



DTM

BMW in the DTM: Twelve seasons, 64 wins and countless highlights.

Hockenheim (DE), 19th October 2014. We take a look back at the milestones achieved since 1984 – from the maiden victory with the BMW 635 CSi in the very first DTM race to the countless triumphs since the DTM comeback of BMW in 2012. In the past three seasons, BMW secured six out of nine titles and won 50 per cent of all races.

1984

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

1985

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

1986

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

1987

The BMW M3 makes its DTM debut – and is immediately the car to beat. Harald Grohs, Marc Hessel (DE), Olaf Manthey (DE) and Fabien Giroix (FR) claim five victories in total. The title, however, goes to former BMW Junior driver Eric van de Poele (BE), despite finishing a lowly tenth at the finale at the Salzburgring (AT) due to a puncture.

1988

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

Media Contact.

Jörg Kottmeier
+49 170 566 6112
joerg.kottmeier@bmw.de

Ingo Lehbrink
+49 176 203 40224
ingo.lehbrink@bmw.de

Media Website
press.bmwgroup-sport.com



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1989

Roberto Ravaglia (IT) starts the season with two victories in Zolder – and goes on to finish on top after the finale in Hockenheim. BMW M Team Schnitzer and Team Principal Charly Lamm (DE) enjoy a virtually perfect debut season in the DTM. As well as Ravaglia (three victories), Steve Soper (GB, two) and Johnny Cecotto (VE, one) also win in the BMW M3.

1990

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

1991

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

1992

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

2012

BMW returns to the DTM after almost 20 years and competes with three teams and six drivers. Among them is once again BMW Team Schnitzer, and it soon becomes apparent history is repeating itself. As in 1989, when Charly Lamm and his team made their debut in the DTM, the crew from Freilassing is the team to beat. Bruno Spengler (CA) wins four races, with Augusto Farfus (BR) adding a fifth triumph for BMW. Together, BMW Team Schnitzer, BMW Team RBM and BMW Team RMG claim 12 podiums over the course of the comeback year. In a thrilling finale to the season in Hockenheim, Spengler overturns a three-point deficit to finish four points ahead of Mercedes driver Gary Paffett (GB). The Canadian, who ends the season with 149 points to his name, becomes the fourth BMW champion in the history of the DTM, following in the footsteps of Volker Strycek, Eric van de Poele and Roberto Ravaglia. A further ten points, courtesy of Dirk Werner (DE), sees BMW Team Schnitzer claim the title in the team competition. The icing on the cake is first place in the Manufacturers' Championship.

Media Contact.

Jörg Kottmeier
+49 170 566 6112
joerg.kottmeier@bmw.de

Ingo Lehbrink
+49 176 203 40224
ingo.lehbrink@bmw.de

Media Website
press.bmwgroup-sport.com





2013

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

2014

BMW competes with the new BMW M4 DTM, which replaces the extremely successful BMW M3 DTM. The very first race in Hockenheim ends in victory. Marco Wittmann claims his maiden win on the new car's debut. This also marks BMW's 60th victory in the DTM. A further three wins are to follow for Wittmann, in Budapest, Spielberg and at the Nürburgring. The BMW Team RMG driver dominates the season and is crowned the youngest German DTM champion of all time with two races still remaining. BMW Team RMG achieves the next success at the penultimate round in Zandvoort (NL), winning the Team competition. The team's second driver, Maxime Martin (BE), claims his maiden win in only his fifth DTM race in Moscow (RU) and is named Rookie of the Year come the end of the season. In Spielberg, BMW Motorsport occupies the top four positions for the first time since its comeback. Wittmann wins the race, ahead of Augusto Farfus, Timo Glock and Martin Tomczyk. In total, the BMW M4 DTM was first across the finish line on five occasions in its first season.

Media Contact.

Jörg Kottmeier
+49 170 566 6112
joerg.kottmeier@bmw.de

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