Formula BMW Asia. Media Guide Season 2006.





Formula BMW Asia. Race calendar 2006.



Rounds	Date	Circuit
1 2	18 March 19 March	Sepang, Malaysia*
3 4 5	13 May 13 May 14 May	Sepang, Malaysia
6 7 8	10 June 10 June 11 June	Beijing, China
9 10 11	15 July 15 July 16 Juy	Sentul, Indonesia
12 13 14	02 September 02 September 03 September	Bira, Thailand
15 16	30 September 01 October	Shanghai, China*
17 18 19	21 October 21 October 22 October	Zhuhai, China

*F1 Grand Prix support races.

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1. Preamble.



Dear Media Representatives,

Formula BMW has established itself worldwide as an attractive motorsport concept for aspiring young drivers. In Germany, the UK, Asia and North America, talented junior drivers are gleaning their first experience of Formula racing at the wheel of the standard FB02 car.

Following a successful ca-

reer in karting, drivers from the age of 15 are offered the opportunity in Formula BMW to take their first steps towards professional motor racing. BMW Motorsport supports the young drivers by providing them with a professional environment. Each race event has engineers and technicians from BMW and our partners on site to provide the best possible assistance. The promotion of young racing talent is a high priority for BMW Motorsport, and the BMW Education and Coaching Programme will be setting benchmarks

again in 2006. Tuition in physical fitness, driving technique and strategy, chassis set-up and vehicle dynamics, sponsorship and media relations offers our voung BMW drivers a strong foundation on which to build their future careers. A close partnership with the BMW Sauber F1 Team provides further support in this schooling for the life of a racing driver. Formula BMW has become a global success story. embracing Asia, Germany, the UK and North America. In 2005, the four national series came together for the first time ever in the Formula BMW World Final. The event, held in December 2005, saw 35 Formula BMW drivers from 15 countries competing against each other at the Bahrain International Circuit. Seventeen-year-old German Marco Holzer prevailed against the international competition to win a test drive with the BMW Sauber F1 Team, enabling him to fulfil his dream of

being a Formula One driver - at least for a day. Others have made the leap into Formula One for the longer term. Formula BMW ADAC Champion of 2002. Nico Rosberg, will be competing in Formula One for the first time as a driver for the WilliamsF1 Team. Ralf Schumacher (Toyota Racing) and Christian Klien (Red Bull Racing) also have roots going back to Formula BMW and its forerunner series. As a Formula One test driver. sixth-placed finisher in the 2003 Formula BMW ADAC Championship, Adrian Sutil. has secured a seat with MF1 Racing. After graduating from Formula BMW, many young drivers initially continue their career in Formula 3. Among these is Formula BMW Asia Champion in 2003, Ho-Pin Tung, who last year competed in the German Formula 3 series. In the four years the FB02 has been in action, some 60 drivers have taken the step up to Formula 3.

Formula BMW is living up to its deserved reputation as the safest entry-level racing concept, From the outset it was our goal to build the safest car in the small Formula racer seament, which is why we channelled a great deal of know-how from our Formula One involvement into the development of the FB02. The HANS head and neck support system, the FORS rescue seat, wheel retention tethers and the use of innovative materials such as aramid and carbon fibre have ensured that, in 200 races around the world, no driver has vet sustained any serious injuries.

You can find further information on all aspects of Formula BMW in this Media Guide. It is designed to assist you in your journalistic work.
Wishing you a successful season and thank you for your invaluable support,

Mario Theissen

2. The success of Formula BMW.



Career aspiration: racing driver. That's what you'll find in the countless resumés of young motor racing talents. When the field of aspiring voungsters from across Asia Pacific line up on the grid to compete in Formula BMW Asia, they will be laving the foundation stone for their dream job. The world's success story in the field of junior talent promotion in Formula racing offers young drivers from the age of 15 the opportunity to acquire

the wherewithal for their future careers in motorsport. The youngsters are given a chance to pit their skills in 19 races against a strong international field, and pick up plenty of racing experience.

In four regional series based in Germany, North America, the USA and Asia, Formula BMW introduces talented young drivers to the world of professional motor racing. The paramount tenet



of Formula BMW is equality for all. Every driver races in a standard vehicle, the FB02, and test days for the drivers are limited. The aim is to maintain a level playing field and put driving talent in the foreground.

To equip the racing novices with everything they need for a long-term career in motor racing, BMW offers a special Education and Coaching Programme. This consists of profes-

sional guidance in the many different aspects of motor sport. Whether it is vehicle set-up, driving technique and strategy, fitness and nutrition, dealing with sponsors and the media – the BMW Education and Coaching Programme provides participants with a complete package for their entry into professional motor racing.

"In the BMW Education and Coaching Programme. voung racing drivers learn everything they need to assert themselves in the big world of motor sport," says BMW Motorsport Director Mario Theissen, The BMW Sauber F1 Team is also involved in the scheme. Staff from the sponsorship side and engineers from the BMW Sauber F1 factory in Hinwil, Switzerland, pass on their knowledge and expertise to the junior drivers.

Four drivers from the field of starters – the Formula BMW Juniors – are not only able to take part in the BMW

2. The success of Formula BMW.

Education and Coaching Programme free of charge, but also receive financial backing from BMW to the tune of 50,000 US-Dollars each. Three of them have qualified for this backing through their outstanding performance during scholarship qualifying, while the fourth Junior place was automatically awarded to the most promising Rookie of the previous season.

The Formula BMW standard car: the BMW FB02.

Smart technology.

The standard FB02 race car sets standards above

all on the safety front. The single-seater car is driven by a 140-bhp BMW engine to a top speed of 230 km/h, has a state-of-the-art carbon-fibre chassis, and even matches Formula One standards with features such as wheel retention tethers, energy-absorbing head protection and the BMW Formula Rescue Seat (FORS).

Imposing backdrop.

Formula BMW Asia takes to the track on seven occasions in 2006.

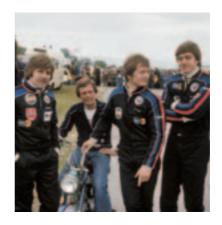


The drivers, aged 15 and over, will be racing twice as part of the support programme for the Formula One World Championship in Sepang, Malaysia and in Shanghai, China,

During the eight-month racing season, the voungsters will have the opportunity to demonstrate their skills at all the major Asian racing circuits, twice in the world's most populous country, China, and also Taiwan. Indonesia and Thailand, as well as in five rounds over two events in Malaysia.

Talent incubator.

At BMW, the tradition of promoting young talent goes all the way back to the late 1970s, the era of the hotheaded BMW Junior Team with Eddie Cheever. Marc Surer and Manfred Winkelhock. Equally unforgotten are BMW's appearances in the Procar Series. in which young drivers pitted theirs skills against Formula One stars as part of a Grand Prix event.



The BMW Junior Team (from left to right): Manfred Winkelhock. Marc Surer und Eddie Cheever.

BMW M1 Procar race in Monaco.



2. The success of Formula BMW.

Formula BMW is regarded as a talent incubator for young drivers. The most recent example is Nico Rosbera, the son of ex-Formula One world champion Keke Rosberg. The young German secured the 2002 title in what was then the Formula BMW ADAC Championship, In 2005 he was employed by the BMW WilliamsF1 Team as a test driver, and this season sees the 20vear-old contesting his first Formula One season as a team driver

From Formula BMW to Formula 1: Nico Rosberg.



18-year-old Sebastian Vettel also began his career in Formula BMW. Following an outstanding 2004 season with 18 wins in 20 races, the Formula



New ground: Sebastian Vettel at his Formula One test drive in Jerez.

BMW ADAC Champion was voted ADAC Junior Racing Driver of the Year in 2004. Vettel has been driving in the Formula 3 Euro Series for a year, where BMW and energy-drink producers Red Bull are jointly sponsoring him. On 27 September 2005, Vettel took his first Formula One test in Jerez,

clocking up 25 laps in the FW27 of the BMW WilliamsF1 Team.

Ralf Schumacher (Tovota Racing) made his debut in 1992 in the series jointly run by BMW and the ADAC. Austrian driver Christian Klien (Red Bull Racing) celebrated his premiere in a Formula race car in 1999 as a BMW ADAC Junior. In 2001 Timo Glock won the championship, and three vears later the German was competing in Formula One for Jordan, In 1999 André Lotterer was employed as a Formula One test driver. Another Formula BMW graduate competing in Formula One in 2006 is Adrian Sutil, A Formula BMW driver in 2002 and 2003, he was signed up in early February as a test driver for the Midland F1 team (MF1 Racing).

As a reward for winning the title in the 2003 Formula BMW Asia, Ho-Pin Tung was granted a Formula One test, making him the first

Chinese driver to take to the wheel of a Formula One car.

The tradition of giving Formula One tests to successful Formula BMW drivers continues in 2006. The winner of the first Formula BMW World Final. Marco Holzer, will be driving a few test laps with the BMW Sauber F1 Team in 2006.

Other erstwhile Formula BMW drivers have continued their careers in Formula 3. Formula 3000. the American CART Series or a variety of touring car classes.



Marco Holzer. winner of the 2005 Formula BMW World Final.

3. Regulations.



Structure of the race weekends.

Formula BMW Asia consists of 19 races on seven weekends in the 2006 season. On the two occasions Formula BMW Asia supports a Formula One Grand Prix (in Malaysia and Shanghai), two rounds will be held, while each Asian Festival of Speed weekend will feature three races each.

The order of the starting grid for the first race at each event will be decided.

according to the results from the qualifying session. The order for the start of the second race will be decided according to the final results from the first race.

The starting order for the third race at each event will be decided from the points of the first and second races. The driver with the lowest number of points will start from pole position in the third race, and so on.

Points will be awarded to drivers according to their finishing positions in the first and second races as follows:

1st	0 points
2nd	2 points
3rd	3 points
4th	4 points etc.

Non-classified finishers will be awarded points in the order in which they appear in the final results following on sequentially from the last classified finisher.

Where there is a tie on points after the second

race, the results of the qualifying session will be considered for the applicable drivers, with the driver achieving the fastest qualifying time taking priority.

For Formula One Grand Prix supporting events, where only two races are held, the best time for each driver in the single qualifying session will determine the grid positions for the first race, while each driver's second-best time will set the grid for the second race.

Classifications.

Formula BMW Asia has three parallel classifications:

1. Championship classifi-

- 1. Championship classification: all participants.
- 2. Rookie Cup classification: Formula novices between the ages of 15 (minimum) and 21 in the year in which they compete.
- 3. Team classification: the two best-placing cars of a team in each scoring race.

The titles "Formula BMW Asia Champion 2006",

"Formula BMW Asia Rookie of the Year 2006" and the "Formula BMW Asia Team Trophy 2006" are awarded to the driver/rookie/team to have scored the highest number of points in their respective classification at the end of the season. There are no dropped scores. In the Team Trophy, however, only the two best-placed drivers per team are scored.

Points scoring.

Both in the Championship and in the Rookie classifications, the first ten drivers score points. Points are awarded in both classifications based on the same key:

Position	Points
1	20
2	15
3	12
4	10
5	8
6	6
7	4
8	3
9	2
10	1

3. Regulations.

Example: Driver X is a rookie and finishes 3rd in Race Y, making him the best Formula novice. That gives him twelve points in the Championship classification but 20 in the Rookie classification.

If a race is stopped, full points are awarded if the winner has covered at least 75 per cent of the prescribed race distance. If the first-placed finisher has covered between 50 and 75 per cent of the distance, half of the points are awarded. If a race is stopped before less than 50 per cent of the distance has been covered, no points are awarded.

Top priority: equality of opportunity.

Both the sporting and the technical regulations of the series abide by one paramount principle: equality of opportunity. The standard car used is the FB02. Neither the teams nor the drivers should be able to gain any advantage through a greater financial investment. "We want the most talented drivers to make their mark, not those with the best routine and the biggest budget," says BMW Motorsport Director Mario Theissen.

Test Ban.

Any testing outside the official test days is prohibited during the season. To avoid potentially unfair competition, there is also a rule stating that any drivers registered with Formula BMW Asia for the current season may not take part in more than one other racing series or one off event. This ensures that testing opportunities of this kind do not place an extra burden on the young drivers' budgets.

Technical regulations.

Per race weekend, each driver and car are permitted two front and two rear tyres as well as a further front and rear tyre as required, taken from the official stock of the Michelin Race Service at the track. All tyres are officially registered by means of a barcode and subjected to regular checks during the weekend.

Expensive engine tuning is prohibited. All engines are sealed by Schnitzer Motorsport on delivery, If an engine requires repair or revision, the simple principle of replacement on site applies.

Any damage to the car may be repaired but must match the original condition. Every event has a chassis and engine technician in attendance, as well as a parts service and sales unit to save teams investing in their own stock of spares. The minimum weight stipulated for the cars, including driver in full gear, is 545 kilograms.

Prize money.

Prize money is awarded according to the following kev:

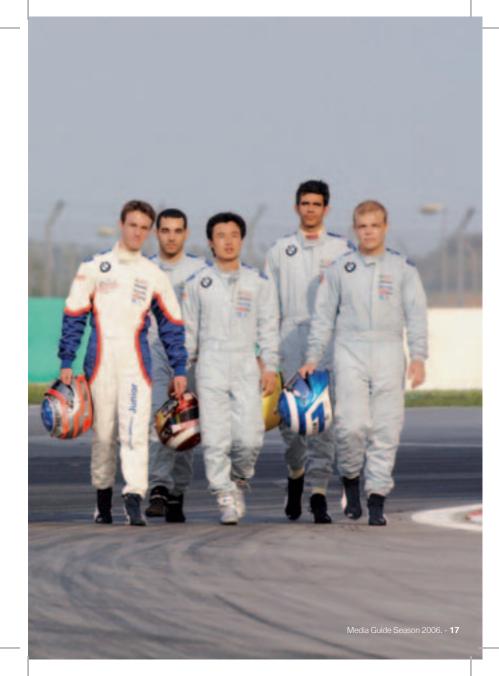
Position	Rookie Cup	
1 / USD 550	USD 300	
2 / USD 400	USD 200	
3 / USD 250	USD 150	
4 / USD 200	USD 100	
5 / USD 150	-	
6 / USD 125	-	
7 / USD 100	-	
8/USD 75	-	

Position in a race:

The best-placed rookie at the end of the season can claim the status of Formula BMW Junior for the subsequent year and is granted a Formula BMW Scholarship for the next season.







4. The Drivers.

No.	Name	Team
2	Aaron LIM (MAS)	Eurasia Motorsport
3	Daniel RICCIARDO (AUS) ^R	Eurasia Motorsport
5	Mohammad AL BAHARNA (BAH)	Team E-Rain
10	Dominic STOREY (NZL) ^R	Eurasia Motorsport
22	Aditya AKKINENI (IND) ^R	Team E-Rain
25	Zahir ALI (INA)	Eurasia Motorsport

Formula BMW Asia Junior.

^R Rookie indicates drivers eligible for Rookie Cup.

No.	Name	Team
28	Rayomand BANAJEE (IND)	Privateer
38	Hamed AL FARDAN (BAH)	Team Meritus
68	James GRUNWELL (THA) ^R	Team Meritus
78	Earl BAMBER (NZL) ^R	Team Meritus
98	Sam ABAY (AUS)	Team E-Rain

4. The Drivers.



2 Aaron LIM* Malaysia, Eurasia Motorsport Date of birth: 22 June 1985 Place of birth: Selangor, Malaysia Place of residence: Petaling Jaya, Malaysia



Height: 1.72 m Weight: 63 kg Hobbies: Karting

ldol: Kimi Raikkonen

Favourite circuit: Sepang International Circuit

Career: 2003: 1st Place Asian Karting Championship
Malaysia. Italian, European and World

Karting Championships

2004: Malaysian Karting Open Championship, 1st

Asian Karting Championship Macau, 1st World Karting Championship FA, 13th

Formula BMW Asia: 2005: 8th Place overall



3 Daniel RICCARDO* Australia, Eurasia Motorsport, Rookie

Date of birth: 1 July 1989

Place of birth: Perth, Western Australia
Place of residence: Perth, Western Australia

Height: 1.75 m Weight: 64 kg

Hobbies: Cycling, Tennis and Karting

Idol: Ayrton Senna, Kimi Raikkonen, Valentino Rossi,

Mark Webber

Favourite circuit: Spa, Belgium

Career: 2005: Australian National ICA Championship, 1st

Western Australia State Title, 1st

Victoria State Title, 1st South Australia State Title, 3rd

5 Mohammad AL BAHARNA Bahrain, Team E-Rain

Date of birth: 1 November 1980 Place of birth: Manama, Bahrain Place of residence: Manama, Bahrain

Height: 1.68 m Weight: 64 kg

Hobbies: Swimming, Horse Riding Idol: Michael Schumacher Favourite circuit: Bahrain International Circuit

Career: 2003: National Pro Kart Championship, 3rd

Formula BMW Asia: 2004: 12th Place overall

2005: 1st and 2nd rounds, national and international karting

10 Dominic STOREY*

New Zealand, Eurasia Motorsport, Rookie

Date of birth: 15 October 1989
Place of birth: Auckland, New Zealand
Place of residence: Auckland, New Zealand

Height: 1.68 m Weight: 68 kg

Hobbies: Golf, Motor racing, Fitness

Idol: Fernando Alonso

Favourite circuit: Sepang International Circuit, Malaysia

Career: 2003: New Zealand Schools Championships, 1st

2004: New Zealand Championships, 2nd

New Zealand Schools Championships, 1st

Bruce McLaren Scholarship 2005: New Zealand Championships, 3rd





4. The Drivers.



22 Aditya AKKINENI India, Team E-Rain, Rookie



Date of birth: 22 September 1988
Place of birth: Hyderabad, India
Place of residence: Hyderabad, India
Height: 1.72 m

Height: 1.72 n Weight: 68 kg

Hobbies: Fitness, Music Idol: Michael Schumacher

Favourite circuit: Sepang International Circuit, Malaysia

Career: 2004: Rotax Max Challenge, India Juniors, 2nd

2005: India Rotax Max Championship, 1st (5 wins) National Formula LGB Championship, 4th

Rotax Max World Finals, 21st

Formula BMW Asia: Debut



25 Zahir ALI Indonesia, Eurasia Motorsport



Date of birth: 25 August 1987
Place of birth: Jakarta, Indionesia
Place of residence: Singapore

Height: 1.80 m Weight: 67 m

Hobbies: Gym, Basketball Idol: Ayrton Senna Favourite circuit: La Conca, Italy

Career: 2002: Indonesian Championship, 1st (5 wins)

2003: Indonesian & ASEAN Championship,

1st (11 wins)

2004: European & World Championship

Formula A

2005: European Championship

28 Ravomand BANAJEE India, Privateer

Date of birth: 12 January 1980

Place of birth: Dubai, United Arab Emirates

Place of residence: Mumbai, India Heiaht: 1.85 m

64 ka Weight:

Hobbies: Adventure Sports Idol: Avrton Senna

Favourite circuit: Sepang International Circuit, Malaysia

Career: 2003: JK Tyre National Karting Championship, 1st 2004: JK Tyre National Karting Championship, 1st

> Indian Rotax Challenge 4, 1st 2005: National Formula Maruti 2, 3rd National Formula LGB 5, 1st

Formula BMW Asia: Debut

38 Hamed AL FARDAN Bahrain, Team Meritus

Date of birth: 29 June 1987 Place of birth: Manama, Bahrain Place of residence: Manama, Bahrain

Heiaht: 1.76 m Weight: 73 kg Hobbies: Football

Idol: Kimi Raikkonen

Favourite circuit: Shanghai International Circuit Career: 1999: Karting Rotax Max Challenge, 4th

> 2000: Rotax Max Challenge, 2nd 2006: Formula Toyota New Zealand,

New Zealand Grand Prix, 1st

Formula BMW Asia: 2004: 3rd Rookie Classification; 8th Driver Classification

2005: 3rd Driver Classification







4. The Drivers.



68
James GRUNWELL*
Thailand, Team Meritus, Rookie

Date of birth: 4 February 1989
Place of birth: Schiedam, Netherlands
Place of residence: Bangkok, Thailand

Height: 1.72 m Weight: 62 kg

Hobbies: Football, Rugby

ldol: -

Favourite circuit: Bira Circuit, Thailand

Career: Thailand Champion Yamaha class ICA Thailand Championship, 3rd

Thailand Junior Rotax Champion

Rotax World Finals, 9th

Formula BMW Asia: Debut



78 Earl BAMBER New Zealand, Team Meritus, Rookie

Date of birth: 9 July 1990

Place of birth: Wanganui, New Zealand Place of residence: Wanganui, New Zealand

Height: 1.78 m Weight: 66 kg

Hobbies: Racing, Surfing

ldol: -

Favourite circuit: Sepang International Circuit, Malaysia

Career: New Zealand Junior Intercontinental A Champion

New Zealand Junior Rotax Max Champion Pre-Final Rota World Championship,

Lanzarote, 2nd

Final Rota World Championship, Lanzarote, 3rd

98 Sam ABAY

Australia, Team E-Rain

Date of birth: 30 September 1987
Place of birth: Melbourne, Australia
Place of residence: Melbourne, Australia

Height: 1.76 m Weight: 57 kg

Hobbies: Surfing, Playstation, Muffin Baking

Idol:

Favourite circuit: Spa, Belgium (only experienced through

Playstation at this stage!)

Career: 1998 - 2000: Karting (Midgets and Rookies)

2001 - 2002: Karting (Junior Clubman Class) 2003: GKCV Rotax Light Karting Championship, 1st

2003 - 2005: Karting (Rotax Light)

3 x Formula 3 races in Australia

2004: "Karter of the Year" award

2005: Winner of Deloitte Junior Rising Sports Star Award





5. The Teams.

Eurasia Motorsport

Contact Person: Martin Quick
Phone: +60 16 62 35 611
Fax: +60 37 84 66 434

E-Mail: martin@eurasiamotorsport.com Internet: www.eurasiamotorsport.com

Drivers 2006: Aaron Lim

Daniel Ricciardo Dominic Storey

Zahir Ali

Team E-Rain

Contact Person: Hongsik Jeon Phone: +82 10 30 18 36 81 Fax: +82 31 32 20 067

E-Mail: hongsik.ieon@erainracing.com

Internet: www.erainracing.com

Drivers 2006: Sam Abay

Aditya Akkineni

Mohammad Al Baharna

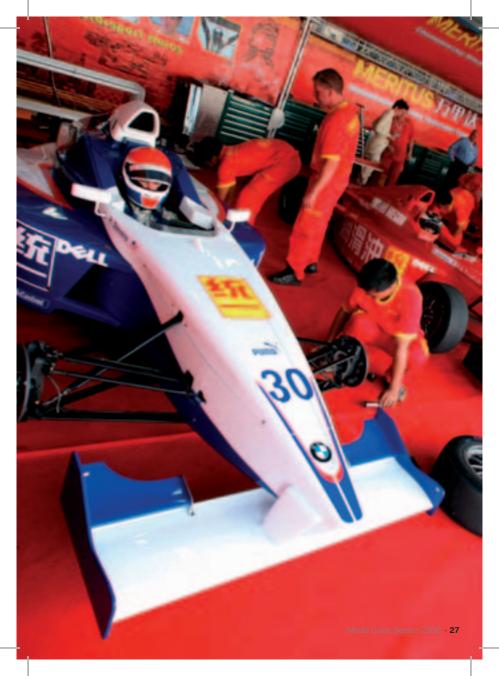
Team Meritus

Contact Person: Peter Thompson
Phone: +60 12 30 27 434
Fax: +60 32 07 03 392

E-Mail: peter@meritusracing.com www.meritusracing.com

Drivers 2006: James Grunwell

Earl Bamber Hamed Al Fardan



6. The BMW Education and Coaching Programme.

For a long time now, it has taken more than just talent behind the wheel to become a professional racing driver. To ensure enduring success, drivers have to deliver consistently high performances - not just out on the race track. These days technical know-how. optimal tuning of the car, ongoing collaboration with the media, manufacturers and sponsors, widespread networking and physical fitness are just as important in determining victory or defeat as are the racing line, braking points or correct strategy. "The demands on

vouna racina drivers todav are huge. Only ongoing support and training can create the necessary foundations for this career," says **BMW Motorsport Director** Mario Theissen, "In the Formula BMW Education and Coaching Programme, our voung drivers learn everything they need in order to survive in the big world of motor racing," All drivers competing in Formula BMW Asia can take part in the BMW Education and Coaching Programme at a subsidised rate.

To the limits: The BMW Education and Coaching Programme.



Curriculum with a practical focus.

The tuition programme for the young drivers is a very broad-based one. Under the guidance of professional instructors, they take part in seminars specially tailored to their practical needs and covering the following subjects:

- Driving technique and strategy
- Vehicle dynamics and chassis set-up
- Fitness and nutrition
- Media and Public Relations
- Sponsoring and sports management

Individual coaching.

On race weekends, the training participants of all Formula BMW series are provided with an all-round package of support. Firstly, together with an instructor they analyse all aspects of the race track such as the racing line and braking points. After each practice and qualifying session and race, debriefings are held in which the individual

driving technique, strategy and car set-up of each participant are discussed. Daily warm-up practice as well as regular training in PR and media work complete the coaching programme at the track.

At the Formula One Grand Prix of Malaysia the Formula BMW Asia Juniors met BMW Sauber F1 Team driver Nick Heidfeld.



Link-up with the BMW Sauber F1 Team.

This year, the BMW Sauber F1 Team will allow participants several glimpses behind the scenes of motor racing's top echelon.

6. The BMW Education and Coaching Programme.

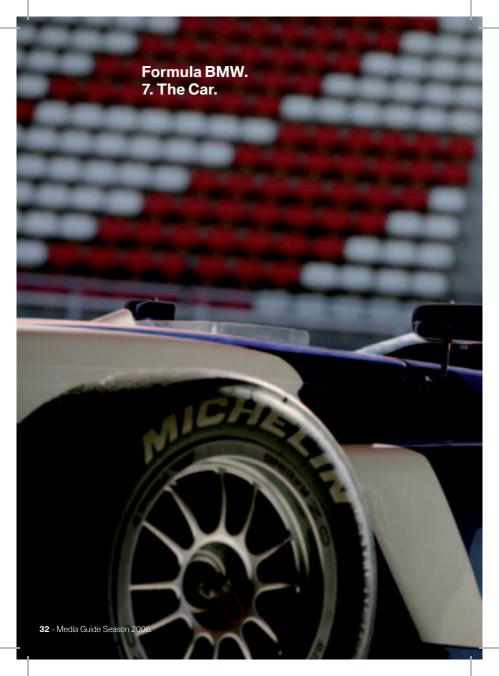


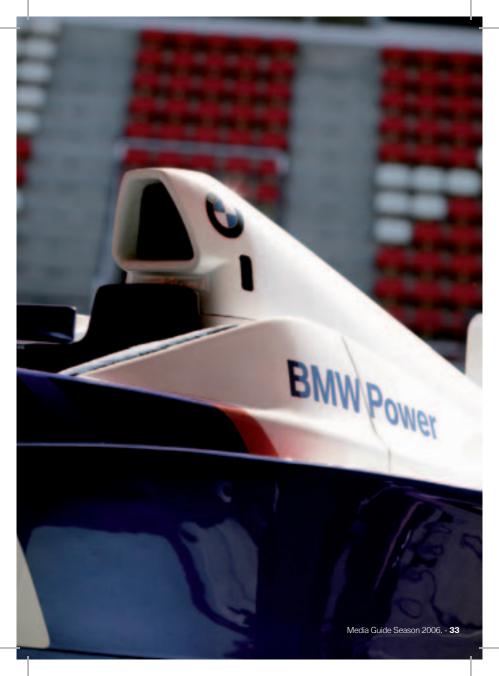
The Juniors of Formula BMW Asia 2006.

The Juniors.

Four drivers in Formula BMW Asia – the Formula BMW Juniors – are provided with the Education and Coaching Programme free of charge. Beyond this, BMW supports the Juniors with a financial contribution to their racing season of 50,000 US-Dollars each – a well-earned reward for the young talents.









Formula BMW.

7. The Car.

Same cars – same chances.

A level playing field is the leading concept behind Formula BMW. That is why all the series feature the same standard car – the FB02. Complete, identical cars – including alloy rims, tyres and data logging systems – can be purchased from the factory at a BMW Motorsport subsidised price of 56.750 euros (excl. VAT). In this form, the FB02 is practically race-ready.

The heart of the FB02: the BMW engine.

The 455-kilogram FB02 is driven by a 140-bhp four-stroke inline four-cylinder unit, also used on the K 1200 RS BMW production motorcycle. This high-revving 1.2-litre engine

has proved to be a reliable power source offering good value for money. Its compact design, with flat cylinders, contribute to the low centre of gravity on the FB02. A favourable torque curve gives 128 Nm at 6,750 rpm.

For use on the race track, the engine has been given a special airbox, a modified exhaust manifold and commensurate electronic engine mapping. Valve-controlled oil siphoning ensures reliable oil supply even during extreme lateral forces. Thus equipped, the FB02 does the 0 to 100 km/h sprint in under four seconds.



Formula BMW.

7. The Car.



Sequential six-speed transmission.

The Hewland transmission used in Formula BMW is the same as that used in Formula 3. There are three reasons for this: firstly, Formula BMW drivers can familiarise themselves with this gearbox early on in their careers. Secondly, the transmission is able to sustain extreme loads. And thirdly, it is not expensive since it is manufactured in large quantities.

As in Formula One, the six gears plus reverse are se-

quential. BMW offers only a limited number of different gear ratios to ensure teams and drivers are not overtaxed in the light of restricted test opportunities, and to keep costs down.

Suspension and aerodynamics.

When it came to the set-up options for the chassis and aerodynamics, the developers of the FB02 strove to find just the right balance. On the one hand, the aim was for the young drivers to become familiar with the set-up of Formula cars at an early stage. On the other hand, set-up options were to be limited so that the voung drivers didn't have too much to cope with as they took their first steps in the world of motor racing. The time allotted for testing and practice is also limited.

The suspension system of the Formula BMW features front and rear dampers that are adjustable for bump and rebound. The camber is adjusted by shims, while the pivot points of the wishbones are defined for one position. The pivot points are suspended inside the monocogue and the wishbones are designed also for aerodynamic advantage. The wheel carriers are made of lightweight magnesium and the centre-locking rims are of aluminium diecast.

The adjustable profiles of the front and rear wings hail from Formula 3, though overall the car generates less downforce than a Formula 3 vehicle. Like its bigger brothers, the FB02 also has a stepped underbody and no diffuser. These measures are intended to reduce cornering speeds for safety, allow overtaking and increase demands on vehicle control.

Cockpit displays and data acquisition.

In the FB02, the voung drivers quickly learn to use the steering wheel as a source of information as well. A bar of LED lamps indicates



the optimum shift point. while an LCD display gives information on such things as water temperature, oil pressure, engine speed, selected gear and the last or best lap time. Standard equipment also includes a data recording device that allows the driver and the engineer to achieve the optimal set-up and further improve the driver's style.

A BMW from kidney grille to tailpipe.

In the design of the car's nose cone, aesthetics and aerodynamics forged a special relationship. In collaboration with BMW's California subsidiary DesignworksUSA, the

7. The Car.

hallmark styling cue of the BMW "kidney grille" was integrated into the design of the FB02.

Maximum safety thanks to Formula One know-how.

"Our primary objective in developing the FB02 was to build the safest vehicle in the small Formula car segment," says BMW Motorsport Director Mario Theissen. "Firstly, we took as our benchmark the considerably more stringent requirements of Formula 3 cars, and secondly, we allowed expertise from our Formula One involvement to filter through."

What has emerged is a car that sets standards for safety technology: the FB02 exceeds by far the safety stipulations for its

class. The chassis, made by Mygale in Magny-Cours (France), features a state-ofthe-art monocoque made of carbon-fibre and Kevlar which had to pass rigorous safety tests.

In the static load test, for example, the roll hoop above the back of the driver's head has to withstand loads of 12 kN laterally, 45 kN longitudinally and 60 kN from above. (10 kN are equivalent to approximately one tonne.) The nose cone is crashed head-on at 36 km/h. whereby the average impact on the monocoque may not exceed 25 a. The nose cone is exposed to 30 kN laterally for the duration of 30 seconds.

Beyond that, the FB02 offers numerous other safety





FORS: Aramid fibre seat with separate harness system.

features. For example, crash elements made of a carbon-fibre composite with an aluminium honevcomb insert have been fitted into the nose cone and at the rear behind the transmission.

The interior dimensions of the driver's cell in part exceed the requirements of Formula 3. The cockpit aperture in particular is of a generous size, making it not only comfortable but also easier to get out of the car after an accident.

The energy-absorbing foam in the head restraint complies with Formula One standards. Also copied from Formula One are the wheel retention tethers, which are designed to prevent the wheels from breaking loose from the car in an accident.

FORS and HANS.

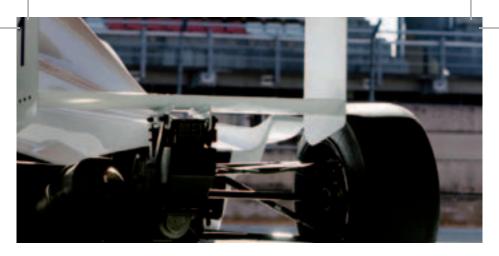
BMW Motorsport developed the innovative Formula Rescue Seat (FORS) especially for the FB02. In the case of an

accident this aramid-fibre seat with its separate harness system allows a driver to be rapidly rescued while still in the seat, without causing any strain to the spine. X-ray images and CT scans can be taken through the seat without the driver having to be extracted from it

Formula BMW was the first entry-level Formula race series worldwide to make the HANS safety system compulsory. This Head And Neck Support System prevents excessive whiplash to the head in the event of a crash and is an excellent complement to the FORS seat. Higher race categories, such as Formula One, have recognised the benefit of HANS and have made its use mandatory.



Engine:	Model 124EA
Туре	Four-stroke in-line four-cy- linder from the BMW K 1200 RS motorcycle; two overhead camshafts, liquid-cooled
No. of valves	16
Max output	140-bhp at 9,000 rpm
Max torque	128 Nm at 6,750 rpm
Displacement	1,171 cc
Bore x stroke	70.5 x 75 mm
Compression ratio	11.5 : 1



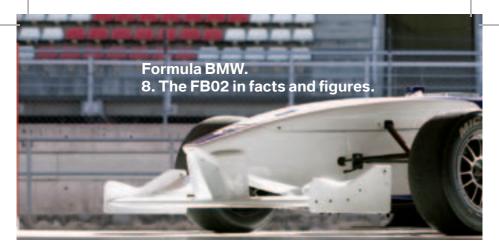
42 litres, FIA FT 3 specification
Pressure circulation with radial force-controlled oil siphoning
High-performance header, closed-loop 3-way racing catalyst
71 kg (incl. engine frame plate)
Bosch Motronic
Super Plus (98 ROZ)



Gearbox:	
Manufacturer/Model	Hewland FTR 200
Type	Sequential longitudinal gearbox
No. of gears	Six plus reverse
Differential	Multiple disc
Clutch	Sachs single-disc dry clutch
Monocoque:	
Туре	Carbon-fibre/Aramid composite with aluminium honeycomb insert
Crash structures	Crash box front and rear, steel roll hoop
Seat shell	FORS – Formula Rescue Seat; carbon-fibre/aramid composite, removable seat with spine/head support, six fixation belts



Chassis:	
Wheel suspension	Individual suspension via double wishbone with push rod, aerodynamically profiled, two wheel retention tethers, two each front wheel, one each rear wheel
Shock absorbers	Sachs SP 3, adjustable for bump and rebound, mono damper at front, twin damp- ers at rear
Springs	Eibach coil springs
Wheels	O·Z Racing, aluminium, single section, centre locking, front 8"x13", rear 10"x13"
Tyres	Michelin slicks and wets, front 20/54-13, rear 22/54-13
Brake	Alcon disc brake, floating, two-piston calliper, adjustable brake force distribution
Steering	Rack and pinion steering with safety steering column



Aerodynamics:	
Front wing	Main profile with adjustable flaps
Rear wing	Single profile at bottom, adjustable double profile at top
Underbody	Stepped, three sections
Data acquisition:	
Datarecording	2D Datarecording; data display and "Professional Plus" (8 MB) data recording
Displays	Integrated in steering wheel, nine LED shift lamps, gear display, multifunction unit



Dimensions:	
Length	3,975 mm
Width	1,740 mm
Height	980 mm
Track, front	1,537 mm
Track, rear	1,466 mm
Overall weight	455 kg (empty, without driver)

Price:	
total	56.750 euros (excl. VAT)

Formula BMW Germany.

9. Seven questions for Sebastian Vettel.



On the right track: Sebastian Vettel.

If there's anyone who can look back on a perfect Formula BMW career, it's Sebastian Vettel. The 18vear-old from Heppenheim. Germany, won the 2003 Rookie title in the Formula BMW ADAC Championship before taking 18 wins in 20 races to become supreme champion of the 2004 season. With a sponsorship contract from BMW and Red Bull in his pocket, he has been contesting the Formula 3 Euro Series since 2005. In an interview. Sebastian talks about his sponsorship, his Formula One test and his plans for the future.

In 2005 you were Rookie of the Year in the Formula 3 Euro Series. What are your goals for 2006?

After my debut season in Formula 3, it's now time to set my sights on the title. When you've won the Rookie title the previous year, naturally you don't want to be going along just for the ride: you've got

a clear goal in mind – the championship. I managed that in Formula BMW, and now I'm putting everything I've got into the Formula 3 Euro Series.

You've been through a change of teams. What made you switch to ASM?

That's very simple: ASM is the most successful team in the Formula 3 Euro Series. My joint sponsors, BMW and Red Bull, and I made the decision together that racing for ASM would be a good move.

What form does the BMW sponsorship take?

My training builds on the Education and Coaching Programme of Formula BMW. That's where young drivers are trained in various disciplines that are crucial for a future career in motor racing – for example, the car's technology, chassis set-up, media work, sponsoring, driving technique and strategy. I went through it myself during my time

as a Formula BMW driver. What follows now is a more in-depth study of specific aspects.

How does the coaching programme run at a practical level?

It isn't a programme that has been worked out in detail. For BMW, my racing and testing programme for the Formula 3 Furo Series takes priority, And anyway, I'm still at school. The coaching programme is a first step towards giving me an in-depth insight into the world of the BMW Sauber F1 Team and BMW Motorsport. A second step is meant to extend my knowledge of racing cars and their set-up through selective teaching materials.

You had your first Formula One outing for BMW in September 2005. Are there any further test drives lined up for the BMW Sauber F1 Team?

I hope so! It was such an incredible feeling. I've really

tasted blood now. But on a serious note, my season in the Formula 3 Euro Series is clearly more important. After all, I've set myself a few goals there. Everything else comes second to that.

Do you really mean everything? You've got your school-leaving exams coming up this year...

...that's true, but so far my grades have been fine. I know myself how important a proper education is. Motor sport is so short-lived, you shouldn't rely totally on your luck as a racing driver.

When will we see you in Formula One?

I'm only 18 and I've just got my driving licence. Formula One is still a long way off. Right now I'm driving in the Formula 3 Euro Series. I think I've got quite a few things right so far, but it's still far too early to be speculating about Formula One. In the meantime I'll just carry on dreaming about it...

Formula BMW Asia.

10. The Partners.

Series Organiser and Promoter.



The development of AFOS owes much to **Motorsport** Asia Limited (MAL), a company set up in 1996 by David Sonenscher, He has a wealth of experience in all aspects of motor sport as a driver, team manager and now series organiser and promoter. Being the region's leading fully integrated motorsport-focused company. MAL is on the cutting edge of developments in the motorsport business through its extensive network of international expertise, combined with local know-how.

Ties with international media, regional motor-sport authorities and circuit owners, have helped create a highly successful regional motorsport event. MAL aims to develop Asian motorsport and build strong, lasting and mutually beneficial rela-

tionships between sponsors, teams, circuit owners, fans and the media; and to offer spectators and television audiences the chance to enjoy the most talented Asian racing stars in one powerpacked event.

MAL produces television programmes featuring the Asian Touring Car Championship, Formula BMW Asia, the Porsche Carrera Cup Asia and a brand new series, namely Formula V6 Asia by Renault. The AFOS programme is broadcast on 22 terrestrial channels in China, 8 terrestrial channels across South East Asia and Sky Sports in the United Kingdom. It is set to put a whole new face on the sport in Asia, and enhance Asian motor sports into a more successful and mature industry.

Official Partner.

TIMKEN

The **Timken** Company, (NYSE: TKR, www.timken. com) keeps the world turning, with innovative ways to make customers' products run smoother. faster and more efficiently. Timken's highly engineered bearings, alloy steels and related products and services turn up everywhere. With operations in 27 countries, sales of \$5,2 billion in 2005 and 27,000 employees. Timken is Where You Turn™ for better performance.

Technical Partner.



Michelin has been making tyres for more than 100 vears and, with a current market share of some 20 per cent, is one of the world's leading manufacturers. As the inventor of the radial tyre. Michelin has become a byword for sportiness. The introduction of radial tyre technology to all areas of motor racing revolutionised Formula One in 1977. The company is a longstanding motor sport partner of BMW and now also supplies the BMW Sauber F1 Team, Michelin is the Official Supplier of tyres to all four Formula BMW series.

Formula BMW Asia.

10. The Partners.

Technical Partners.

FERODO"

Ferodo supplies the brake pads for all the Formula BMW series. The company was founded in 1897 by Herbert Frood and was the first to specialise exclusively in brake pads. It proved a successful strategy: by 1919. Ferodo was supplying all the leading automobile manufacturers. The company has been involved in Formula One and other motor-racing series for decades. The insights and techniques aleaned on the race track are applied to further development of products for roadgoing vehicles.



O·Z Racing supplies the single-section, centrelocking aluminium wheel rims for all Formula BMW vehicles. O·Z is the world's market leader in the manufacture of light-allov wheels, thanks not least to countless successes during its 30-vear presence at race tracks around the world. O·Z is represented both in Formula One and in the WRC, ALMS, CART and IRL series, O·Z supplies a number of European car manufacturers and is a partner of the BMW Sauber F1 Team.



BMW and **ZF Sachs** are united by a high-calibre partnership in production cars and motorsport. Nowhere is the performance potential and technical competence of ZF Sachs more transparent than on the race track. 7F Sachs Race Engineering provides the shock absorbers and clutch for the FB02 and is therefore involved in all the Formula BMW series. Bevond that, ZF Sachs Race Engineering develops shocks and clutches for motorsport series worldwide, ranging from rally racing and the World Touring Car Championship (WTCC) all the way to Formula One, where it also counts the BMW Sauber F1 Team among its customers.



Castrol stands for innovation and high performance and enjoys international acclaim as a lubrication specialist. The company is active in 130 countries. and has more than 10.000 employees working on the development, production. marketing and distribution of 5,000 high-quality lubricant products for consumers, retail, shipping and industry. Castrol supplies the lubricants for all Formula BMW series. In 1999, the company entered a comprehensive partnership with the BMW Group in the field of research and development as well as after-sales and marketing.

Formula BMW Asia. 10. The Partners.

Official Supplier.



PUMA was founded in Herzogenaurach in 1948 and is one of the world's biggest providers of sports footwear, apparel and accessories. PUMA currently employs a workforce of 4,800 around the world and sells its products in more than 80 countries. In fiscal 2004, the company recorded sales of 2 billion euros. Since the 2004 season. PUMA has been an Official Supplier to BMW's Formula One involvement.



11. The Statistics.

Race winners of the international Formula BMW series (2002 - 2005).

Name	Country
Sebastian Vettel	Germany
Marchy Lee Ying-Kin	Hong Kong
Ho-Pin Tung	China
Maximilian Götz	Germany
Nico Rosberg	Germany
Nicolas Hülkenberg	Germany
Sébastien Buemi	Switzerland
Salman Al Khalifa	Bahrain
Sam Bird	Great Britain
Matt Howson	Great Britain
João Urbano	Portugal
Hamed Al Fardan	Bahrain
Michael Devaney	Ireland
Josh Fisher	Great Britain
Kevin LaCroix	Canada
Hanss Lin Po Heng	Taiwan
Stian Sørlie	Norway
Jonathan Summerton	USA
Andreas Wirth	Germany
Tim Bridgman	Great Britain
James Hinchcliffe	Canada
Matt Jaskol	USA
Richard Philippe	France
Edoardo Piscopo	Italy
Dean Smith	Great Britain
Simon Walker-Hansell	Great Britain
Átila Abreu	Brazil
Ross Curnow	Great Britain
Philip Glew	Great Britain
Thomas Holzer	Germany

Series	Years	Victories
FBMW ADAC Champ.	2003 - 2004	23
FBMW Asia	2003 - 2004	13
FBMW Asia	2003	10
FBMW ADAC Champ.	2002 - 2003	9
FBMW ADAC Champ.	2002	9
FBMW ADAC Champ.	2005	8
FBMW ADAC Champ.	2005	7
FBMW Asia	2005	6
FBMW UK Champ.	2005	6
FBMW UK Champ.	2004 - 2005	5
FBMW UK Champ.	2004	5
FBMW ADAC Champ.	2005	
FBMW Asia	2005	4
FBMW ADAC Champ.	2002 - 2003	4
FBMW UK Champ.	2004	4
FBMW USA	2005	4
FBMW Asia	2003 - 2004	4
FBMW UK Champ.	2004 - 2005	4
FBMW USA	2004	4
FBMW ADAC Champ./US	A 2002 - 2004	4
FBMW UK Champ.	2004	3
FBMW USA	2004	3
FBMW USA	2004	3
FBMW USA	2005	3
FBMW USA	2005	3
FBMW UK Champ.	2005	3
FBMW UK Champ.	2004 - 2005	3
FBMW ADAC Champ.	2004	2
FBMW UK Champ.	2004 - 2005	2
FBMW UK Champ.	2004	2
FBMW ADAC Champ.	2002	2
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Name

11. The Statistics.

Podiums of the international Formula BMW series (2002 - 2005).

Sebastian Vettel Sébastien Buemi Maximilian Götz Hanss Lin Po Heng Átila Abreu João Urbano Nicolas Hülkenberg	Germany Switzerland Germany Taiwan Brazil Portugal Germany Hong Kong
Maximilian Götz Hanss Lin Po Heng Átila Abreu João Urbano	Germany Taiwan Brazil Portugal Germany
Hanss Lin Po Heng Átila Abreu João Urbano	Taiwan Brazil Portugal Germany
Átila Abreu João Urbano	Brazil Portugal Germany
João Urbano	Portugal Germany
	Germany
Nicolas Hülkenberg	
	Hong Kong
Marchy Lee Ying-Kin	
Andreas Wirth	Germany
Nico Rosberg	Germany
Chris van der Drift	New Zealand
Tim Bridgman	Great Britain
Matt Howson	Great Britain
Stian Sørlie	Norway
Sam Bird	Great Britain
Ho-Pin Tung	China
James Hinchcliffe	Canada
Dean Smith	Great Britain
Hamed Al Fardan	Bahrain
Salman Al Khalifa	Bahrain
Michael Devaney	Ireland
Philip Glew	Great Britain
Matt Jaskol	USA
Jonathan Summerton	USA
You Kyong-Ouk	South Korea
Charlie-Ro Charlez	Malaysia
Keiko Ihara	Japan
Robert Kath	Germany
Christian Mamerow	Germany
Michael Patrizi	Australia

Country

Series	Years	Podiums
FBMW ADAC Champ.	2003 - 2004	32
FBMW ADAC Champ.	2004 - 2005	26
FBMW ADAC Champ.	2002 - 2003	24
FBMW Asia	2003 - 2004	18
FBMW ADAC Champ.	2003 - 2004	17
FBMW UK Champ.	2004	17
FBMW ADAC Champ.	2005	
FBMW ADAC Champ.	2005	14
FBMW Asia	2003 - 2004	14
FBMW ADAC Champ./USA	2002 - 2004	14
FBMW ADAC Champ.	2002	13
FBMW ADAC Champ.	2004 - 2005	13
FBMW UK Champ.	2004	12
FBMW UK Champ.	2004 - 2005	12
FBMW UK Champ.	2004 - 2005	12
FBMW UK Champ.	2005	11
FBMW Asia	2003	11
FBMW USA	2004	10
FBMW UK Champ.	2005	10
FBMW Asia	2004 - 2005	9
FBMW Asia	2004 - 2005	9
FBMW ADAC Champ.	2002 - 2003	9
FBMW UK Champ.	2004	9
FBMW USA	2004	9
FBMW USA	2004	9
FBMW ADAC Champ./USA	2005	
FBMW Asia	2003 - 2004	9
FBMW Asia	2005	8
FBMW Asia	2003	8
FBMW ADAC Champ.	2003	8
FBMW ADAC Champ.	2002	8
FBMW Asia	2005	8

11. The Statistics.

Pole Positions of the international Formula BMW series (2002 - 2005).

Name	Country
Sebastian Vettel	Germany
Ho-Pin Tung	China
Marchy Lee Ying-Kin	Hong Kong
Nicolas Hülkenberg	Germany
Sam Bird	Great Britain
Sébastien Buemi	Switzerland
Salman Al Khalifa	Bahrain
Maximilian Götz	Germany
Matt Howson	Great Britain
Richard Philippe	France
Jonathan Summerton	USA
Nico Rosberg	Germany
Stian Sørlie	Norway
Josh Fisher	Great Britain
James Hinchcliffe	Canada
João Urbano	Portugal
Nathan Antunes	Australia
Dominik Jackson	Great Britain
Matt Jaskol	USA
Reinhard Kofler	Austria
Hanss Lin Po Heng	Taiwan
James Sutton	Great Britain
Hamed Al Fardan	Bahrain
Nick de Bruijn	Netherlands
Charlie-Ro Charlez	Malaysia
Michael Devaney	Ireland
Philip Glew	Great Britain
Tobias Hegewald	Germany
Robert Kath	Germany
Kevin LaCroix	Canada
Christian Mamerow	Germany

Series	Years	Poles
FBMW ADAC Champ.	2003 - 2004	20
FBMW Asia	2003	12
FBMW Asia	2003 - 2004	11
FBMW ADAC Champ.	2005	9
FBMW UK Champ.	2005	8
FBMW ADAC Champ.	2004 - 2005	8
FBMW Asia	2005	7
FBMW ADAC Champ.	2002 - 2003	6
FBMW UK Champ.	2004 - 2005	6
FBMW USA	2005	6
FBMW USA	2004	6
FBMW ADAC Champ./USA	4 2005	
FBMW ADAC Champ.	2002	5
FBMW UK Champ.	2004 - 2005	5
FBMW UK Champ.	2004	4
FBMW USA	2004	4
FBMW UK Champ.	2004 - 2005	4
FBMW UK Champ.	2005	3
FBMW ADAC Champ.	2003 - 2004	3
FBMW USA	2004	3
FBMW ADAC Champ.	2002	3
FBMW Asia	2003 - 2004	3
FBMW UK Champ.	2004	3
FBMW Asia	2005	2
FBMW ADAC Champ.	2005	2
FBMW Asia	2005	2
FBMW ADAC Champ.	2003	2
FBMW UK Champ.	2004	2
FBMW ADAC Champ./USA	A 2005	2
FBMW ADAC Champ.	2003	2
FBMW USA	2005	2
FBMW ADAC Champ.	2002	2
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11. The Statistics.

All Champions of the Formula BMW series. Formula BMW Germany and predecessor series.

Year	Overall Winner	Country
1991	Christian Abt	Germany
1992	Alexander Grau	Germany
1993	Ralf Kalaschek	Germany
1994	Richard Kopp	Germany
1995	Dominik Schwager	Germany
1996	Matthias Wolf	Germany
1997	Daniel Schadenberger	Germany
1998	Stefan Mücke	Germany
1999	André Lotterer	Germany
2000	Hannes Lachinger	Austria
2001	Timo Glock	Germany
2002	Nico Rosberg	Germany
2003	Maximilian Götz	Germany
2004	Sebastian Vettel	Germany
2005	Nicolas Hülkenberg	Germany

Formula BMW Asia.

Year	Overall Winner	Country	
2003	Ho-Pin Tung	China	
2004	Marchy Lee Ying-Kin	Hong Kong	
2005	Salman Al Khalifa	Bahrain	

Formula BMW UK Championship.

2004	Tim Bridgman	Great Britain
2005	Dean Smith	Great Britain

Formula BMW USA.

2004	Andreas Wirth	Germany
2005	Richard Philippe	France

Rookie Winner	Country
-	-
	-
-	-
-	-
-	-
-	-
Tom Schwister	Germany
André Lotterer	Germany
Benjamin Leuchenberger	Switzerland
Timo Glock	Germany
Reinhard Kofler	Austria
Maximilian Götz	Germany
Sebastian Vettel	Germany
Chris van der Drift	New Zealand
Nicolas Hülkenberg	Germany

Rookie Winner	Country
You Kyong-Ouk	South Korea
Mehdi Bennani	Morocco
Michael Patrizi	Australia
Ross Curnow	Great Britain
Euan Hankey	Great Britain
James Hinchcliffe	Canada
Richard Philippe	France

12. Formula BMW international.

Going global.

Formula BMW is active. around the world. After the new race series debuted in Germany in April 2002, Formula BMW Asia followed just a vear later. In 2004 the series was also launched in the USA and Britain, "Formula BMW has shot out of the blocks to become the leading entrylevel class worldwide," says **BMW Motorsport Director** Mario Theissen. In 2005 as well, the global expansion of Formula BMW made rapid progress: December 2005 marked the first Formula BMW World Final held in Bahrain, "At the back of our minds it was always something we wanted to see," says Theissen.

The Formula BMW World Final.

This year, too, the season will culminate in the Formula BMW World Final. In November the best young drivers from the four international Formula BMW series will measure up against each other. The winner can look forward to taking a Formula One test drive with the BMW Sauber F1 Team.

All drivers taking part in any of the four Formula BMW series this year are eligible to enter this prestigious event. The final sees drivers competing against each other in a tournament format, with several qualifying rounds held before the final race.

International line-up: Drivers from various Asian countries and Down Under participate in Formula BMW Asia 2006.





The premiere of the Formula BMW World Final in 2005 had 35 iunior drivers from the four international Formula BMW series racing against each other in Bahrain. The winner was 17-year-old Marco Holzer (Germany), who will be taking a test drive for the BMW Sauber F1 Team in 2006.

One person who knows the career benefits of a Formula One test drive only too well is Nico Rosberg. The 2002 Formula BMW ADAC Champion was granted a Formula One test in 2003 in recognition of his outstanding performance. This year the 20-yearold is contesting his first season as a driver for the

WilliamsF1 Team: "With a Formula One test you get that bit closer to your main goal. It's an experience that makes you work much harder on your career than before."

BMW Motorsport Director Mario Theissen views the newly launched event as a very useful forum for drivers and teams: "The Formula BMW World Final is the highlight of the Formula BMW season. With the World Final we are substantiating our claim to offer the leading entry-level class in international Formula racing. This event is an attractive platform for teams and sponsors, and above all for the drivers.

12. Formula BMW international.

International race calendar.

Formula BMW Germany.

Rounds	Date
1 + 2	07.04 09.04.
3 + 4	28.04 30.04.
5+6	05.05 07.05.
7+8	19.05 21.05.
9 + 10	02.06 04.06.
11 + 12	21.07 23.07.
13 + 14	18.08 20.08.
15 + 16	01.09 03.09.
17 + 18	27.10 29.10.

Formula BMW UK Championship.

Rounds	Date
1+2	07.04 09.04.
3 + 4	21.04 23.04.
5 + 6	12.05 14.05.
7+8	19.05 21.05.
9 + 10	02.06 04.06.
11 + 12	14.07 16.07.
13 + 14	28.07 30.07.
15 + 16	11.08 13.08.
17 + 18	01.09 03.09.
19 + 20	13,10, - 15,10,

Formula BMW USA.

Rounds	Date	
1 + 2	19.05 21.05.	
3 + 4	26.05 29.05.	
5+6	23.06 25.06.	
7+8	30.06 02.07.	
9 + 10	28.07 30.07.	
11 + 12	11.08 13.08.	
13 + 14	01.09 03.09.	

Formula BMW World Final.

tba

Country	Circuit
Germany	Hockenheim
Germany	Eurospeedway Lausitz
Germany ³	Nuerburgring
Germany	Oschersleben
Germany	Oschersleben
Germany	Norisring
Germany	Nuerburgring
Netherlands	Zandvoort
Germany	Hockenheim

Country	Circuit
Great Britain	Brands Hatch
Ireland	Mondello Park
Great Britain	Oulton Park
Great Britain	Brands Hatch
Great Britain	Thruxton
Great Britain	Croft
Great Britain	Donington
Great Britain	Snetterton
Great Britain	Knockhill
Great Britain	Silverstone

Country	Circuit
USA	Mid-Ohio
USA	Lime Rock
Canada ¹	Montreal
USA ²	Indianapolis
USA	San José
USA	Denver
USA	Mosport

F1 Grand Prix support Races in ¹Canada, ² the USA, ³ Europe.

Formula BMW. 13. Did you know...?



Nigel Mansell (centre) with his sons Greg (left) and Leo (right). ... the Formula BMW car has been driven by an ex-Formula One World Champion. At the Formula BMW World Final in Bahrain, **Nigel Mansell** took the FB02 out for a few test laps.



... **Sebastian Vettel**, 2004 Formula BMW ADAC Champion, was named ADAC Junior Racing Driver of the Year just a month after winning his title and took his first Formula One test a year later. ... Sebastian Vettel, with 23 wins, 32 podiums, 20 poles, the 2003 Rookie Cup and the 2004 Formula BMW ADAC Championship title, is the most successful Formula BMW driver ever.

... Formula BMW and its forerunner series have spawned four current Formula One drivers, namely Nico Rosberg (WilliamsF1 Team), Ralf Schumacher (Toyota Racing), Christian Klien (Red Bull Racing) and Adrian Sutil (MF1 Racing).

- ... one-time Formula BMW ADAC driver Adrian Sutil (who came 6th in the 2003) championship) has been signed by the Midland F1 Team (MF1 Racing) as a Formula One test driver for 2006.
- ... many relatives of famous racing drivers are involved in the four BMW series.
- Grea and Leo Mansell (2006 Formula BMW Asia, sons of Nigel Mansell. 1992 Formula One World Champion)
- Johnny Cecotto ir. (2005) Formula BMW ADAC Championship, son of Motorcycle World Champion and Touring Car Champion Johnny Cecotto)
- Bruno Senna (2004 Formula BMW Asia. nephew of three-times Formula One World Champion Avrton Senna)
- Nico Rosberg (2002 Formula BMW ADAC Championship, son of Keke

- Rosberg, 1982 Formula One World Champion)
- Federico Montova (2004) Formula BMW ADAC Championship, brother of the former BMW WilliamsF1 Team driver Juan Pablo Montoya)
- Graham Rahal (2004) Formula BMW USA, son of Bobby Rahal, winner of the 1986 Indianapolis 500)
- ... Ho-Pin Tung, winner of the Formula BMW Asia 2003, tested for the BMW WilliamsF1 Team on 11 December 2003, becoming the first Chinese ever to drive a Formula One racer.
- ... Nico Rosberg, winner of the 2002 Formula BMW ADAC Championship, tested for the BMW WilliamsF1 Team on 3 December 2002 and, at 17 years, five months and six days was the voungest person ever to drive a Formula One car.

Formula BMW. 13. Did you know...?



... the winner of the Formula BMW World Final, **Marco Holzer**, is the son of German rally champion Ronald Holzer, the nephew of rally driver Günther Holzer and the cousin of Thomas Holzer (who drove in the 2002 Formula BMW ADAC Championship).

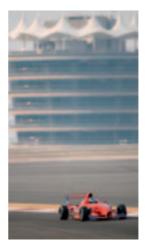
... Formula BMW will be part of the international Formula One support programme five times in 2006, namely in Sepang, at the Nuerburgring, in Montreal, Indianapolis and Shanghai.

... the four Formula BMW series will stage 71 races in 10 countries this year.

... 79 drivers from 28 countries ran in the four Formula BMW series in 2005.

... the first circuit race ever held in the Middle East was a Formula BMW event – as part of Formula BMW Asia on 3 April 2004 **in Bahrain**. ... Formula BMW USA driver Tom Sutherland, aged 15 years, two months and 16 days at the time, was the youngest person ever to run a race on the traditional Indianapolis Motor Speedway on 19 June 2004.

... Formula BMW USA driver Jonathan Summerton, aged 16 years, one month and 29 days, was the youngest person ever to win a race on the Indianapolis Motor Speedway on the same day.



... the prize money awarded in the four Formula BMW series amounts to more than 400.000 euros a year.

... Formula BMW and its forerunner series have generated more than 60 Formula 3 drivers in recent years.

... Formula BMW Juniors are not only allowed to take part in the Education and Coaching Programme free of charge, but also receive financial support from BMW to a total sum of more than a million euros.

... an Oscar prize-winner drove the FB02 in 2005. Director Florian Gallenberger received the award in Hollywood in 2001 for his short film "Quiero Ser"; he gleaned his first Formula BMW experience on the Valencia track.

...Formula BMW has appeared in the Stade de France. Nicolas Hülkenberg, Robert Wickens, Dean Smith and Salman Al Khalifa drove the FB02 in the 2005 Race of Champions before a crowd of more than 40,000 spectators.



Formula BMW. 14. Press contacts.



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