in second place in the drivers' placings and made a significant contribution to BMW coming out on top again in the Manufacturers' Championship. In 2014, BMW raced with the new BMW M4 DTM for the first time. The new car's first race saw Marco Wittmann immediately race to victory. Wittmann added a further three race wins over the course of the season, en route to the Drivers' title. BMW also won the Team competition. The following season was defined by difficulties early on, followed by a spectacular fightback. It ended with another title in the Manufacturers' Championship. The highlight of the year was the historic top-seven lock-out in Zandvoort.