



BMW

Media Information

DTM 2015.

BMW Motorsport Media Information.



Foreword. BMW Motorsport Director Jens Marquardt.

Dear Media Representatives,

BMW Motorsport's fourth DTM season since returning to the series in 2012 has a few new features in store. For the first time since the 2000 season, two races of equal value will be held per weekend. This new format means twice the race action for fans, and our drivers are also looking forward to spending more time on the track.

The aim of these changes is to make the DTM even more attractive and exciting – and thus more worth watching for the public. I am confident we will achieve just that with the new format.

BMW Motorsport will once again contest the nine weekends that make up the 2015 season with eight BMW M4 DTMs. When it comes to the men behind the wheel, we have gone for continuity and start with a largely unchanged squad of drivers. New to the team is DTM rookie Tom Blomqvist, who has already fitted in very well in the preparation phase. He joins our tried-and-tested squad, led by reigning DTM champion Marco Wittmann with the number 1 on his Ice-Watch BMW M4 DTM.

We are obviously all determined to do everything in our power to successfully defend our titles in the Drivers' and Team competitions, and to battle for the number one spot in the Manufacturers' Championship again. However, this mission will be far from easy. The opposition does not sleep – particularly not in the DTM. Furthermore, the new format and a number of other changes mean we are faced by many unknown quantities. It is certainly going to be exciting – for the fans in the stands and, hopefully, for you as knowledgeable observers.

Yours sincerely,

Jens Marquardt
BMW Motorsport Director



Deutsche Tourenwagen Masters. 2015 season.

Title defence with twice the action.

2015 sees BMW Motorsport enter its fourth season since returning to the DTM. The record so far is outstanding. Six of the nine titles on offer in the Drivers', Manufacturers' and Team competitions since 2012 have gone to Munich. Furthermore, the "Rookie of the Year" has been at the wheel of a BMW racing car in all three seasons.

In 2014, Marco Wittmann was crowned the youngest German DTM champion ever in the Ice-Watch BMW M4 DTM. He won four races, including the debut of the new BMW M4 DTM in Hockenheim. Under the guidance of team principal Stefan Reinhold, BMW Team RMG also wrapped up the title in the Team competition. Wittmann and his team-mate Maxime Martin – "2014 Rookie of the Year" – won five of the season's ten races.

Like last year, the starting grid features eight BMW M4 DTMs in 2015, fielded by the experienced BMW teams RMG, Schnitzer, RBM and MTEK. Seven of the last season's eight drivers are back on board in 2015. New to the squad is Tom Blomqvist. The Brit impressed the powers that be at BMW Motorsport during tests with the BMW M4 DTM, and has been given the opportunity to prove himself as a DTM rookie.

In keeping with the philosophy of "never change a winning team", last year's champion team goes into the nine race weekends that make up the 2015 season with an unchanged driver line-up: reigning DTM champion Wittmann and Martin are back behind the wheel for BMW Team RMG. There has been a change of driver in each of the other teams. 2011 champion Martin Tomczyk competes with BMW Team Schnitzer in his 15th season in the DTM. His new team-mate is António Félix da Costa, who made his DTM debut last year. DTM rookie Blomqvist joins BMW Team RBM for his first season. In Augusto Farfus, he has an experienced BMW works driver at his side, who has won four races in the DTM since 2012. After three years with BMW Team Schnitzer, 2012 DTM champion Bruno Spengler now does battle for BMW Team MTEK. He joins his new team-mate Timo Glock, who is now in his third year in the DTM.

In 2015, the teams and drivers can look forward to 18 races over nine weekends. For the first time since the 2000 season, each event will feature two races of equal value. A race on both



Saturday (40 minutes) and Sunday (60 minutes) guarantees twice as much action as in previous years for the fans in the grandstands and watching at home on television. Spectators can also look forward to a 20-minute qualifying session on each of the two days.

Another change for 2015 is that there is only one tyre compound. Qualifying and the races are held on standard tyres. Each driver has four sets of tyres at their disposal. There are also more opportunities to use DRS: the system may be used three times per lap, provided the driver is less than one second behind the car in front after crossing the start/finish line. The rear wing can now be lowered by 18 degrees, instead of the previous 16. This reduces aerodynamic drag and increases the top speed, thus guaranteeing even more overtaking manoeuvres.

The season kicks off with two races in Hockenheim on 2nd/3rd May. Before the series returns to the same venue for the season finale on 17th/18th October, it will call at a further four circuits in Germany: the Lausitzring, the Norisring, the Nürburgring and Oschersleben. Three rounds will take place outside of Germany, in Zandvoort, Spielberg and Moscow.

2015 DTM race calendar.

Date	Venue	Country
1 st -3 rd May	Hockenheim	Germany
29 th -31 st May	Lausitzring	Germany
26 th -28 th June	Norisring	Germany
10 th -12 th July	Zandvoort	Netherlands
31 st July-2 nd August	Spielberg	Austria
28 th -30 th August	Moscow	Russia
11 th -13 th September	Oschersleben	Germany
25 th -27 th September	Nürburgring	Germany
16 th -18 th October	Hockenheim	Germany



Who is Who: The BMW Motorsport Team.

Director BMW Motorsport:

Jens Marquardt

Sporting Director:

Adam Baker

Technical Director:

Jan Hartmann

Director Finance BMW Motorsports:

Anita Tonini

General Manager Sports and Business Management:

Dr. Stefanie Ludorf-Ring

Head of Sports Communications:

Jörg Kottmeier

BMW Team RMG

Team principal:

Stefan Reinhold

Driver car number 1:

Marco Wittmann

Race engineer car number 1:

Dominic Harlow

Driver car number 36:

Maxime Martin

Race engineer car number 36:

Olaf Bulgrin

BMW Team Schnitzer

Team principal:

Charly Lamm

Driver car number 77:

Martin Tomczyk

Race engineer car number 77:

Valentino Conti

Driver car number 13:

António Félix da Costa

Race engineer car number 13:

Albert Lau

BMW Team RBM

Team principal:

Bart Mampaey

Driver car number 18:

Augusto Farfus

Race engineer car number 18:

Marc Giannone

Driver car number 31:

Tom Blomqvist

Race engineer car number 31:

Ruggero Aprilletti

BMW Team MTEK

Team principal:

Ernest Knoors

Driver car number 7:

Bruno Spengler

Race engineer car number 7:

Andrea Landi

Driver car number 16:

Timo Glock

Race engineer car number 16:

Mark Hutcheson



Teams & Drivers: fast, experienced, hungry. BMW Team RMG.

Facts and figures.

Founded:	2011
Team Principal:	Stefan Reinhold
Team Base:	Niederzissen (DE)
Drivers:	Marco Wittmann, Maxime Martin
Cars:	Ice-Watch BMW M4 DTM, SAMSUNG BMW M4 DTM

Achievements in the DTM since 2012.

	Wins	Podiums	Polepositions	Points	Team standings
2014	5	6	4	203	1 st place
2013	0	0	0	20	10 th place
2012	0	3	0	75	8 th place
Total	5	9	4	298	

2014 drivers:	Marco Wittmann, Maxime Martin
2014 cars:	Ice-Watch BMW M4 DTM, SAMSUNG BMW M4 DTM
2013 drivers:	Martin Tomczyk, Andy Priaulx
2013 cars:	BMW M Performance Parts M3 DTM, Crowne Plaza Hotels BMW M3 DTM
2012 drivers:	Martin Tomczyk, Andy Priaulx
2012 cars:	BMW M Performance Parts M3 DTM, Crowne Plaza Hotels BMW M3 DTM



Profile.

BMW Team RMG rocketed to the top of the DTM when it won the Team competition in 2014. Team principal Stefan Reinhold's outfit made its DTM debut in 2012, and immediately caught the eye with a number of podium finishes. After a difficult second year, the team based in Niederzissen, in the Eifel region of Germany, multiplied its points tally tenfold in one go: the 20 points scored in 2013 became 203 in 2014 – a quantum leap.

The team was joined by two new drivers in Marco Wittmann and Maxime Martin. Both drivers raced with relatively little DTM experience. Wittmann had completed just one season as a regular driver, during which the performances that earned him the title of "Rookie of the Year" were a sign of things to come. He was promoted to team leader in BMW Team RMG, as team-mate Martin was making his first appearance in the DTM in 2014.

The two new drivers had one thing in common: their "basic DTM training", with each spending one year as test and development driver for BMW. The very first race of the season ended in triumph for Wittmann and BMW Team RMG. Both claimed their maiden win in the DTM. Three further victories were to follow for Wittmann. He also claimed three pole positions, and was the runaway DTM champion.

Team-mate Martin, whose reward for impressive performances on the GT racing scene was a regular seat in the DTM, produced his first masterstroke at the "Moscow Raceway", when he converted his first pole position into a maiden victory. Therefore, the team from Niederzissen won half of the races in the 2014 DTM season. As well as Wittmann's title in the Drivers' Championship and Martin's trophy for best rookie, Reinhold's men also came away with the trophy for the best team. As such, it is understandable that he and his crew have looked to consistency for 2015, and compete with the successful duo of Wittmann and Martin again.

Milestones.

- 2014 1st and 7th place DTM Drivers' standings
 1st place DTM Team standings
- 2013 19th and 20th place DTM Drivers' standings
 10th place DTM Team standings
- 2012 8th and 20th place DTM Drivers' standings
 8th place DTM Team standings



#1: Marco Wittmann.

Facts and figures.

Date of birth:	24 th November 1989
Birthplace:	Fürth (DE)
Place of residence:	Fürth (DE)
Marital status:	Single
Car:	Ice-Watch BMW M4 DTM
Biggest success:	2014 DTM champion
DTM debut:	2013
Favourite DTM track:	Norisring (DE), Spielberg (AT)

Achievements as BMW DTM driver.

	Wins	Podiums	Polepositions	Points	Drivers' standings
2014	4	5	3	156	1 st place
2013	0	1	1	49	8 th place
Total	4	6	4	205	

Career.

2014	1 st place DTM
2013	8 th place DTM, Rookie of the Year
2012	Test and development driver for BMW Motorsport
2011	2 nd place Formula 3 Euro Series
2010	2 nd place Formula 3 Euro Series
2009	16 th place Formula 3 Euro Series
2008	2 nd place Formula BMW Europe
2007	5 th place Formula BMW Germany
1996 - 2007	Karting



Profile.

Marco Wittmann learned a new discipline over the winter: the awards marathon. Following his triumphant procession to the DTM title in 2014, he also cut a fine figure on the red carpet. However, he also discovered that awards ceremonies can be just as tiring as motor racing. Despite this, Wittmann is obviously only too happy to attend these events – particularly when he has reason to celebrate. And that reason came in the form of a dream 2014 season.

Having caused quite a stir in his first DTM season in 2013, with a maiden podium, his first pole position and the title of “Rookie of the Year”, Wittmann came back hungry for more in 2014. Having switched to BMW Team RMG, he promptly claimed his first DTM victory at the season-opener in Hockenheim. After failing to finish in Oschersleben – the only race of the season he left empty-handed – he picked up win number two in Budapest. In doing so, he also immediately regained top spot in the overall standings – and never looked back. Wins number three and four in Spielberg and at the Nürburgring allowed Wittmann to wrap up the title at the Lausitzring with two races still to come. By the end of the year, he had an incredible 50-point advantage over his closest rival.

The DTM title is the highlight of his still fledgling career so far. He laid the foundations for this success in Formula BMW. After three years in the Formula 3 Euro Series, in which he finished runner-up in both 2010 and 2011, he returned to the BMW Motorsport fold in 2012. As test and development driver, Wittmann learned the ins and outs of the DTM, and was perfectly prepared to take his place as a regular driver in 2013.

Despite all this success, Wittmann has always kept his feet on the ground. Whenever time allows it, he can be found at his father’s chassis workshop, where he enjoys playing about with cars away from the racetrack too. He lives with his brother in an apartment in his home city of Fürth. It is here that Wittmann recharged his batteries over the winter, in preparation for his new mission: to successfully defend the number 1 on the Ice-Watch BMW M4 DTM in 2015.



Interview.

Marco, many racing drivers end up moving abroad: have you ever thought about moving away from your home in Franconia?

Marco Wittmann: "At the moment I feel right at home here in Franconia. I have my family and friends here. I don't see any reason to move away."

How important in winning the title was the fact that BMW involved you in its DTM programme from the word go as test and development driver?

Wittmann: "It definitely helped me an awful lot. It allowed me to familiarise myself with the processes on race weekends, and I was involved in all the meetings. Although it is obviously a bit different as a regular driver, the DTM was not new territory to me when I was given a regular seat in 2013. That obviously made life far easier for me."

Why is the Ice-Watch BMW M4 DTM the best racing car you have ever driven?

Wittmann: "That is easy: because I was crowned champion in it in 2014 – and because the colourful Ice-Watch design looks very dynamic. I just really like it. The BMW M4 DTM Champion Edition, which boasts the same design, also looks fantastic."

Do you believe that the opposition will treat you with greater respect as the champion, or will they be even more determined not to let you pass now?

Wittmann: "You definitely get more respect as champion. However, I don't think I will be treated any more roughly during the races than I was before. After all, my race wins meant that I was, from a certain point, already the man to catch last season. I don't think much will change in that regard in 2015."



#36: Maxime Martin.

Facts and figures.

Date of birth:	20 th March 1986
Birthplace:	Uccle (BE)
Place of residence:	Monaco (MC)
Marital status:	Single
Car:	SAMSUNG BMW M4 DTM
Biggest success:	1st place at the 2014 DTM race in Moscow
DTM debut:	2014
Favourite DTM track:	Moscow (RU)

Achievements as BMW DTM driver.

	Wins	Podiums	Polepositions	Points	Drivers' standings
2014	1	1	1	47	7 th place

Career.

- 2014 7th place DTM, Rookie of the Year
- 2013 6th place GT class American Le Mans Series
 - 2nd place 24h Nürburgring
 - 2nd place Blancpain Endurance Series
- 2012 2nd place Blancpain Endurance Series
 - 4th place ADAC GT Masters
- 2011 6th place FIA GT1 World Championship
- 2010 2nd place GT3 class 24h Spa-Francorchamps
- 2009 1st place GT3 class 24h Spa-Francorchamps
- 2008 1st place French Renault Clio Cup
 - 2nd place Eurocup Megane Trophy
- 2007 3rd place Eurocup Megane Trophy
- 2006 4th place Formula Renault 1.6
- 2005 1st place MINI Cooper World Cup



Profile.

Nowadays, successful motorsport careers generally begin as a child on the karting circuit. Particularly when talent already runs in the family. However, Maxime Martin is the perfect example that this is not the only route to success – or to the top step of the DTM podium, for that matter.

Although his father Jean-Michel Martin is a racing legend in Belgium, whose successes includes three victories at the 24 Hours of Spa-Francorchamps, the BMW works driver has still managed to emerge from the considerable shadow of the head of the family. Martin has always had huge respect for his dad's performances, but was not really bitten by the racing bug until he turned 18. He started his career in a MINI Cooper in 2005, immediately winning the World Cup in his first season. By 2009, Martin was already contesting endurance races at the wheel of a GT3 racing car, and celebrated his first class victory at the 24-hour race in Spa-Francorchamps that same year.

As a privateer, Martin consistently impressed at endurance races – particularly when the going was wet – and was rewarded for his outstanding displays with a contract as a works driver with BMW. In 2013 he finished runner-up at the Nürburgring 24 Hours and raced in the American Le Mans Series for BMW Team RLL. At the same time, he also followed in the footsteps of Marco Wittmann as test and development driver for the DTM. One year later he was promoted to a regular seat.

Martin drove alongside Wittmann for BMW Team RMG in 2014, and played his part in the team's success story. In the slipstream of his team-mate, who won the title, the Belgian finished seventh overall and was named "Rookie of the Year". The highlight of his debut season in the DTM was the weekend at the "Moscow Raceway". Martin followed his first pole position with a maiden victory, which was of particular importance to him: with this success, Martin made motor racing history in his native Belgium. While his compatriot Eric van de Poele may have been crowned DTM champion for BMW in 1987, Martin became the first Belgian ever to win a DTM race.



Interview.

Maxime, you travelled to New Zealand during the DTM break. For many people, this is a dream country. What did you particularly like about your trip?

Maxime Martin: "It is simply a fantastic country. There is an awful lot of nature, high mountains, and everything is green. It was great fun travelling around with friends for a few days."

You made the step up from privateer to the DTM. Where is it harder to be successful: in the BMW Sports Trophy or the DTM?

Martin: "It is hard to compare the two. The competition in the DTM is obviously much tougher, which makes it even more difficult to make it to the top. That is why my win in Moscow in 2014 means so much to me. However, you also have to have a lot about you to succeed at endurance races as a privateer in the BMW Sports Trophy. You really have to push hard to make it onto the podium."

Your father also raced for BMW: what do you find most fascinating about his life as a racing driver?

Martin: "I am most impressed by his four wins at the 24 Hours of Spa-Francorchamps. For a long time that was a record. I have been trying to win my first 24-hour race for a long time. My father is still one up on me there."

Your team-mate Marco Wittmann was the top rookie in his first year in the DTM, and followed that up by winning the championship in his second year. You were also named "Rookie of the Year" in your first year. Does that mean we are speaking to the new DTM champion?

Martin: "I would obviously have nothing against that. However, you have to be realistic: I am just taking it one race at a time. If I start the season well, anything is possible. My first goal is to get back onto the top step of the podium."



BMW Team Schnitzer.

Facts and figures.

Founded: 1963
Team Principal: Charly Lamm
Team Base: Freilassing (DE)
Drivers: Martin Tomczyk, António Félix da Costa
Cars: BMW M Performance Parts M4 DTM,
Red Bull BMW M4 DTM

Achievements in the DTM since 2012.

	Wins	Podiums	Polepositions	Points	Team standings
2014	0	3	0	91	6 th place
2013	1	4	2	112	4 th place
2012	4	6	3	178	1 st place
Total	5	13	5	381	

2014 drivers: Bruno Spengler, Martin Tomczyk
2014 cars: BMW Bank M4 DTM, BMW M Performance Parts M4 DTM

2013 drivers: Bruno Spengler, Dirk Werner
2013 cars: BMW Bank M3 DTM, SAMSUNG BMW M3 DTM

2012 drivers: Bruno Spengler, Dirk Werner
2012 cars: BMW Bank M3 DTM, E-POSTBRIEF BMW M3 DTM



Profile.

It doesn't get more traditional than this: the names BMW and Schnitzer have belonged together for over 50 years. Victories from Freilassing, with power from Munich, are virtually a Bavarian treasure. Therefore, it is the perfect team for a Bavarian driver in Martin Tomczyk. The youthful verve and international flair comes courtesy of António Félix da Costa from Portugal, who switches to team principal Charly Lamm's outfit for his second season in the DTM.

Together, Félix da Costa and Tomczyk have their sights on achieving new milestones in the success story of BMW Team Schnitzer, which began back in the 1960s when Josef Schnitzer brings the first title to Freilassing, winning the German Touring Car Championship in a BMW 2000ti. One year later, he and brother Herbert formed the Schnitzer racing department, which went on to win almost everything there is to win on the circuits of this world with and for BMW.

It started in 1975 with the European Formula 2 title, before the world of touring car racing emerged as the ideal playing field. The 1980s yielded three titles in the European Touring Car Championship, as well as the inaugural World Championship in 1987, which Roberto Ravaglia won at the wheel of the BMW M3, and the first DTM title in 1989. After more overall victories in Great Britain, Asia and the German Super Touring Car Championship, another highlight came in the form of victory at the 24 Hours of Le Mans as a BMW works team in 1999. As a BMW team, Schnitzer oversaw an overall victory in the GT class of the ALMS, as well as outings in the European Touring Car Championship and the resulting World Championship over the course of eight years. BMW Team Schnitzer was among the three racing outfits with which BMW returned to the DTM in 2012. And, with Bruno Spengler in the cockpit, the team was instrumental in BMW completing a title treble in the Drivers', Manufacturers' and Team championships. It is that level of success that BMW Team Schnitzer is hungry to return to.

Milestones.

2014	6 th and 11 th place DTM Drivers' standings 6 th place DTM Team standings
2013	3 rd and 13 th place DTM Drivers' standings 4 th place DTM Team standings
2012	1 st and 9th place DTM Drivers' standings 1 st place DTM Team standings
2009	3 rd place FIA WTCC
2006, 2005	2 nd place FIA WTCC
2001	1 st place GT class American Le Mans Series
1999	1 st place 24h Le Mans



1998	1 st place German Super Touring Car Championship
1994	1 st place Asia-Pacific Championship
	1 st place Japanese Touring Car Championship
	1 st place ADAC Super Touring Car Cup
1993	1 st place British Touring Car Championship
1989	1 st place DTM
1989, 1991, 2004, 2005, 2010	1 st place 24h Nürburgring
1987	1 st place World Touring Car Championship
1985, 1986, 1988, 1990, 1995	1 st place 24h Spa-Francorchamps
1983, 1986, 1988	1 st place European Touring Car Championship
1975	1 st place Formula 2 European Championship



#77: Martin Tomczyk.

Facts and figures.

Date of birth:	7 th December 1981
Birthplace:	Rosenheim (DE)
Place of residence:	Rosenheim (DE)
Marital status:	Married, one daughter
Car:	BMW M Performance Parts M4 DTM
Biggest success:	2011 DTM champion
DTM debut:	2001
Favourite DTM track:	Nürburgring (DE), Hockenheim (DE)

Achievements as BMW DTM driver.

	Wins	Podiums	Poleposition	Points	Drivers' standings
2014	0	1	0	49	6 th place
2013	0	0	0	10	19 th place
2012	0	3	0	69	8 th place
Total	0	4	0	128	

Career.

2014	6 th place DTM
2013	19 th place DTM
2012	8 th place DTM
2011	1 st place DTM
2007	3 rd place DTM
2006	4 th place DTM
2004	5 th place DTM
1999	1 st place Portuguese Formula ADAC
1998	2 nd place BMW ADAC Formula Junior Cup



Profile.

Martin Tomczyk is someone who likes to stay close to his roots. He is currently building a home for his young family in Rosenheim. The plan is to move in at the end of the year, by which time there will be four Tomczyks, as child number two is on its way. Therefore, the family man's new favourite model, the BMW X5 M, is perfectly suited for the 85-kilometre commute to the headquarters of BMW Team Schnitzer in Freilassing.

A Bavarian driver at a Bavarian team, racing for a Bavarian car manufacturer – this ideal combination enters its second year in 2015. Last season, the switch to BMW Team Schnitzer proved a positive one for Tomczyk. After two rather disappointing years following the 2011 DTM champion's switch to BMW Motorsport, the most experienced BMW driver returned to form at his new domain. In 2014 he finished in the points at five races in a row, ending the season as the second-best BMW driver behind Marco Wittmann in sixth place overall.

Tomczyk is determined to continue this upwards trend in 2015 – his 15th season in the DTM. The Bavarian, who made his debut in the series at the age of 19 back in 2001, is one of the longest-serving drivers in the DTM. Only Timo Scheider and Mattias Ekström have been around slightly longer than him in this competition.

Tomczyk has experienced the highs and lows of the DTM. Over all the years, he has always lived by the motto 'never give up, always go again'. He shows precisely this decisiveness in his social commitment, as an ambassador for the charity "Wings of Life", which strives to find cures for paraplegic patients. His goal on the racetrack remains exactly the same as when he moved to BMW three years ago: to win a second DTM title in a car from Munich.



Interview.

Martin, you are due to become a father for the second time this year: how talented are you when it comes to changing nappies?

Martin Tomczyk: "It goes without saying that I also change the nappies. That is part of being a dad. On the whole, I enjoy every minute with my family. The time we spend together makes it easy to switch off from my daily routine as a racing driver."

What characteristics do you need to remain successful in the DTM for as long as you have?

Tomczyk: "I race in my 15th season in the DTM in 2015. The most important thing is always to be fully motivated. You obviously also need a healthy portion of competitive spirit. However, even with all the desire and determination to succeed, it is also important to have fun and not to get too uptight about things. Otherwise there is a risk that you will choke, and you can't do anything then."

What makes the DTM so enthralling for you?

Tomczyk: "On the one hand the action and battles on the track. It is tough, but fair – and the atmosphere on race weekends is just fantastic. Another thing I find fascinating is the challenge of pushing yourself to the limit with a high-tech product like the BMW M4 DTM and a lot of teamwork."

Do you think it is a positive development that two races will be held each weekend this season?

Tomczyk: "Two races mean even more action for the fans and more driving time for us drivers. Everything will be more compact. As a driver, you would always prefer to be sat in your car, battling against the opposition on the track. For this reason, having two races per weekend is a positive thing."



#13: António Félix da Costa.

Facts and figures.

Date of birth:	31 st August 1991
Birthplace:	Lisbon (PT)
Place of residence:	Cascais (PT)
Marital status:	Single
Car:	Red Bull BMW M4 DTM
Biggest success:	Win at the Formula 3 Macau Grand Prix in 2012
DTM debut:	2014
Favourite DTM track:	Nürburgring (DE)

Achievements as BMW DTM driver.

	Wins	Podiums	Polepositions	Points	Drivers' standings
2014	0	0	0	6	21 st place

Career.

2014	21 st place DTM
2013	3 rd place Formula Renault 3.5 Series
2012	1 st place Formula 3 Macau Grand Prix 3 rd place GP3 Series F1 tests for Red Bull Racing
2010	F1 tests for Force India 7 th place Formula 3 Euroseries
2009	1 st place Formula Renault 2.0 NEC
2008	2 nd place Formula Renault 2.0 NEC



Profile.

António Félix da Costa is a real frequent flyer – and is in action in several racing series this year. As well as the DTM, in which he goes in search of points for BMW Team Schnitzer in his second season, the Red Bull Junior is again the official test driver of the Red Bull Racing team in Formula One. Besides work in the simulator, he will also be present at numerous Grands Prix in this role.

And as if the motorsport workaholic did not have enough on his plate with the tried-and-tested double shift he successfully pulled off in 2014, Félix da Costa also competes in this season's FIA Formula E Championship, in which he claimed his maiden victory in Buenos Aires in January.

Despite all this, the DTM takes absolute priority for the young Portuguese driver. Throughout his debut year, Félix da Costa repeatedly showed glimpses of his huge potential in qualifying and races. However, he ultimately lacked the consistency to regularly convert good starts into good results in his first season behind the wheel of a touring car. However, Félix da Costa learns just as quickly as he races and is determined to regularly be among the front-runners in 2015. He is also keen to learn from his experienced new team-mate Martin Tomczyk.

Before switching to the DTM, Félix da Costa, who grew up in a family of motorsport enthusiasts with two older brothers who also race, had caused quite a stir on the single-seater scene. He took his first steps in Formula Renault for the Motopark Academy in Oschersleben, before moving into Formula 3 and GP3, producing impressive enough performances to be signed up for the Red Bull Junior programme. His last stop before the DTM was the Formula Renault 3.5 series, in which he finished third in 2013. His biggest success so far came in 2012. He won the iconic Formula 3 Grand Prix in the former Portuguese colony of Macau and, in doing so, followed in the footsteps of superstars like Ayrton Senna and Michael Schumacher.



Interview.

António, DTM, Formula E and Formula One: what do you find so exciting about touring the world as you do?

António Félix da Costa: "Constantly being on the road is part and parcel of motorsport. However, you do have to be fit and in good shape to cope with it. I really enjoy travelling. I get to go to a lot of beautiful places, which I would possibly never have seen without motorsport."

What was the most valuable experience you gained during your debut year in the DTM in 2014?

Félix da Costa: "There was the odd phase in my first year in the DTM, during which I struggled. However, it was from precisely these moments that I learned the most. It is important to stay calm and focussed, even during difficult times. When things are going your way, you are carried along by the euphoria anyway."

This season you compete for BMW Team Schnitzer: what does it mean to you, to race for a team with so much tradition in motorsport?

Félix da Costa: "Everyone involved in motorsport knows BMW Team Schnitzer. The team has enjoyed huge successes all over the world for many years. It is a great honour for me to be part of Charly Lamm's team. I hope I can produce some good performances and add to the success story of Schnitzer in motor racing."

What gives you confidence that you can consistently be among the front-runners in 2015?

Félix da Costa: "Last year I initially had to get used to the series. The calendar featured a lot of circuits that I did not yet know. However, I think my first season in the DTM has made me stronger. I had some good results, particularly at the start of the season. That is something I can build on. I just need to be more consistent, then I can really make an impression over the course of the entire season."



BMW Team RBM.

Facts and figures.

Founded: 1995
Team Principal: Bart Mampaey
Team Base: Mechelen (BE)
Drivers: Augusto Farfus, Tom Blomqvist
Cars: Shell BMW M4 DTM, BMW M4 DTM

Achievements in the DTM since 2012.

	Wins	Podiums	Polepositions	Points	Team standings
2014	0	1	0	47	8 th place
2013	3	5	1	148	2 nd place
2012	1	3	2	93	6 th place
Total	4	9	3	288	

2014 drivers: Augusto Farfus, Joey Hand
2014 cars: Castrol EDGE BMW M4 DTM,
Crowne Plaza Hotels BMW M4 DTM

2013 drivers: Augusto Farfus, Joey Hand
2013 cars: Castrol EDGE BMW M3 DTM, BMW M3 DTM

2012 drivers: Augusto Farfus, Andy Priaulx
2012 cars: Castrol EDGE BMW M3 DTM,
Crowne Plaza Hotels BMW M3 DTM



Profile.

Belgium's Bart Mampaey has been a member of the big BMW family since he was just a child. Back in the 1970s, Julien Mampaey, father of the head of BMW Team RBM, ran a successful racing team by the name of JUMA, which won the iconic 24 Hours of Spa-Francorchamps three times with BMW cars. Ever since this time, the family's economic mainstay has been several BMW dealerships, also trading under the name JUMA, which now provide a perfect infrastructure for the current racing team from Mechelen in Belgium.

The letters RBM stand for Racing Bart Mampaey and were born in 1995. Bart wasted little time in following on from his father's success, claiming his own maiden overall victory at the 24 Hours of Spa-Francorchamps in 1998, before a very special success story began with the team's decision to race in the European Touring Car Championship and to sign up Britain's Andy Priaulx. After finishing third in 2003, Priaulx claimed the European Championship title for Mampaey and BMW Team UK in 2004. One year later, the European Championship became the World Touring Car Championship, which RBM and Priaulx dominated for the next three years.

Augusto Farfus joined the team in 2010, before BMW bid farewell to the World Championship at the end of the season. BMW Team RBM switched its focus to the DTM, in which Mampaey competed with Farfus and Priaulx in 2012. Farfus, in particular, adapted quickly to the new environment and presented the team with two pole positions and a maiden DTM victory in Valencia in its first season. In 2013, the Belgian title collector narrowly missed out on its next major success. Farfus won three races, ended the season runner-up in the Drivers' Championship, and guided BMW Team RBM to second place in the Team championship.

After the 2014 DTM season didn't pan out as hoped, Mampaey and his team are determined to rediscover their former strength with a combination of experience and youth. Augusto is joined by a DTM rookie, in the form of Britain's Tom Blomqvist, who will undoubtedly benefit from the DTM experience of the rapid and bubbly Brazilian in his first year in the series.

Milestones.

2014	13 th and 20 th place DTM Drivers' standings 8 th place DTM Team standings
2013	2 nd and 12 th place DTM Drivers' standings 2 nd place DTM Team standings
2012	7 th and 13 th place DTM Drivers' standings 6 th place DTM Team standings
2009	1 st place FIA WTCC
2008	1 st place FIA WTCC
2007	1 st place FIA WTCC
2006	1 st place FIA WTCC
2005	1 st place FIA WTCC
2004	1 st place FIA ETCC
1998	1 st place 24h Spa-Francorchamps
1997	1 st and 2 nd place Group N 24h Spa-Francorchamps



#18: Augusto Farfus.

Facts and figures.

Date of birth:	3 rd September 1983
Birthplace:	Curitiba (BR)
Place of residence:	Monaco (MC)
Marital status:	Married, one daughter
Car:	Shell BMW M4 DTM
Biggest success:	2 nd place DTM in 2013, 1 st place Nürburgring 24 Hours in 2010
DTM debut:	2012
Favourite DTM track:	Zandvoort (NL)

Achievements as BMW DTM driver.

	Wins	Podiums	Polepositions	Points	Drivers' standings
2014	0	1	0	39	13 th place
2013	3	5	1	116	2 nd place
2012	1	3	1	69	7 th place
Gesamt	4	9	2	224	

Career.

2014	13 th place DTM
2013	2 nd place DTM
2012	7 th place DTM, Rookie of the Year
2011	1 st place 24h Dubai
2010	1 st place 24h Nürburgring
2009	3 rd place FIA WTCC
2008	6 th place FIA WTCC
2007	4 th place FIA WTCC
2006	3 rd place FIA WTCC
2005	4 th place FIA WTCC
2004	6 th place FIA ETCC
2003	1 st place F3000 Euro Series
2001	1 st place Formula Renault European Championship



Profile.

When you meet Augusto Farfus at a racetrack he is almost always smiling. And the reason is a simple one. He is living his dream, he loves being able to do what he enjoys the most: pushing a racing car to its absolute limit and getting the last fraction of a second out of it. Just as he has done so many times before with BMW Team RBM.

However, the Brazilian was forced to leave his hometown of Curitiba at an early age to pursue this dream. He was just 16 years old when he moved to Europe to race karts. It was difficult being separated from his family, but his goal of becoming a racing driver was his number one priority. And it was a success. After his first title wins in junior series, he found his place in touring cars in 2004, initially in the European championship (FIA ETCC), and then in the resulting world championship (FIA WTCC). With strong performances, Farfus attracted the attention of BMW Motorsport. Since 2007 he has won ten world championship races for BMW, and was victorious at the 24-hour race at the Nürburgring in 2010, alongside Jörg Müller, Pedro Lamy and Uwe Alzen in the BMW M3 GT2 – making him the first Brazilian to achieve this feat.

So it's no surprise that "Gustl", as he has been known since his time at BMW Team Schnitzer, switched to the DTM with BMW in 2012. After being involved in the development of the BMW M3 DTM, he got the first win for BMW Team RBM in Valencia in his debut season – once again the first Brazilian to do so. After three wins in 2013, Farfus was even in contention for the title, which he only narrowly missed out on when he finished in second. After a difficult 2014 season he wants to further improve his DTM success rate this year.

Trips to Brazil are few and far between, but his wife Liri and their little girl keep homesickness at bay. The three of them spend every spare minute together and have made a second home in Monaco, where they live during the racing season. Liri supports her husband wherever she can – even when he plays tricks on her, as he did during a now legendary trip on the Nürburgring-Nordschleife. More than two million YouTube fans have already watched the video on the BMW Motorsport channel.



Interview.

Augusto, where do you get your positive attitude to life?

Augusto Farfus: "I'm blessed because I make my living doing what I love – motorsport. I have everything that I need, so I have no reason to be sad or grumpy. I also have a family who stand by me and support everything that I do. That is the greatest possible blessing."

As well as the DTM, you regularly contest endurance races: What would it mean to you to win the 24-hour race on the Nürburgring-Nordschleife again after your success in 2010?

Farfus: "Winning the 24-hour race on the Nürburgring is the highlight of any racing driver's career, particularly in a BMW racing car. It would definitely be a dream to be at the top of the podium again."

Motorsport is always teamwork: How important is it to you that you have a good relationship with the mechanics, engineers and your team principal?

Farfus: "During the season we are one big family that shares everything: happiness and sadness, victory and defeat. You can only make it as a racing driver if you are surrounded by people who you can trust blindly. That's why it is important to get on with everyone in the team."

What do you think of the new red and white design of your Shell BMW M4 DTM?

Farfus: "The colours are fantastic, I like bright colours. Red makes the car very dynamic – and I want to attack in 2015. Hopefully my rivals will move over when they see my car in the rear-view mirror."

What needs to go really well in 2015 for you to be able to fight for the drivers' title again, as you did two years ago?

Farfus: "Going into the season, we spent a lot of time working on optimising the car and the whole package, and we will continue to do so at race weekends. In the past we have shown that we can be up there at the front. There's no reason why we can't be fighting for spots on the podium again in 2015."



#31: Tom Blomqvist.

Facts and figures.

Date of birth:	30 th November 1993
Birthplace:	Cambridge (GB)
Place of residence:	Bath (GB)
Marital status:	Single
Car:	BMW M4 DTM
Biggest success:	2 nd place Formula 3 European Championship in 2014
DTM debut:	2015
Favourite DTM track:	Zandvoort (NL)

Career.

2014	2 nd place Formula 3 European Championship
2013	7 th place Formula 3 European Championship
2012	7 th place Formula 3 Euro Series
	5 th place German Formula 3 Cup
2011	6 th place German Formula 3 Cup
2010	1 st place British Formula Renault
2009	3 rd place Swedish Formula Renault
	3 rd place North European Zone Formel Renault
	7 th place British Formula Renault Winter Series



Profile.

Blomqvist – a new name in the DTM, but a very familiar one to the world of motorsport. Tom Blomqvist, the newcomer in the BMW Motorsport squad for the 2015 DTM season, inherited his motor racing talent. As the son of Swedish rally legend Stig Blomqvist, who won the World Championship in 1984, Tom literally has motorsport in his DNA. However, the youngster was not drawn to the rallying scene after initially gaining experience and enjoying success on the karting circuit, but to single-seater racing. He impressed in Formula Renault in 2009, before winning the title in the British Formula Renault championship one year later – at just 16, he became the youngest driver in the history of the series to win the title. Outings in the German Formula 3 Cup ultimately led Blomqvist to the Formula 3 Euro Series. In 2010 he made a guest start in the Formula BMW Pacific junior racing series in Macau, and promptly finished third at the wheel of the Formula BMW FB02.

Despite still being in the early stages of his career, Blomqvist has already come to learn the dark side of motorsport, suffering a broken lumbar vertebra in a race at the Lausitzring in 2011, which brought his season to a premature end. However, he returned stronger than ever from this injury, and set about working his way to the top of Formula 3. In the 2014 season he scored 420 points, winning six races and stepping on the podium 15 times. At the end of the season he finished runner-up overall.

Blomqvist was on track in the BMW M4 DTM for the first time at a test in Jerez de la Frontera at the start of December, where he and other debutants gained their first experience in a DTM racing car. The 21-year-old made an excellent impression, making a great case for the one vacant cockpit for the 2015 season.

His first experiences of the DTM will be for BMW Team RBM with Augusto Farfus as his teammate, and has no objection to continuing BMW's run: Since their return to the DTM in 2012, the "Rookie of the Year" award has always been awarded to a BMW driver.



Interview.

Tom, you were born in England and lived in New Zealand for many years; what is it like growing up in Kiwi Country?

Tom Blomqvist: "It was fantastic. I lived in Auckland, and went to school there. We had a beach house in Coromandel, a peninsula a two-hour drive from Auckland. The weather was always great, particularly in summer, of course. I spent a lot of time outside, learnt to water ski, spent time on a boat and played football and tennis. I always go back to New Zealand at Christmas to visit my mum and the family."

How did you react when you were told that you would be driving for BMW in the DTM in 2015?

Blomqvist: "Naturally I was over the moon when I was told that I would get to represent BMW in the DTM. Now I'm a real professional racing driver. My goal is to celebrate success in the DTM and to fight for wins and, hopefully, the title in this series for as long as possible."

You have only competed in single-seater racing to date; what is the attraction of touring car racing?

Blomqvist: "The DTM is one of the best race series in the world. Every race is fiercely contested. As a rookie in the field, this season will be a great challenge for me, and a totally new experience. It's a lot more competitive on the track than in formula racing. I'm really looking forward to these duels."

How much respect do you have for your new company car, the BMW M4 DTM?

Blomqvist: "More than anything, I am looking forward to driving the BMW M4 DTM. It's a fantastic racing car. Naturally, I have respect for the car. But I will get used to it with every kilometre. It's great for me that the new DTM format gives us drivers more time in the cockpit."



BMW Team MTEK.

Facts and figures.

Founded:	2012
Team Principal:	Ernest Knoors
Team Base:	Garching (DE)
Drivers:	Bruno Spengler, Timo Glock
Cars:	BMW Bank M4 DTM, DEUTSCHE POST BMW M4 DTM

Achievements in the DTM since 2012.

	Wins	Podiums	Polepositions	Points	Team standings
2014	0	1	0	39	11 th place
2013	1	2	1	89	7 th place
Total	1	3	1	128	

2014 drivers: Timo Glock, António Félix da Costa
2014 cars: DEUTSCHE POST BMW M4 DTM, Red Bull BMW M4 DTM

2013 drivers: Timo Glock, Marco Wittmann
2013 cars: DEUTSCHE POST BMW M4 DTM, Ice-Watch BMW M4 DTM



Profile.

BMW Team MTEK has an exciting driver pairing for the 2015 DTM season. One half of the duo is Timo Glock, with 91 races and three podium finishes in Formula 1 to his name. He also finished first at the DTM season finale in Hockenheim in 2013. The other half is Bruno Spengler, 2012 DTM champion and winner of 14 races in total, five of which were for BMW Motorsport. With this combined experience, BMW Team MTEK is hoping to finish in the top spots in 2015. While Glock has been driving for the team from Garching, near Munich, since the beginning and is about to enter his third season, Canadian Spengler is new to the team in what will be his 11th season contesting the DTM.

MTEK stands for “Motorsport Track Engineering Knoors”, and is the most recent DTM team to join BMW Motorsport. Dutchman Ernest Knoors formed the team in 2012 and staffed it with experts from various racing series. The team became BMW’s fourth DTM team in 2013 – and soon caused a stir with two “rookies” in the cockpit. Current champion Marco Wittmann and Timo Glock made it onto the winners’ podium in Spielberg, finishing second and third in only their third DTM race. Later in the season, Wittmann got the first pole position for the team, and Glock the first win.

BMW Team MTEK wasn’t quite able to maintain the rapid pace of the first season in 2014. Glock and Wittmann’s successor António Félix da Costa were fast, but didn’t always finish in the points. Glock’s third place at the Red Bull Ring was the best result of the season.

Ernest Knoors’ team wants to build on the experiences of 2014, and Spengler’s experience of more than 100 DTM races will play a big part. After moving across Bavaria from Freilassing to Garching, the Canadian is eager to score even more podium finishes and wins.

Milestones.

- 2014 16th and 21st place DTM Drivers’ standings
- 11th place DTM Team standings
- 2013 8th and 9th place DTM Drivers’ standings
- 7th place DTM Team standings



#7: Bruno Spengler.

Facts and figures.

Date of birth:	23 rd August 1983
Birthplace:	Schiltigheim (FR)
Place of residence:	Möhlin (CH)
Marital status:	Single
Car:	BMW Bank M4 DTM
Biggest success:	2012 DTM champion
DTM debut:	2005
Favourite DTM track:	Norisring (DE), Hockenheim (DE), Nürburgring (DE)

Achievements as BMW DTM driver.

	Wins	Podiums	Polepositions	Points	Drivers' standings
2014	0	2	0	42	11 th place
2013	1	3	2	82	3 rd place
2012	4	6	3	149	1 st place
Total	5	11	5	273	

Career.

2014	11 th place DTM
2013	3 rd place DTM
2012	1 st place DTM
2011	3 rd place DTM
2010	3 rd place DTM
2009	4 th place DTM
2008	5 th place DTM
2007	2 nd place DTM
2006	2 nd place DTM
2002	1 st place Formula Renault North America
	2 nd place Formula Renault Germany



Profile.

A round of golf with Ryder Cup winner Sergio García at the BMW PGA Championship at the majestic Wentworth Club? With a handicap of 4.7, no problem for Bruno Spengler, and a great honour. A duel with biathlon star and BMW biathlon ambassador Ole-Einar Björndalen? You don't need to ask the winter-sport-loving Canadian twice. Spengler masters any sport that he tries his hand at. But the DTM will always be his home turf.

One hundred and three starts in ten years, 14 wins see him in ninth place in the all-time rankings, and 14 pole positions in third place. He has just missed out on the title four times, but triumphed sensationally in the BMW comeback in 2012. Spengler has an impressive record. So it comes as no surprise that the BMW works driver, who was born in France and currently lives in Switzerland, is eager to put the 2014 season behind him. Finishing 11th overall didn't meet the Canadian's own expectations, who in the previous eight consecutive years had always finished in the top five of the drivers' standings.

Spengler bid farewell to BMW Team Schnitzer after three years, where he celebrated his biggest victory in 2012. He moved from Freilassing to BMW Team MTEK in Garching near Munich. Alongside his new team-mate Timo Glock, Spengler wants to return to setting standards in the DTM. He wants to give his car the now famous bonnet hug after a win as soon as possible. Spengler chose car number 7 for his BMW Bank M4 DTM, the number he drove under in 2012 when he picked up four wins and the title.

At home in Canada, Spengler recharged his batteries over the winter, enjoyed the nature while cross-country skiing, but mainly laid the physical foundations for the new DTM season, which he is looking forward to once again as if it were his first. And the initial test drives in the New Year and with the new team made him all the more eager to get back to it.



Interview.

Bruno, you were born in France, grew up in Canada and live in Switzerland: Where do you feel at home?

Bruno Spengler: "Everywhere. I feel at home in Canada because that's where I spent my childhood and still have a lot of friends. But I also feel like I belong in Switzerland and in Germany because I can do what I love most here – race."

You were the DTM Champion in 2012. Do you think you can repeat this success?

Spengler: "That was the perfect season, but not every year can run smoothly. I'll definitely be trying my hardest to be as close to the top as possible. But the DTM is extremely competitive, so it is difficult to predict what will happen. If everything goes well, I could see myself repeating the success of 2012."

You have been actively involved in motorsport for 20 years: How do you manage to keep on delivering top performances?

Spengler: "I've really enjoyed motorsport and racing ever since I was a kid. And no matter how much I have achieved, I'm never satisfied with that, I always want more. I'm very focussed and I always manage to keep on motivating myself for the season and each individual race. This approach makes it possible to deliver top performances, even after so many years."

Last season wasn't your best. Will we see an even more aggressive Bruno Spengler this year?

Spengler: "Anyone who knows me, knows that I always go on the attack. I give 100 percent in every race. I put the 2014 season behind me a while ago. I'm really looking forward to meeting my fans at the track over the race weekends. They give me that extra boost. With their support I can get a few more tenths of a second out of the track. And I can promise them that they will see the same fierce Bruno Spengler that they are used to."



#16: Timo Glock.

Facts and figures.

Date of birth:	18 th March 1982
Birthplace:	Lindenfels (DE)
Place of residence:	Landschlacht (CH)
Marital status:	Married, one son
Car:	DEUTSCHE POST BMW M4 DTM
Biggest success:	GP2-Champion 2007, DTM-Sieg in Hockenheim 2013
DTM debut:	2013
Favourite DTM track:	Hockenheim (DE)

Bilanz als BMW DTM-Fahrer.

	Wins	Podiums	Polepositions	Points	Drivers' standings
2014	0	1	0	33	16 th place
2013	1	2	0	40	9 th place
Total	1	3	0	73	

Career.

2014	16 th place DTM
2013	9 th place DTM
2012	Formula 1 World Championship (Marussia)
2011	Formula 1 World Championship (Marussia-Virgin)
2010	Formula 1 World Championship (Virgin)
2009	Formula 1 World Championship (one podium for Toyota)
2008	Formula 1 World Championship (two podiums for Toyota)
2007	1 st place in the GP2 Championship, Test driver for BMW Sauber F1 Team
2005	8 th place ChampCar World Series, Rookie of the Year
2004	Formula 1 World Championship (four starts for Jordan)
2003	5 th place Formula 3 Euro Series
2002	3 rd place German Formula 3 Championship
2001	1 st place Formula BMW ADAC Championship
2000	1 st place BMW ADAC Formula Junior Cup



Profile.

Timo Glock only really shows his softer side at home. With his wife Isabell and his son, he is a caring family man, who also takes his turn watching the baby at night. However, it's a different story on the racetrack, where Glock is fierce and always focussed on getting his next podium position or next win. In 2015 the fighting spirit and endurance of the man from Hesse will be as high as ever.

After initially starting in the BMW ADAC Formula Junior Cup and Formula BMW, he ended up in Formula 1, via Formula 3, in 2004. After contesting four races for Jordan, it looked like his dream of a career in Formula 1 was over almost as soon as it started when the talented German wasn't offered a cockpit for the 2005 season. But Glock, who was used to working hard as a qualified scaffolder at his father's company, bounced back and took a detour via the ChampCar series in the USA and the GP2 championship, in which, while also working as a Formula 1 test driver for the BMW Sauber F1 Team, he won the title in 2007 and returned to F1. After two successful and three difficult years, he finally turned his back on Formula 1.

Glock returned to BMW Motorsport and was eager to prove that former Formula 1 drivers are capable of more than just attracting the attention of fans and media in the DTM, that they can also deliver top performances. And the "rookie" driver did just that, impressively alongside BMW Team MTEK that was also new to the DTM in 2013. His first podium finish in his third race and his first win at the season finale in Hockenheim were the highlights of his debut season.

The fact that he struggled a bit in his second year only strengthened Glock's opinion that there is a much higher concentration of quality drivers in the DTM than in Formula 1 – and further spurred on his fighting spirit for 2015. Together with his new team-mate Bruno Spengler, he wants to lead BMW Team MTEK to the top this year.



Interview.

Timo, is your beard staying put this season, or will you shave it off at some point?

Glock: "The beard is staying, I need some way to make me stand out from the other seven drivers at BMW Motorsport."

How significant is the DTM in your career?

Glock: "Very. The DTM is a completely new experience for me, since I only competed in formula racing before that. When I decided to contest touring car races, I started a new chapter in my career. I am one of the few former Formula 1 drivers in the DTM who managed to win a race in their first year. That was also a memorable experience for me."

Can the quality of the drivers in the DTM compete with Formula 1?

Glock: "In my opinion, the level in the DTM is actually higher. In Formula 1 there are currently a handful of top drivers. Followed by lots of other drivers who are at the wheel of a Formula 1 car simply because they can afford it. But in the DTM all of the cockpits have top drivers. It's talent and not money that counts here."

Bruno Spengler will be your new team-mate this season: Do you think that you will benefit from working with him?

Glock: "Definitely, Bruno has contested the DTM for 11 years now, and is always up there fighting for the top places in qualifying and in the races. I can definitely learn something from watching him. I hope that we will have a fantastic year together at BMW Team MTEK."

Are you aiming for your second win, just like in Hockenheim in 2013?

Glock: "Everything has to be right for you to be able to fight for wins in the DTM. It's important for me to always be up there in qualifying. The previous two seasons showed that when I was in the top spots in qualifying, I could convert that into a good race result."



A born champion. BMW M4 DTM.

The BMW M4 DTM came, saw and conquered. With the introduction of the successor to the BMW M3 DTM in 2014, BMW Motorsport entered a new era – and what a start it was. With Marco Wittmann at the wheel, the BMW M4 DTM won its first ever race at Hockenheim. During the course of the 2014 DTM season came four other wins, as well as the titles in the Drivers' and Team standings. Thanks to these triumphs, the BMW M4 DTM immediately took its place in the select circle of BMW racing cars that all won the DTM title in their first year in the series. The first to achieve this feat was the BMW 635 CSi in 1984, followed by the BMW M3 in 1987, the BMW M3 DTM in 2012 and now the BMW M4 DTM in 2014.

BMW Motorsport engineers began working on the development of the BMW M4 DTM well before its first race. The first model made its first appearance in the wind tunnel at the BMW Group's Aero Lab on 22nd April 2013. In total, approximately 1,200 components were newly developed compared to its predecessor the BMW M3 DTM. Three hundred days after the first test in the wind tunnel, the BMW M4 DTM took to the track for its track debut in Monteblanco on 11th February 2014.

Over 50 of the 5,000 plus parts that make up the BMW M4 DTM are standard components, which are used in all DTM cars. One of these is the carbon fibre monocoque, which sets the benchmark in terms of safety in motorsport. With an integrated tank, steel roll cage and additional crash elements, it offers the driver effective protection in case of a crash. Parts like the gearbox, clutch, dampers and rear wing are identical in all DTM cars. This also keeps a lid on development costs.

Aerodynamics plays a vital role in the DTM. For this reason, the BMW Motorsport engineers devoted a lot of time to issues such as aerodynamic drag and air flow. As on the production model, the air curtains at the front of the BMW M4 DTM are designed to reduce air drag. Narrowing air ducts accelerate the airstream flowing through the front skirt, guide it systematically past the wheels, and reduce turbulence around the wheel arches. Another new feature on the BMW M4 DTM is a plate along the side channel, which lends the racing car an even more striking outline. The eye-catching contoured roofline decreases the front surface area of the BMW M4 DTM and further reduces aerodynamic drag.



The striking wing mirrors, with their twin-stalk mounts, are already a striking feature of the production model, and the mirrors on the BMW M4 DTM have also been aerodynamically optimised for the racetrack to ensure they aid efficient airflow towards the rear of the car.

A real driving force: the BMW P66 engine.

When the BMW Motorsport engineers began developing the BMW P66 engine, they literally started with a blank sheet of paper. The first rough concept for the new V8 engine for BMW's return to the DTM in 2012 was put together relatively quickly. Specifications in the technical regulations, such as the use of two air restrictors with 28 millimetre diameters, meant little time was required to determine the speeds to be expected. The designers were then able to derive basic data like the configuration of the suction funnels and the exhaust system.

After an intense tuning process with the vehicle engineers, the far more complex, detailed work began for the engine experts. Step by step they developed the optimal concept. A new provisional parts list with all the engine components was drawn up for every new draft. In its final specification, the BMW V8 features almost 800 different components. In total, the engine is made up of about 3,900 individual parts.

When designing the new DTM powerhouse, BMW Motorsport took full advantage of the technological knowhow of the BMW Group in many areas. The high-tech foundry connected to the BMW plant in Landshut was responsible for the large cast parts, such as the cylinder head and crankcase. The cast parts were then processed, coated and given the necessary thermal treatment at the respective departments in Munich. With the air restrictors in place, the V8 generates approximately 480 bhp and is the powerful heart of the BMW M4 DTM season.

The power transmission takes place via a six-speed sequential sports gearbox, which is operated using pneumatic shift paddles on the steering wheel. The gearbox is one of the standard components, which are used by all the DTM manufacturers. It offers 11 possible drop gear settings, with which the engineers and drivers can react to the different tracks and engine characteristics.



Technical specifications. BMW M4 DTM.

Length/width/height: 4,775 mm/1,950 mm/approx. 1,200 mm

Tank capacity: 120 litres

Chassis: carbon-fibre monocoque with integrated tank and steel roll cage; carbon-fibre crash elements on sides; carbon fibre crash elements on front and rear

Engine: 90° V8 aspirated engine, four valves per cylinder, 2 x 28.0 mm air restrictors (in accordance with regulations)

Capacity: 4,000 ccm

Output: approx. 480 bhp (with air restrictors, in accordance with regulations)

Max. torque: approx. 500 Nm

Engine management system: Bosch MS 5.1 engine control unit, central display

Transmission: Sequential 6-speed sports gearbox, operated via pneumatic shift paddles mounted on the steering wheel; 4-plate ZF carbon-fibre clutch; adjustable multi-disc limited-slip differential

Front axle/rear axle: Double wishbone axle with pushrods and adjustable shock absorbers with six settings; H&R coil springs

Brakes: Hydraulic dual-circuit braking system; monoblock, light-alloy brake calipers; inner-ventilated brake discs at front and rear; brake-force distribution can be adjusted by driver; electromagnetic starting valve

Wheels: Forged aluminium rims; 18“ x 12“ front, 18“ x 13“ rear



Tyres: Hankook; front: 300-680-18, rear: 320-710-18



Nine race weekends, 18 races. The circuits.

Date	Venue	Country
1 st -3 rd May	Hockenheim	Germany
29 th -31 st May	Lausitzring	Germany
26 th -28 th June	Norisring	Germany
10 th -12 th July	Zandvoort	Netherlands
31 st July-2 nd August	Spielberg	Austria
28 th -30 th August	Moscow	Russia
11 th -13 th September	Oschersleben	Germany
25 th -27 th September	Nürburgring	Germany
16 th -18 th October	Hockenheim	Germany

DTM Race Weekend.

Friday	Roll-out	2 x 15 minutes
	Free Practice 1	45 minutes
Saturday	Free Practice 2	45 minutes
	Qualifying for Race 1	20 minutes
	Race 1	40 minutes
Sunday	Warm-up	15 minutes
	Qualifying for Race 2	20 minutes
	Race 2	60 minutes

DTM Points.

Position	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
Points	25	18	15	12	10	8	6	4	2	1



Hockenheim, 2nd/3rd May and 17th/18th October.

Length:	4.574 km
2014 winners:	Marco Wittmann, BMW (Hockenheim I) Mattias Ekström, Audi (Audi, Hockenheim II)
2014 pole times:	1:32.272 minutes (Adrien Tambay, Audi, Hockenheim I) 1:33.316 minutes (Miguel Molina, Audi, Hockenheim II)
Best BMW finishes 2014:	Marco Wittmann, 1 st place (Hockenheim I) Marco Wittmann, 5 th place (Hockenheim II)
DTM debut:	1984
BMW wins:	14

The DTM season traditionally starts and ends at the Hockenheimring. When the DTM racing cars roar into life, the fans transform Hockenheim's iconic Motodrom into a seething cauldron of emotion. For the first time for 15 years, they will be treated to two races on one weekend. Last year, BMW claimed a historic victory: Marco Wittmann won the seasonopener and, in doing so, guided the new BMW M4 DTM to its maiden win. The final race of the season was won by Audi driver Mattias Ekström.

Lausitzring, 30th/31st May.

Length:	3.478 km
2014 winner:	Pascal Wehrlein, Mercedes
2014 pole time:	1:17.547 minutes (Pascal Wehrlein, Mercedes)
Best BMW finish 2014:	Marco Wittmann, 6 th place
DTM debut:	2000
BMW wins:	1

Plenty of BMW history has been made at the Lausitzring: Last season Marco Wittmann was crowned the youngest ever DTM champion before the end of the season. In 2012, Bruno Spengler celebrated the first win for BMW in Lusatia since its return to the DTM. The track has been a regular on the calendar since 2000.

Norisring, 27th/28th June.

Length:	2.3 km
2014 winner:	Robert Wickens, Mercedes
2014 pole time:	47.883 seconds (Robert Wickens, Mercedes)
Best BMW finish 2014:	Marco Wittmann, 6 th place
DTM debut:	1984
BMW wins:	5



Narrow bends and fast straights: Action is guaranteed on the street circuit in Nürnberg. The Norisring is famous as the “Monaco of touring car racing.” Fans and drivers alike are fascinated by the unique atmosphere at the Dutzendteich. The Norisring is champion Marco Wittmann’s home track; Bruno Spengler says the track is his favourite. Every summer the public roads bordered by the stone grandstands become a racetrack for a weekend. It only has four bends, but they are real ripsnorters. Every last millimetre between the Grundig turn, Schöller-S and Dutzendteich corner counts.

Zandvoort, 11th/12th July.

Length:	4.307 km
2014 winner:	Mattias Ekström, Audi
2014 pole time:	1:30.713 minutes (Mike Rockenfeller, Audi)
Best BMW finish 2014:	Marco Wittmann, 2 nd place
DTM debut:	2001
BMW wins:	1

A lap of the “Circuit Park Zandvoort”, with all its crests and bumps, is like being on a rollercoaster. One unique feature of this circuit is the sand, which drifts across the track on the sea breeze. This causes the handling of the cars to change constantly. One of the best overtaking opportunities is the Tarzanbocht, the first corner at the end of the start/finish straight. The 2013 race in Zandvoort saw Augusto Farfus claim the 50th win in the history of the DTM for the BMW M3. Last year, Marco Wittmann and Martin Tomczyk crossed the finish line in second and third place, while BMW Team RMG wrapped up the Team Championship.

Spielberg, 1st/2nd August.

Length:	4.326 km
2014 winner:	Marco Wittmann, BMW
2014 pole time:	1:25.175 minutes (Robert Wickens, Mercedes)
Best BMW finish 2014:	Marco Wittmann, 1 st place
DTM debut:	2011
BMW wins:	2

After the one, two, three in 2013, BMW Motorsport shifted up a gear last season and got the first quadruple result in the DTM in 22 years. Surrounded by the picturesque landscape of Styria, the Red Bull Ring alternates between uphill and downhill passages. The most famous section of the DTM’s trip to Austria is the Remus corner, a hairpin bend after a long upwards straight.



Moscow, 29th/30th August

Length:	3.931 km
2014 winner:	Maxime Martin, BMW
2014 pole time:	1:28.619 minutes (Maxime Martin, BMW)
Best BMW finish 2014:	Maxime Martin, 1 st place
DTM debut:	2013
BMW wins:	1

Maxime Martin got his first DTM victory at the “Moscow Raceway” in 2014 – in front of more than 50,000 spectators. The DTM heads to Russia again this coming season. The modern racetrack is about 80 kilometres to the west of the Russian capital Moscow, close to the city of Volokolamsk. The track designed by Hermann Tilke was opened in 2012; the DTM visited the “Moscow Raceway” for the first time in 2013.

Oschersleben, 12th/13th September.

Length:	3.696 km
2014 winner:	Christian Vietoris, Mercedes
2014 pole time:	1:20.516 minutes (Marco Wittmann, BMW)
Best BMW finish 2014:	Augusto Farfus, 5 th place
DTM debut:	2000
BMW wins:	2

The “Motorsport Arena” was opened in 1997 – and the track in the Magdeburg Börde is always good for a surprise. After two wins in 2012 and 2013, the rain and the slippery track last season dashed any hopes of another BMW victory. Two of the three pole positions up for grabs since the 2012 comeback have gone to BMW drivers. Last year, champion Marco Wittmann started the race from first on the grid.

Nürburgring, 26th/27th September.

Length:	3.629 km
2014 winner:	Marco Wittmann, BMW
2014 pole time:	1:22.780 minutes (Marco Wittmann, BMW)
Best BMW finish 2014:	Marco Wittmann, 1 st place
DTM debut:	1984
BMW wins:	10



The race on the classic circuit in the Eifel has always been on BMW's home turf. The "Green Hell" is the home of the BMW M Test Centre Nürburg. BMW has celebrated nine DTM victories at the Nürburgring to date. Marco Wittmann got the fourth win of the season on the legendary track in 2014. The Nürburgring is the oldest permanent racetrack in Germany – and has been a permanent fixture on the DTM calendar since 1984. The DTM uses the 3.629-kilometre version of the track.



BMW in the DTM. The Success Story.

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 on 11th March 1984. BMW celebrates victory as well as the top four places, with Harald Grohs crossing the finishing line first in a BMW 635 CSi. It is Volker Strycek 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 triumphs at Mainz-Finthen in a BMW 323i.

1986

Both Kurt König 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, Olaf Manthey and Fabien Giroix claim five victories in total. The title, however, goes to former BMW Junior driver Eric van de Poele, despite finishing a lowly tenth at the finale at the Salzburgring due to a puncture.

1988

Markus Oestreich, 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.



1989

Roberto Ravaglia 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 enjoy a virtually perfect debut season in the DTM. As well as Ravaglia (three victories), Steve Soper (two) and Johnny Cecotto (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 also joins the list of winners in Wunstorf.

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 wins four races, with Augusto Farfus and his BMW Team RBM 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. 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, sees BMW Team Schnitzer claim the title in the team competition. The icing on the cake is first place in the Manufacturers' Championship.



2013

2013 sees BMW Motorsport expand its DTM commitment, with eight BMW M3 DTM rather than six cars. BMW Team MTEK and its drivers Marco Wittmann and Timo Glock join the squad. The second season after BMW's comeback ends with five race wins and the defence of the Manufacturers' title. Augusto Farfus and Bruno Spengler finish second and third behind champion Mike Rockenfeller 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, winning the Team competition. The team's second driver, Maxime Martin, claims his maiden win in only his fifth DTM race in Moscow 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.



Facts and figures ahead of the 2015 season. History & Stats.

BMW DTM Drivers' Titles

Volker Strycek	BMW 635 CSi	1984
Eric van de Poele	BMW M3	1987
Roberto Ravaglia	BMW M3	1989
Bruno Spengler	BMW M3 DTM	2012
Marco Wittmann	BMW M4 DTM	2014

BMW DTM Wins

Wins:

64

Podiums:

219

Quintuples:

2

Quadruples:

3

Trebles:

11

One-twos:

17

First win:

11th March 1984, Zolder

Harald Grohs (BMW 635 CSi)

Pole positions:

43

**Fastest laps:**

76

BMW DTM wins by circuit:

Hockenheim	14
Nürburgring	10
Zolder	9
Norisring	5
Mainz-Finthen	5
Diepholz	4
Brünn	3
Wunstorf	3
Oschersleben	2
Spielberg	2
Avus	2
Lausitzring	1
Hungaroring	1
Moscow	1
Valencia	1
Zandvoort	1

Most successful BMW cars (wins):

BMW M3	41
BMW M3 DTM	10
BMW 635 CSi	6
BMW M4 DTM	5
BMW 323i	2

Most successful BMW drivers (wins):

Johnny Cecotto	10
Steve Soper	10
Harald Grohs	7
Roberto Ravaglia	6
Bruno Spengler	5
Augusto Farfus	4
Marco Wittmann	4
Winfried Vogt	3
Joachim Winkelhock	3



Most successful BMW drivers (pole positions):

Harald Grohs	8
Bruno Spengler	5
Roberto Ravaglia	5
Marco Wittmann	4
Johnny Cecotto	4
Augusto Farfus	3
Alfrid Heger	3
Armin Hahne	3

Most successful BMW drivers (fastest laps):

Steve Soper	8
Joachim Winkelhock	8
Harald Grohs	6
Marco Wittmann	5
Johnny Cecotto	5
Alfrid Heger	5
Roberto Ravaglia	4



The most powerful letter in the world. BMW M.

For over 40 years, BMW M Division has been bringing to our roads the technologies from BMW cars that have won victories and titles on racetracks all over the world. The division was born in 1972 as BMW Motorsport GmbH, which collected together all of the BMW brand's motorsport activities. Since then, the letter M has become synonymous worldwide with both motorsport success and a fascination for having high performance cars on the road.

The company has grown steadily since it was founded back in 1972, and has taken more and more business areas under its roof, which transcend motor racing. Today, these areas are: BMW M Automobiles and BMW M Performance Automobiles, BMW M Packages and Options, BMW Individual, the BMW Group Driving Experience as well as safety, emergency and specialpurpose vehicles. With its products and services, the company orients itself towards customers who have particularly high expectations in terms of the performance, exclusivity and individuality of their cars.

Due to the continuous expansion of activities, the term "Motorsport" was replaced by the legendary M in 1993, and the company was renamed BMW M Division. The "BMW M" logo is distinctive: it consists of a silver "M", which stands for "Motorsport", and the three characteristic, coloured stripes. The light-blue stripe stands for BMW, while the red represents the newly formed Motorsport GmbH, as it was back then. The middle stripe, which was originally violet but is now dark-blue, is the combination of BMW and motorsport – the mixture of the two outside stripes. The striking logo made its first appearance on the rear of the iconic BMW M1 back in 1978 – developed by Giorgio Giugiaro, the designer of this sensational sports car. The BMW M trademark is synonymous with the joy of high performance and the thrill of the extraordinary.

BMW M has always been synonymous with technological innovations. Such racing cars as the BMW 3.0 CSL and the BMW M3 have become legends, as has the Formula One turbo engine used by Nelson Piquet to become World Champion in 1983. In 1978, the first of the sports cars developed independently by BMW Motorsport GmbH took to the streets and racetracks of the world: the legendary BMW M1.

As a consistent further development of the BMW M3, the company presented the BMW M4 Coupé and the BMW M4 Convertible as well as the new BMW M3 Sedan in 2014. The newly developed, six-cylinder inline engine with M TwinPower Turbo technology is the powerful heart of both models. In 2015, the next innovation by BMW M followed: the company introduced the new water injection technology which makes it possible to raise the upper performance limits of the high performance power units, which have otherwise been restricted thermally. This way, the innovative technology increases performance and torque, while at the same time ensuring outstanding consumption and emission figures. BMW M GmbH also launched two striking new



models: the BMW X5 M and the BMW X6 M (both: combined fuel consumption: 11.1 l/100 km; combined CO₂ emissions: 258 g/km). They combine the characteristic features of the successful BMW X family – exclusivity, robustness, agility and road capability – with the high-performance approach that M is renowned for. The BMW DTM drivers had been as well involved in the development of the cars.



BMW M4 Coupé DTM Safety Car.

BMW Motorsport not only fields eight BMW M4 DTMs in the 2015 DTM season, but is also represented by a lead car, based on the production model of the BMW M4: the BMW M4 Coupé DTM Safety Car. To lead the 24 DTM racing cars masterfully around the circuit, the Safety Car must itself offer maximum dynamic performance. A powerful engine, a racingderived chassis and perfect handling are an absolute must.

It is a good thing, therefore, that it is in these areas that the BMW M4 Coupé, with its numerous BMW M Performance Parts, naturally has its greatest strengths – and that it takes to the road with very little weight thanks to its intelligent lightweight construction concept.

The M Power in the BMW M4 Coupé DTM Safety Car is provided by a six-cylinder inline engine with M TwinPower Turbo Technology and a high-rev characteristic that has been developed entirely from scratch. Its peak output of 431 bhp and its maximum torque of 550 Nm are available over a wide rev range.

In the winter of 2014, a team of BMW M staff members began working on the reconstruction of the vehicle: turning the already impressive road coupe into a safety car that could take over the leading role in the DTM. The base vehicle originates from the BMW Plant in Munich. The BMW M4 Coupé was then further assembled and modified by hand in the M Manufactory in Garching.

Using an extensive range of BMW M Performance Parts – from the noise reduction system on the front splitter right through to the rear diffusor – the engineers have prepared the BMW M4 Coupé for its demanding exertions on the racetrack. The modifications took around two months. Just as with the BMW M4 DTM, however, the Safety Car will also be further developed throughout the season.



BMW in Motorsport.

The commitment to the DTM is just one of many of BMW Motorsport's activities in 2015. The commitment to GT racing is particularly extensive. The BMW Z4 GTLM will compete in the United SportsCar Championship, the BMW Z4 GTE races in the European Le Mans Series, and the BMW Z4 GT3 will be in action in many big races and in numerous championships around the world. In the BMW Sports Trophy, BMW Motorsport will once again be supporting privateers and privateer teams across the globe in 2015.

United SportsCar Championship.

The inaugural season of the United SportsCar Championship (USCC) held in North America for the first time in 2014 was a resounding success. The popular series is set to continue the long tradition of sports car races in the USA and Canada in 2015. BMW has played an important role in this success story for many decades and has won countless victories and titles over the years. The 2015 season got underway on 24th/25th January with the legendary 24 Hours of Daytona; March saw the 12 Hours of Sebring – and the 40th anniversary of BMW Motorsport's first win in North America with the BMW 3.0 CSL. Other classics such as the 6 Hours of Watkins Glen and the "Petit Le Mans" in Road Atlanta at the end of the season are yet to come. As in the previous year, BMW Team RLL is competing in the GTLM class with two cars and talented drivers.

John Edwards and Lucas Luhr share the cockpit of car number 24 this season. They will be supported by Jens Klingmann and Graham Rahal in the endurance races. Bill Auberlen and Dirk Werner will contest the entire season in car number 25. They will be backed up by BMW DTM drivers Augusto Farfus and Bruno Spengler in selected races.



BMW in GT Racing.

Nürburgring 24 Hours.

In 2015, the BMW Z4 GT3 will return to challenge for overall victory at the Nürburgring 24 Hours, spearheading a traditionally huge annual BMW contingent of teams, drivers and car models on the Nordschleife. In the cockpit will be experienced drivers, who are at home in the "Green Hell", as well as some promising youngsters. BMW has claimed more victories on the Nordschleife than any other manufacturer. The company currently has 19 overall triumphs and 167 class victories to its name.

Spa-Francorchamps 24 Hours.

Alessandro Zanardi was presented with a BMW Sports Trophy award for "Comeback of the Year" at the BMW Motorsport Season Review in 2014. In 2015 the Italian will once again push himself to the limits and fly the flag for BMW Motorsport in a BMW Z4 GT3 specially adapted to meet his unique requirements. The participation in the top category of the 24 Hours of Spa-Francorchamps will mark a new challenge for Zanardi and BMW Motorsport: for the first time ever Zanardi will share the cockpit with other drivers who are not handicapped. In 2015, BMW DTM drivers Bruno Spengler and Timo Glock will be Zanardi's team-mates.

BMW Motorsport Junior programme.

Following its successful debut since being realigned, the BMW Motorsport Junior programme enters its second year in 2015. BMW Motorsport prepares talented young drivers for a future career in GT racing with outings in the BMW M235i Racing and a sophisticated training and education plan. Jesse Krohn proved to be the strongest driver in the inaugural class of 2014. He will take the next step in his career in 2015, when he will fly the BMW flag in GT racing.

European Le Mans Series.

The BMW Z4 GTE will be in action in the European Le Mans Series in 2015. Five races are scheduled between May and October for the Marc VDS Racing Team. One of the drivers for the outings in the ELMS will be Andy Priaulx, who was crowned World Touring Car Champion with the brand on three occasions between 2005 and 2007 and spent last year racing in the United SportsCar Championship. As a world-class driver, he will spearhead the trio at the wheel of the BMW Z4 GTE. He will be joined by BMW Motorsport Junior Jesse Krohn and Henry Hassid.



BMW Sports Trophy.

Successful tradition around the world: 2015 sees the 54th season of the BMW Sports Trophy – and the brand's strong commitment to customer sport is uninterrupted. BMW Motorsport repays privateers and privateer teams for their participation with an offering of sophisticated vehicles, comprehensive service and many other advantages. BMW Motorsport will also reward the best privateers and privateer teams of the season with an impressive prize fund at the end of the year.

Markus Palttala secured first place in the Drivers' standings in 2014. The Finn had numerous successes in the BMW Z4 GTD and BMW Z4 GT3 last season, including in the USCC and at the 24 Hours of Spa-Francorchamps. As the winner of the Drivers' standings, he received 30,000 euros in prize money and was allowed to test drive the BMW M4 DTM. The Team standings were won by the Adrenalin Motorsport team, who had success with the BMW M235i Racing on the Nürburgring-Nordschleife and elsewhere. A total of 283 BMW privateers and 58 BMW privateer teams took part in the BMW Sports Trophy last season.



Supporting the way to success. Partners in DTM.

Premium Technology Partner.

Shell.

About Shell Lubricants

The term “Shell Lubricants” collectively refers to Shell Group companies engaged in the lubricants business. Shell sells a wide variety of lubricants to meet customer needs across a range of applications. These include consumer motoring, heavy-duty transport, mining, power generation and general engineering. Shell’s portfolio of lubricant brands includes Pennzoil, Quaker State, Shell Helix, Shell Rotella, Shell Tellus and Shell Rimula. We are active across the full lubricant supply chain. We manufacture base oils in eight plants, blend base oils with additives to make lubricants in over 50 plants, distribute, market and sell lubricants in over 100 countries.

We also provide technical and business support to customers. We offer lubricant-related services in addition to our product range. These include: Shell LubeMatch –the market leading product on-line recommendation tool, Shell LubeAdvisor – helps customers to select the right lubricant through highly trained Shell technical staff as well as online tools, and Shell LubeAnalyst – an early warning system that enables customers to monitor the condition of their equipment and lubricant, helping to save money on maintenance and avoid potential lost business through equipment failure.

Shell’s world-class technology works to deliver value to our customers. Innovation, product application and technical collaboration are at the heart of Shell lubricants. We have leading lubricants research centres in China, Germany, Japan (in a joint venture with Showa Shell), and the USA. We invest significantly in technology and work closely with our customers to develop innovative lubricants. We have a patent portfolio with 150 + patent series for lubricants, base oils and greases; more than 200 scientists and lubricants engineers dedicated to lubricants research and development.

Customer benefits include lower maintenance costs, longer equipment life and reduced energy consumption. One of the ways we push the boundaries of lubricant technology is by working closely with top motor racing teams such as Scuderia Ferrari. Shell scientists will also work alongside BMW Motorsport engineers to develop high-performance oils for use in BMW



Motorsport race cars. This development will be on-going during testing and the course of each respective race season. These technical partnerships enable us to expand our knowledge of lubrication science and transfer cutting-edge technology from the racetrack to our commercial products. When BMW Motorsport races in the DTM, the United SportsCar Championship (USCC) and the 24-hour race at the Nürburgring-Nordschleife in 2015, it will be joined by Shell as its new Premium Technology Partner. From 2015, Shell is also the only recommended supplier of genuine BMW engine oil and BMW's only recommended oil supplier for aftermarket engine oils.

Royal Dutch Shell plc

Royal Dutch Shell plc is incorporated in England and Wales, has its headquarters in The Hague and is listed on the London, Amsterdam, and New York stock exchanges. Shell companies have operations in more than 70 countries and territories with businesses including oil and gas exploration and production; production and marketing of liquefied natural gas and gas to liquids; manufacturing, marketing and shipping of oil products and chemicals and renewable energy projects. For further information, visit www.shell.com

Premium Partner.

BMW Bank.

BMW Bank GmbH is part of BMW Group Financial Services. On all continents, BMW Group Financial Services consists of more than 50 companies and cooperations with local financial services providers or importing companies. BMW Financial Services is one of the worldwide leading financial services providers within the automotive sector. It provides its customers with premium-products and -services covering the sectors of lease, loan and insurance contracts, as well as wealth management. BMW Financial Services is happy to be, once again in 2015, part of the DTM as a "Premium Partner BMW Motorsport".

Premium Partner.

BMW M Performance Parts.

The product range of BMW M Performance Parts enables customization with a clear focus on an intense driving experience. As well as the products already available for many BMW M models, the variety of M Performance Parts developed for the latest generation BMW 3 Series, BMW 5 Series and BMW 6 Series ensures an authentic transfer of M specific motor racing know-how to everyday driving.

The components are designed in close collaboration with BMW M GmbH, focusing on power train, suspension, aerodynamics and the cockpit. They provide a tangible increase in driving dynamics by enhancing engine power, reducing weight and optimizing aerodynamics. In addition, BMW M Performance Parts add a striking touch of sporty style to each vehicle. For



BMW drivers looking for superior quality in terms of personalisation and performance boost, BMW M Performance Parts are the right choice.

Premium Partner.

Deutsche Post.

The corporate brands Deutsche Post and DHL provide a unique range of services in the fields of logistics and communications. They offer the customer both easily manageable standard products and innovative tailored solutions – from dialogue marketing to industrial supply chains. About 470,000 employees in over 220 countries and territories form a global network aimed at providing optimal service, quality and sustainability. Deutsche Post also takes its social responsibility seriously, with programs dealing with the topics of climate protection, disaster management and education.

Premium Partner.

Ice-Watch.

Founded in Belgium in 2007, Ice-Watch now sells its watches in over 110 countries. The brand's unique design is reflected in the models and colours, which are available in over 500 different combinations. There is an Ice-Watch watch for every taste, every style and every situation. In barely seven years, the Ice-Watch brand has become a reference on the market, perfectly in line with the trend in consumption and the social phenomenon of change, which confirms the appeal of the fashion accessory, a small luxury accessible on a daily basis.

Right from the outset, founder Jean-Pierre Lutgen placed great importance on the concept and spirit behind the brand. Indeed, the Ice-Watch timepieces are always presented in a matching packaging, a moneybox called "BeCubic", which reflects the dynamic and modern nature of the brand. The box and the watch form a whole, complementing one another in their texture, their transparency and their colours. Ice-Watch is not just a watch – Ice-Watch is the embodiment of colour and fashion. This way, the company is able to set trends and appeal to a broad target group.

Premium Partner.

Red Bull.

Inspired by functional drinks from the Far East, Dietrich Mateschitz founded Red Bull in the mid 1980s. He created the formula of Red Bull Energy Drink and developed the unique marketing concept of Red Bull. In 1987, on 1st April, Red Bull Energy Drink was sold for the very first time in its home market Austria. This was not only the launch of a completely new product, in fact it was the birth of a totally new product category. Today Red Bull is available in more than 165 countries and more than 35 billion cans of Red Bull have been consumed so far. For further information please visit: www.redbull.com

**Premium Partner.****Samsung SDI.**

Samsung SDI is a leading solution provider in materials and energy. Established in 1970, Samsung SDI has continued to strive towards a creative and innovative future. With continuous efforts, Samsung SDI has been creating innovative products with cutting-edge technology that is being experienced by users today. Samsung SDI began as a producer of cathode ray tubes (CRT) for TVs and PC monitors and expanded the business to LCD, PDP, and AMOLED technologies. Since 2002, Samsung SDI entered the energy solution business and it has since successfully transformed itself into a provider of IT batteries such as mobile phones, mobile PCs and tablets, while expanding into the field of automotive batteries. Following its merger with Cheil Industries in 2014, Samsung SDI now aims to create synergy between its energy solution business and the newly acquired electronics and chemical materials business. Samsung SDI's products include small-sized lithium-ion batteries for mobile devices, automotive batteries, energy storage systems, materials for semiconductors and displays, plastic for electronic devices and vehicles, as well as artificial marble.

Official Partner.**Akrapovič.**

Akrapovič is the leading manufacturer of premium exhaust systems for motorcycles and performance cars. It is also a leader in carbon components and the innovative use of superalloys. Akrapovič exhaust systems are renowned for their design, lightweight construction and durability, as well as their impact on performance and sound.

Available for a range of BMW models as aftermarket products, Akrapovič exhausts enhance performance, torque and sound. The systems are available in titanium or stainless steel, with exquisite carbon fibre or titanium taillpipes and on many models, drivers can add a Wireless Kit for adjustable sound. Founded in Slovenia in 1990 by former motorcycle racer Igor Akrapovič the brand has grown to international prominence through the successful support of leading racing teams.

Official Partner.**Becker Carbon.**

Becker Carbon specialises in the manufacture of fibre composite components. With a wealth of experience and great commitment, the company has developed a high degree of expertise – particularly in the field of carbon fibre – and established a basis, which allows it to implement this expertise in an innovative manner. Becker Carbon strives to support its customers and partners, in order to make the use of carbon fibre in concepts and products efficient from both



a technical and economic point of view. Over the past 14 years, Becker Carbon has established itself as a leading specialist in fibre composite components. Whether motorsport, vehicle construction, measurement technology, aerospace, rehabilitation technology or medical technology: from the design of components and the manufacture of tools and moulds, through to the finished components, the company is able to offer a fully-integrated workflow at its factory in Offenberg/Neuhausen. From prototypes to series production – everything from one source. Becker Carbon and BMW have enjoyed a long-standing partnership in motorcycle racing, which it is now taking to the next level on four wheels in the DTM. Automobile racing is just one of the many fields of application for carbon fibre components manufactured by Becker Carbon. www.becker-carbon.de

Official Partner.

BMW Driving Experience.

Every BMW Driving Experience is a unique experience. This is mainly due to our experienced BMW instructors – as well as the wide range of training and tour courses and the exclusive choice of venues. As engineers, designers or racing drivers, our BMW instructors know exactly what counts when it comes to driving. And they pass on this knowledge to the participants – both in theory and practice. Experience “Sheer driving pleasure” first hand. For information about the courses please check www.bmw-drivingexperience.com

Official Partner.

H&R.

Suspension Components Made in Germany: H&R has racing springs for more than 1,900 vehicles – probably the biggest offering anywhere in the world. Also, H&R develops and produces shock absorbers, wheel spacers, sway bars and other suspension components for customers around the globe. For testing of new materials and technologies, H&R has participated for many years in top international motorsport events. This experience goes directly into development and production.

H&R also manufactures technical springs, such as compression springs, tension springs, torsion and flat form springs. H&R stands for premium-quality, innovative products that are made in Germany in stringent compliance with the quality assurance standards of DIN EN ISO 9001:2008.



Official Partner.

MAHLE.

MAHLE has a local presence in all major world markets. In 2014, some 66,000 employees at more than 150 production locations and ten major research and development centers are expected to generate sales of around ten billion euros.

As a leading global development partner for the automotive and engine industry, MAHLE offers unique systems competence in the areas of engine systems, filtration, electrics/ mechatronics, and thermal management. The MAHLE Group ranks among the top three systems suppliers worldwide for mobile applications in these sectors. In the original equipment industry, MAHLE provides technologically innovative solutions for automotive, commercial vehicle, machinery, and other industrial applications. The Aftermarket business unit also serves the independent parts market with MAHLE products in OE quality.

Nothing demonstrates MAHLE's technology leadership better than its success in international and national motorsport. The engine components developed and produced by MAHLE Motorsport are subject to the most demanding requirements in terms of precision and durability and are used in Formula 1, the 24 Hours of Le Mans, the WEC, the DTM, the WRC, and in the American NASCAR series, for example.

MAHLE fulfills these requirements with passion—because MAHLE engineers have fuel in their blood.

Official Partner.

Sympatex.

As one of the worldwide leading producers, Sympatex® Technologies has been a pioneer for high-tech functional materials in clothing, footwear, accessories and technical fields of application since 1986. Together with selected partners, Sympatex develops, produces and distributes membranes, laminates and functional textiles as well as finished products worldwide. The Sympatex membrane is optimally breathable, 100% wind- and waterproof and regulates the climate. It is 100% recyclable, bluesign® approved, received the „Oeko-Tex Standard 100“ certificate, is PTFE-free and PFC-free. The technologies and procedures are based on the principles of ecological responsibility and sustainability with a special focus on the optimal carbon footprint. Sympatex Technologies is a subsidiary of Sympatex Holding GmbH with sales offices and branches worldwide.

**Official Partner.****ZF.**

ZF Friedrichshafen AG is a leading worldwide technology group specializing in driveline and chassis technology, with 121 manufacturing companies in 26 countries. ZF and BMW enjoy a historic partnership at the highest stage, because nowhere else can ZF demonstrate the capacity of its components better than in motor sports. ZF cooperates with BMW in the road car range, but also develops customized racing clutches and shock absorbers for the DTM and the 24h race at the Nürburgring as Official Partner BMW Motorsport. The experience gained in racing is gladly used in research and development work for the automotive industry, providing many advantages for each and every BMW driver.

Official Partner.**Zollner.**

Founded in 1965 by Manfred Zollner as a one-man operation in a small community in Bavaria, the company has since developed into a group employing 8,000 workers in 17 international locations. Zollner Elektronik AG is a public company, which is 100% family-owned and has never forgotten its regional roots. With its expertise network in the field of mechatronics, the company strives to advance development and research in the region. Zollner has always shown that innovation and hi-tech go hand in hand with healthy growth and stable revenue. On a global scale, the EMS service provider is now one of the best in its field. The broad positioning in the industry makes the company a reliable partner, even in difficult times.

The complex diversity includes automotive technology, railway technology, industrial electronics, medical technology, aviation, measurement technology, office electronics and data technology, other consumer products and telecommunications. One particular focus of Zollner Elektronik AG is on quality – including labour, health and environmental management. Numerous certifications and awards confirm the high demands the company places in this field. As the leading company in a network of over 20 partners that developed and constructed the largest four-legged walking robot in the world, “Tradinno”, Zollner Elektronik AG pulled off a pioneering technical feat that even made it into the Guinness Book of Records.

Official Supplier.**Baldessarini.**

In 2006, Baldessarini, with its headquarters in Munich, was sold to Ahlers AG – one of the leading listed manufacturers of fashionable men's clothing in Europe. The Baldessarini brand is represented internationally in the premium sector, and has established an outstanding position on the global market thanks to its unique brand identity. Baldessarini combines the



uncompromising quality of high-class materials with the best possible workmanship in its own distinctive style.

Official Supplier.

PUMA.

PUMA is one of the world's leading Sports Brands, designing, developing, selling and marketing footwear, apparel and accessories. For over 65 years, PUMA has established a history of making fast product designs for the fastest athletes on the planet. PUMA offers performance and sport-inspired lifestyle products in categories such as Football, Running, Training and Fitness, Golf, and Motorsports. It engages in exciting collaborations with renowned design brands such as Alexander McQueen and Mihara Yasuhiro to bring innovative and fast designs to the sports world. The PUMA Group owns the brands PUMA, Cobra Golf, Tretorn, Dobotex and Brandon. The company distributes its products in more than 120 countries, employs more than 10,000 people worldwide, and is headquartered in Herzogenaurach/Germany. For more information, please visit www.puma.com



Your contact partners. Media Service.

BMW Motorsport reports on the events of the DTM via up-to-date press releases and on all of its digital platforms. If you have any further questions, please do not hesitate to contact one of the following contacts.

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Media information is available in various email formats (text, PDF, HTML) in both German and English. Please send any requests to amend the distribution list via email to: bmw@bs-plus.de

Throughout the 2015 DTM season, BMW Motorsport is once again providing a text service for media representatives. If you wish to receive DTM results and the latest news direct to your smartphone, please send an E-mail with your mobile phone number to: bmw@bs-plus.de

DTM previews will generally be released on the Monday ahead of the race weekend. Qualifying and race reports will be sent on race weekends, as soon as the session or race is over. After



each race, you will find the latest BMW Motorsport media information online at:
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