



Nürburgring 24 Hours 2015.

BMW Motorsport Media Information.

Motorsport



Foreword. BMW Motorsport Director Jens Marquardt.

Dear Media Representatives,

In 2015, the BMW Z4 GT3 will return to challenge for overall victory at the Nürburgring 24 Hours, spearheading a traditionally huge BMW contingent of teams, drivers and car models.

As in previous years, BMW Sports Trophy Team Schubert and BMW Sports Trophy Team Marc VDS, each with two works-supported BMW Z4 GT3s, will compete on the most difficult track in the world. We're convinced that with these two teams, as well as our outstanding driver line-up, we are in an excellent position for the highlight of the endurance season. Our team has a mix of old-hands and young talent, who all have experience of the Nordschleife, are familiar with GT racing and are fast even in difficult conditions. With this combination we are ready for success in the special challenges that the Nordschleife has in store once again in 2015. Two further privateer BMW Z4 GT3 complete our squad in the SP9 class.

On top of this, in collaboration with Walkenhorst Motorsport, we will once again field a BMW M235i Racing media car. Two renowned motorsport journalists will be given the opportunity to contest the endurance classic alongside Harald Grohs and BMW Motorsport Junior Victor Bouveng. I look forward to wishing our GT cars the best in the battle for the top places, following the gripping duels in the BMW M235i Racing, as well as watching the many BMW privateers go on their hunt through the 'Green Hell'.

This media information is designed to give you an overview of BMW Motorsport at the Nürburgring 24 Hours.

Yours sincerely

Jens Marquardt
BMW Motorsport Director



A legendary Marathon. The Nürburgring 24 Hours.

In 2015, the legendary Nürburgring-Nordschleife will host the 24-hour race for the 43rd time. BMW has claimed more victories in the “Green Hell” than any other manufacturer. The company currently has 19 overall triumphs to its name – of which eight were one-twins. In total, BMW cars have picked up 167 class victories. In 1970, BMW was the first entry in the winners’ list at the Nürburgring 24 Hours, when Clemens Schickentanz and the young Hans-Joachim Stuck triumphed in a BMW 2002 ti. In 1998, Andreas Bovensiepen, Marc Duez, Christian Menzel and Stuck achieved the first victory for a car with a diesel engine: the BMW 320d. The last BMW victory dates back to 2010, when Augusto Farfus, Jörg Müller, Uwe Alzen and Pedro Lamy secured the win in a dramatic finale with their BMW M3 GT.

In 2015, the BMW Z4 GT3 will return to challenge for overall victory at the Nürburgring 24 Hours, spearheading a traditionally huge BMW contingent of teams, drivers and car models. In the cockpit will be experienced drivers, who are at home in the Green Hell, as well as some promising youngsters. BMW Sports Trophy Team Schubert will field the BMW DTM drivers Marco Wittmann and Martin Tomczyk, and BMW USCC driver Dirk Werner, together with BMW works drivers Dirk Müller, Alexander Sims, Dominik Baumann, Claudia Hürtgen and Jens Klingmann. BMW Sports Trophy Team Marc VDS is backing the BMW DTM drivers Augusto Farfus and Maxime Martin, USCC driver Lucas Luhr, as well as Dirk Adorf, Markus Palttala, Nick Catsburg, Jörg Müller and the new addition to the BMW driver squad, Richard Westbrook. The Walkenhorst Motorsport team will field two additional BMW Z4 GT3s, one of which sees BMW USCC driver John Edwards in the cockpit.

As well as the GT cars, around 40 other BMW vehicles will be on the starting grid on 16th May 2015. The BMW M235i Racings, in particular, which will compete in their own class. Then there is the BMW M235i Racing media car, in which the two renowned motorsport journalists Bernd Ostmann and Christian Gebhardt will contest the endurance classic. They will be supported by Harald Grohs and BMW Motorsport Junior Victor Bouveng.

As a result of the tragic accident at the first VLN race, for safety reasons there will be speed limits on some of the dangerous sections of track at this year's 24-hour race. Teams and drivers were given enough time to get used to these new conditions during the preparation race.



An overview of the changes to the rules as a result of the accident at the first VLN race:

- The vehicles in the top classes will be slowed down by reducing engine performance by five percent.
- Speed must be reduced in the sections Hocheichen / Quiddelbacher Höhe (200 km/h) up to the Schwedenkreuz section, as well as on Döttinger Höhe (250 km/h for both). Signals will be used to indicate the start and end of each zone. A white flashing "Flagmaster" signal with a speed limit sign marks the start of the zone, and a green signal with an end sign marks the end of the zone.
- The speed limit will be monitored by GPS signal and a "GPS eye". The GPS measuring instruments are programmed in such a way that if there is a problem with the transfer, they store the values and then send them as a bundle. This enables the race organisers to determine exactly at what time a vehicle was driving at which speed in which location.



Welcome to “Green Hell”. The Nürburgring-Nordschleife.

The Nordschleife is the longest permanent race track in the world. It demands skill, courage and a cool head at all times. The weather conditions in the Eifel region, which can change within minutes, pose an additional challenge. Rain, hail and even snow showers are no rarity, even at springtime.

Even in dry weather, the Nordschleife puts the drivers' talent to the test over the entire distance. No sooner have they left the Nürburgring's Grand Prix circuit than the first key point awaits them between “Hatzenbach” and “Hocheichen”. The track twists and turns, requiring the drivers to demonstrate a good eye for the racing line. Mistakes made when entering the turns are difficult to correct.

The tempo picks up again between “Flugplatz” and “Schwedenkreuz”. The drivers must master crests and dips at high speed. Here too, the ability to accurately identify the racing line is an immense advantage. Another renowned section of the Nordschleife follows, in the form of the “Fuchsröhre”. The drivers are pressed into their seats in the dip, and the subsequent crest is followed by the “Adenauer Forst” chicane. “Bergwerk” is one of the most important sections on the circuit. Anyone who is too slow here will lack the momentum required for the following uphill section. Turn in late and accelerate early: that is the recipe for a good lap time. In the “Carraciola Karussell”, the track heads round a steep concrete bank.

The “Eschbach” and “Brünnchen” sector of the circuit is another that quickly punishes any mistake. The right-hander on the way out of the section, which becomes increasingly tight, offers little in the way of grip. No wonder it's also known as “Eiskurve” – the icy corner. Crashes are far from rare here. The Nordschleife is famous for its jumps, particularly around the “Pflanzgarten”. Drivers have to take the crests on a straight line and avoid jerky steering. Rain demands extra caution: the entrance to this section is extremely slippery.

The “Schwalbenschwanz” section is one of the nicest combinations of corners at the Nordschleife. Towards the end of the lap, another key point lurks in the form of the “Galgenkopf”: the slightest mistake here can easily result in the loss of valuable seconds. The cars reach their highest speeds on the Nordschleife on the closing “Döttinger Höhe” straight.



Teams & drivers. BMW Sports Trophy Team Schubert.

Team Principal Torsten Schubert's squad has been a permanent fixture at the 24-hour race at the Nürburgring-Nordschleife since 2003. Since 2012 the team can count on BMW works support. On their fourth joint appearance the team will field the two BMW Z4 GT3s with car numbers 19 and 20.

Schubert Motorsport challenges for victories and trophies in a diverse range of racing series. In 2014, the team from Oschersleben competed in the VLN Endurance Championship, the ADAC GT Masters, the Blancpain Sprint Series and at a number of 24-hour classics. At the 2014 race on the Nordschleife, BMW Sports Trophy Team Schubert crossed the finish line in sixth place in the number 20 BMW Z4 GT3. In addition to competing at the Nürburgring, the ADAC GT Masters is on the schedule once again for 2015.

Before Schubert Motorsport specialised in long-distance racing, the team from Oschersleben enjoyed success on the touring car scene, including the German Touring Car Challenge (DTC) and the German Production Car Championship (DPM). Schubert Motorsport immediately caused a number of shocks in the 2011 season, winning the 24-hour races in Dubai and Barcelona.



BMW Sports Trophy Team Schubert. Drivers.

#19: Dirk Müller.

Dirk Müller is a real GT specialist, and he's got a run of success in the discipline to match. Müller won the GT class of the American Le Mans Series in 2000 and became a BMW works driver the following year. In 2002 he made the change to touring cars. Müller won a total of 12 races in his five seasons for Schnitzer Motorsport and only missed the European Championship title (2004) and the top place in the World Touring Car Championship (2005) by a whisker. He also kept up his winning form in endurance racing and formed part of the victorious team with Jörg Müller and Hans-Joachim Stuck at the Nürburgring 24 Hours in 2004. In 2011 he won his second ALMS GT driver title, this time in a BMW M3 GT. In 2014 he competed in the United SportsCar Championship (USCC) in the BMW Z4 GTLM. He started the 2015 season with a win on his guest start in the Blancpain Sprint Series in Nogaro. He was victorious in the BMW Z4 GT3 of BMW Sports Trophy Team Brasil alongside Maxime Martin.

#19: Alexander Sims.

Alexander Sims is a rising star from Great Britain. He made his first appearances in single-seater racing in 2006, gaining experience in Formula BMW. Since then his career path has seen him rise through the ranks in various single-seater series: Sims spent two years racing in the Formula 3 Euro Series, and competed in GP3 and the Formula 3 European Championship in 2013. At the same time, Sims also began competing in endurance races in 2012. He competed in the European Le Mans Series in an LMP2 prototype. Sims also made his debut at the Le Mans 24 Hours in the same year. 2014 was the first year Sims took part in the Nürburgring 24 Hours for BMW Motorsport. He also competed for Team Ecurie Ecosse in the Blancpain Endurance Series and the British GT Championship. Sims is in action for the Ecurie Ecosse team once again in 2015. Alongside Marco Attard he won the British GT race in Rockingham in April.

#19: Dirk Werner.

After his successes in European endurance races as well as in North America, which were rewarded with a BMW works driver contract in 2010, the family man was part of BMW's return to the DTM in 2012. BMW Team Schnitzer won the title in the team standings in the very first season and he was part of the team. BMW also won the manufacturer standings in 2012 and in 2013 with Werner's results helping. He returned to endurance racing in 2014 and, in the BMW



Z4 GT3, competed in the Nürburgring 24 Hours and 24 Hours of Spa-Francorchamps, among other races. On the circuit in the Ardennes, he led the race until shortly before the end, and finished in second place. In 2015, Werner returns to North America as a permanent driver for BMW Team RLL in the United SportsCar Championship. Alongside Bill Auberlen he celebrated his first win in the BMW Z4 GTLM at the third race of the season in Long Beach.

#19: Marco Wittmann.

Marco Wittmann won the Drivers' Championship in the 2014 DTM season. The success marks the high point of the young German's rapid rise to glory in the DTM since making his debut in 2013. At the age of 24 years and 294 days, Wittmann became the youngest DTM champion ever in BMW colours. Before that Wittmann raced in the BMW Z4 GT3 for various BMW customer teams, and contested the 24-hour race at the Nürburgring-Nordschleife in 2012. At the same time, he was also involved in the BMW DTM programme as test and development driver. In 2014, he was part of BMW Sports Trophy Team Marc VDS on the Nordschleife for the first time.

#20: Dominik Baumann.

He is young and quick: Austria's Dominik Baumann can already look back on a number of impressive successes. The man from Tirol has been racing on the GT scene since 2011. In 2012 he was crowned FIA GT3 European Champion at just 19 years of age, and was named "Motorsport Talent of the Year" by the FIA. In 2013 and 2014, Baumann competed in the ADAC GT Masters with the Schubert team in a BMW Z4 GT3. Sharing the cockpit with team-mate Claudia Hürtgen, he was in contention for the title right down to the final round. 2015 sees him share the cockpit of the BMW Z4 GT3 with Jens Klingmann in the ADAC GT Masters. He is also involved in the development of the BMW M6 GT3.

#20: Claudia Hürtgen.

Claudia Hürtgen has been successfully representing the BMW brand for many years. Between 2003 and 2005 she won the titles in the German Touring Car Challenge, German Production Car Championship and the Endurance Championship at the Nürburgring with BMW. In 2006 she became the first, and still the only, woman to win the BMW Sports Trophy. In 2011, Hürtgen claimed victory at the 24 Hours of Dubai in the BMW Z4 GT3. Since 2012 she has competed in the ADAC GT Masters for Team Schubert, where she shares the cockpit of the BMW Z4 GT3 with Uwe Alzen in 2015. Hürtgen is also head instructor at the BMW Driving Experience.

#20: Jens Klingmann.

Jens Klingmann knows the GT3 version of the BMW Z4 like the back of his hand. He has already competed in the Nürburgring 24 Hours in this car many times. 2014 was also the first time that he contested an entire season of the ADAC GT Masters in the BMW Z4 GT3. This season he will compete alongside Dominik Baumann. Klingmann is a product of the Formula BMW talent factory. He first caught the eye in 2006 and was named "Rookie of the Year". In



2007 he took the next step, winning nine races on his way to the title. The BMW works driver competes in selected endurance races with BMW Team RLL, such as the 24 Hours of Daytona and the 12 Hours of Sebring at the wheel of the number 24 BMW Z4 GTLM.

#20: Martin Tomczyk.

Martin Tomczyk is one of the most experienced drivers in the DTM field. Only two of the current crop of DTM drivers have contested more races than the man from Rosenheim, Germany. In 2011, he achieved his greatest goal at the 11th attempt: the drivers' title in the DTM. Tomczyk picked up three wins and eight podium finishes over the course of the season. In 2012 he arrived at BMW with the number 1 on his car. By finishing sixth in the 2014 overall standings, he turned out to be the second-best BMW driver of the year. The Nordschleife isn't unknown territory for Tomczyk as he finished sixth with BMW Team Schubert in 2013 and 2014.



BMW Sports Trophy Team Marc VDS.

In 2013, Marc VDS Racing came to “Green Hell” with the works support of BMW Motorsport for the first time and finished second. In 2014, the Belgian squad experienced an unlucky race. In 2015, BMW Sports Trophy Team Marc VDS starts again with two BMW Z4 GT3s.

Marc VDS Racing is at home on both two and four wheels. As well as its presence in GT racing, Marc VDS also competes in the Motorcycle World Championship. The VDS stands for the surname of founder Marc van der Straten. He runs the team together with racing driver Bas Leinders, in his role as team manager for the GT racing side of things, and Michael Bartholemy, who is responsible as team manager for the motorcycle activities. The headquarters of the outfit, which was founded in 2009, is Gosselies.

Marc VDS Racing ran the BMW Z4 GT3 for the first time in 2012, and the Belgians were successful from the word go in the Blancpain Endurance Series. The three drivers, Bas Leinders, Maxime Martin and Markus Palttala, won the opening two races of the season. The trio was still in contention for the title right down to the final race, but narrowly missed out. At the 24-hour race on the Nürburgring-Nordschleife in 2013, Maxime Martin, Andrea Piccini, Yelmer Buurman and Richard Göransson showed their class, finishing runners-up in the number 25 BMW Z4 GT3. In the same year Marc VDS Racing won the Blancpain Endurance Series team competition. In 2014, the team finished runner-up at its home race, the Spa-Francorchamps 24 Hours.

The Marc VDS Racing team also runs a BMW Z4 GTE in the LMGTE class of the European Le Mans Series (ELMS) in 2015, with works support from BMW Motorsport. The Belgian squad goes up against the likes of Ferrari and Porsche in its class.



BMW Sports Trophy Team Marc VDS. Drivers.

#25: Lucas Luhr.

Between 2002 and 2012, Lucas Luhr won a total of five driver titles in the American Le Mans Series. He first made his mark on the GT class; then the old hand also went on to win in the LMP2 and LMP1 prototypes. In 2015, he competes in the United SportsCar Championship for BMW Team RLL, where he got his first win as a BMW works driver alongside John Edwards in Laguna Seca. Luhr has also won overall or class victories in all major endurance classics, be it at the 24 Hours of Le Mans, at the Nürburgring, in Daytona, in Spa-Francorchamps, or at the 12 Hours of Sebring. He has been part of the BMW family since the 2014 season. Luhr competed in the Nürburgring 24 Hours for BMW Sports Trophy Team Schubert. At the 24 Hours of Spa he finished in second place for BMW Sports Trophy Team Marc VDS.

#25: Maxime Martin.

It was through the BMW Sports Trophy that he made it into the BMW works driver squad. His performances as an independent driver in 2012 were so impressive that in 2013 BMW signed him up as a test and development driver for the DTM. At the same time he contested the entire season in the American Le Mans Series, made a name for himself at the Nürburgring 24 Hours and enjoyed success in the Blancpain Endurance Series. In 2014 Martin took the next step. As part of BMW Team RMG he contested his debut season in the DTM. In only his fifth DTM race, Martin became the first Belgian in the history of the DTM to climb onto the very top step of the podium. It was a dominant win in the SAMSUNG BMW M4 DTM. He finished seventh in the overall standings and became "Rookie of the Year".

#25: Markus Palttala.

Nicknamed "Captain", Palttala is not only a successful GT driver himself, but also passes his knowledge on to others. When not behind the wheel of a racing car, he works as a trainer for budding racing drivers in his native Finland. He claimed two victories in the Blancpain Endurance Series in 2011 and 2012 and finished runner-up in the championship in both years. In 2010 he won the 1000 Kilometres of Spa. He is a regular at the 24-hour races at the Nürburgring, Spa-Francorchamps and in Le Mans. After strong performances at the 24-hour race in Spa and with Turner Motorsport in the United SportsCar Championship, he was victorious in the privateer standings of the BMW Sports Trophy in 2014. 2015 sees him



compete alongside Michael Marsal for Turner Motorsport in the GTD class of the USCC once again.

#25: Richard Westbrook.

Richard Westbrook sees another GT racing star join the driver line-up at BMW Motorsport in 2015. The Englishman has already contested all the major 24-hour races for various manufacturers and has celebrated countless successes. Westbrook races in both Europe and North America and had his biggest success to date in 2009, when he won the GT2 title in the FIA GT Championship. Westbrook has also raced on the Nordschleife in numerous events, but 2015 will be the first time he takes it on in the BMW Z4 GT3.

#26: Dirk Adorf.

Fighting spirit, determination, will to win – these attributes are the hallmark of Dirk Adorf. He regards the Nürburgring's Nordschleife as his second home, and has already achieved countless successes there. He regularly celebrates class and overall victories in the VLN Endurance Championship, winning the title three times so far and being crowned “Driver of the Year” by the fans on several occasions. However, Adorf is not only successful on the track, but also away from it. Having trained as a master mechanic, he went on to study Technical Business Management at the European Academy in Cologne. He later formed a successful events agency and is active as a commentator and presenter for various TV broadcasters. Adorf has also been heavily involved in promoting young racing drivers with BMW Motorsport for many years. At the moment he works as chief instructor in the BMW Motorsport Junior Programme.

#26: Nick Catsburg.

The Dutchman Nick Catsburg has increasingly made a name for himself in GT Sport in previous years. He started his career in 2004 at the age of 16 and since 2011 he has started in BMW racing cars in a variety of international racing series and 24-hour races. The highlight of his career to-date was the 2013 season: Together with Marc VDS Racing, he took the team title in the Blancpain Endurance Series. He shared the cockpit of the BMW Z4 GT3 with Markus Palttala and Henri Moser. He has already tasted success on the Nürburgring Nordschleife and celebrated race victories in the VLN Endurance Championship in 2013 and 2014.

#26: Augusto Farfus.

Regardless of what series he has appeared in, Augusto Farfus has always established himself as one of the quickest drivers around within a very short time. He claimed win after win in the World Touring Car Championship, while also proving his stamina on the endurance circuit. Farfus lived up to his reputation in the DTM. At the end of his debut season, the Brazilian was recognised as the best rookie. In 2013, Farfus emerged as a genuine title contender. He won three races and finished runner-up in the Drivers' Championship. In 2015, he will compete in his fourth DTM season together with BMW Team RBM in the Shell BMW M4 DTM. In 2010



his name went down in history as he won the Nürburgring 24 Hours alongside Jörg Müller, Uwe Alzen and Pedro Lamy in the BMW M3 GT2.

#26: Jörg Müller.

Jörg Müller has proved more than once in his career he belongs up there among the best GT drivers of all time. In 2010 Müller made a decisive contribution to Team BMW Motorsport's overall victory at the 24-hour race on the Nürburgring-Nordschleife. It was his second ever triumph in the Eifel marathon, which he had won for the first time in a BMW M3 GTR back in 2004. The German driver also has fond memories of the American Le Mans Series. In 2001, Müller secured the driver title in the GT class in a BMW M3 GTR. Since 2014 he has raced in the Japanese Super GT Championship in a BMW Z4 GT3.



The Marathon Runner. BMW Z4 GT3.

The BMW Z4 GT3 continues to spearhead the range of vehicles available from BMW Motorsport Sales and Distribution. Further improvements were made for 2015, and the car is once again set to catch the eye in the hands of privateer BMW teams and drivers at events and in championships run in accordance with GT3 regulations in Europe, Asia and North America. The car has been in action at the Nürburgring 24 Hours since the 2010 season.

The engine block of the car's V8 is produced by the BMW Foundry in Landshut. BMW Plant Dingolfing contributes the rear-axle transmission, among other things. The front and rear aprons, bonnet, roof, mudguards, rear wing, and many other parts are made of carbon fibre reinforced plastic.

The steel chassis of the BMW Z4 GT3, into which a safety cell made of high-tensile precision steel tubes is welded, is manufactured by BMW Plant Regensburg. Therefore, the racing car's chassis comes off the same production line as that of the road version of the BMW Z4. Only at the end of the production process does the racing chassis veer away from the standard production one, in order to be finished by hand. In total, it takes about 700 man hours to completely assemble a BMW Z4 GT3.

2013 was a successful year for the BMW Z4 GT3, which won numerous races in GT series around the world. It also claimed its first podium at the Nürburgring 24 Hours, where it finished runner-up. The 2014 season has been even more successful. Among others, the car won the titles in the British GT Championship and the GT300 class of the Japanese Super GT Championship.



Technical specifications. BMW Z4 GT3.

Length:	4.387 mm
Width:	2.012 mm
Height:	1.210 mm
Wheel base:	2.509 mm
Tank capacity:	115 litres
Engine type:	Eight-cylinder, V-configuration
Capacity:	4,361ccm
Max output:	approx. 535bhp (depending on air restrictor regulations)
Bore x stroke:	92 x 82mm
Max. engine speed:	8750 rpm



Glorious history. All BMW victories at the Nürburgring 24 Hours.

Year	Drivers	Car
1970	Stuck / Schickentanz	BMW 2002 ti
1971	von Hohenzollern / Pank	BMW Alpina
1972	Kelleners / Pank	BMW Alpina
1973	Lauda /Joisten	BMW 3,3
1984	Felder / Bröhling / Oberndorfer	BMW 635 CSi
1985	Felder / Hammelmann / Walterscheid-Müller	BMW 635 CSi
1986	Oestreich / Rensing / Vogt	BMW 635 CSi
1989	Pirro / Ravaglia / Giroix	BMW M3
1990	Heger / Winkelhock / Schmickler	BMW M3
1991	Winkelhock / Nissen / Hahne	BMW M3
1992	Cecotto / Danner / Martin / Duez	BMW M3
1994	Wlazik / Katthöfer / Rosterg	BMW M3
1995	Ravaglia / Duez / Burgstaller	BMW 320i
1996	Scheid / Reck / Widmann	BMW M3
1997	Scheid / Reck / Tiemann / Zakowski	BMW M3
1998	Duez / Bovensiepen / Menzel / Stuck	BMW 320d
2004	D. Müller / J. Müller / Stuck / Lamy	BMW M3 GTR
2005	Lamy / Said / Huisman / Priaulx	BMW M3 GTR
2010	Lamy / Farfus / Alzen / J. Müller	BMW M3 GT2



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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

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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.

Randstad.

With an average 68,000 employees, 500 branches in about 300 cities, and a turnover of approximately 1.96 billion Euros (2011), the Randstad Group is the leading personnel service provider in Germany. Randstad provides companies in various industries with comprehensive personnel service concepts. As well as the classic temporary work, Randstad's portfolio also includes Professional Services, Recruitment, HR Solutions and Inhouse Services divisions. Randstad has been active in Germany for over 40 years and belongs to the Dutch Randstad



Holding nv: with a total turnover of around 16.2 billion Euros (2011), about 576,800 employees in daily work, and 4,700 branches in over 40 countries, Randstad is one of the largest personnel service providers in the world.

Official 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.

Official Supplier.

Michelin.

Michelin has been involved in motorsport for more than 100 years as the leading tire manufacturer worldwide. Recently, for instance, the French company revolutionized Endurance racing worldwide by reducing dramatically the quantity of tires used during the events, while increasing the performance at the same time. Thanks to a continuous knowledge transfer between series production and motorsport, both areas have been supporting each other successfully for years. The brand with the Michelin Man has been a reliable racing sports partner of BMW for years.



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