

24 HOURS OF SPA-FRANCORCHAMPS 2015.

MEDIA INFORMATION.

BMW Motorsport

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FOREWORD.

BMW MOTORSPORT DIRECTOR JENS MARQUARDT.



Dear Media Representatives,

This year's 24 Hours of Spa-Francorchamps is very special in many regards. It is exactly 50 years since BMW celebrated its first victory in the Ardennes. A further 20 triumphs have followed to date.

On this anniversary, we compete with many BMW Z4 GT3s in Belgium in 2015. This is the last major appearance by this car, and the goal is to continue our success story in Spa – preferably with another victory, of course. There have been many races, in which the BMW Z4 GT3 has missed out on victory at a 24-hour classic by little more than a hair's breadth. As such, we will be doing everything in our power to ensure this magnificent car is given a worthy send-off on the 24-hour stage.

At the same time, the race is the highlight of a unique project: Alex Zanardi is joining forces with Timo Glock and Bruno Spengler. To ensure that Alex can alternate with Timo and Bruno at the wheel of the BMW Z4 GT3, despite his physical restrictions, our engineers have invested a lot of time and developed innovative solutions over the past few months. I am certain that this extraordinary combination of drivers will thrill the fans.

This press kit provides you with a whole host of useful information regarding the 24 Hours of Spa-Francorchamps. I hope you have a successful weekend in the Ardennes.

Yours sincerely

A handwritten signature in black ink, which appears to read 'Jens Marquardt'.

Jens Marquardt
BMW Motorsport Direktor

A SPECIAL ANNIVERSARY.

The 24 Hours of Spa-Francorchamps thrills both fans and drivers alike. The 67th running of the endurance classic from 25th to 26th July marks a very special anniversary for BMW. It is exactly 50 years since Pascal Ickx and Gérard Langlois van Ophem claimed the first victory for BMW at the iconic 24 Hours of Spa-Francorchamps at the wheel of a BMW 1800TI/SA.

This year's marathon in the Ardennes marks a motorsport milestone. For the first time, double amputee Alessandro Zanardi will share the cockpit of a BMW Z4 GT3 with other drivers who are not physically disabled. Zanardi will join forces with BMW DTM drivers Timo Glock and Bruno Spengler. Over the past months, a team of up to nine engineers has developed many innovative technical solutions to allow all three drivers to complete a race distance of 24 hours without any problems, and to allow them to swap drivers as quickly as possible. The modified BMW Z4 GT3 will be run by ROAL Motorsport.

In total, 11 BMW Z4 GT3s, run by eight different teams, will compete at the 24-hour classic in 2015. The individual teams' driver line-ups will be bolstered by many BMW works drivers. After BMW Sports Trophy Team Marc VDS finished second last year to claim its first podium at the



team's home race in Belgium, Team Principal Bas Leinders and his outfit has its sights set firmly on overall victory this time around. They will be supported by the two BMW DTM drivers Augusto Farfus and Maxime Martin, as well as Lucas Luhr and Dirk Werner, who race for BMW in the United SportsCar Championship (USCC).

The Triple Eight Racing team will also receive prominent support during the 24 Hours of Spa-Francorchamps, courtesy of Dirk Müller. The other BMW teams taking on the challenge at

the "Circuit de Spa-Francorchamps" are BMW Sports Trophy Team Brazil, Team Russia by Barwell, Classic & Modern Racing, Ecurie Ecosse, TDS Racing and Boutsen Ginion. This year, the endurance classic again forms the highlight of the season in the Blancpain Endurance Series. The first highlight for fans and drivers is the 15-minute "Super Pole" session, in which the first 20 grid positions will be decided from 15:30 on Friday 24th July. The race gets underway on Saturday 25th July at 16:30 and ends one day later at the same time.



THE LEGEND OF SPA-FRANCORCHAMPS.

AT THE LIMIT THROUGH DAY AND NIGHT.

Many endurance races in the world of motorsport enjoy classic status. The 24 Hours of Spa-Francorchamps, on the other hand, is a legend in itself. Anyone who wins here immediately takes on legendary status. BMW drivers have climbed onto the top step of the podium in the Ardennes region of Belgium on 21 occasions in the past. The last time this happened was 1998, courtesy of the BMW Fina Bastos team (RBM): Marc Duez, Alain Cudini and 1987 DTM champion Eric van de Poele were first across the finish line after 24 hours of racing at the wheel of the BMW 320i.

The history of the “Circuit de Spa-Francorchamps” dates back to the 1920s. The public roads between the three towns of Spa, Malmedy and Stavelot were originally combined to form a racetrack without compare. While the circuit was one of the longest racetracks in the world at the time, with a total length of around 15 kilometres, today’s “Circuit de Spa-Francorchamps” consists of 21 corners spread over 7.004 kilometres. Last year, Nick Catsburg lapped the circuit in a time of 2:19.334 minutes in the fastest BMW Z4 GT3 in qualifying ahead of the 24 Hours of Spa.

A lap of the “Circuit de Spa-Francorchamps” is full of ups and downs – hence the circuit’s nickname of the “Ardennes Rollercoaster”. One odd feature



is the two different starting options and pit lane facilities at Spa-Francorchamps. While the start/finish line for Formula One is located just ahead of “La Source”, the 24-hour race starts on the downhill straight at the opposite side of the track. This is also where the old pit lane is located. Immediately after the start/finish, the BMW drivers will take on what is probably the most famous combination of corners in motorsport: “Raidillon-Eau Rouge”. While this may not look

particularly daunting on a map of the circuit, the difficulty of this corner lies in the way it is embedded into the landscape. The downhill start/finish straight first heads into a dip before veering left slightly. This is followed by an uphill right-hander with a gradient of almost 18 per cent. The track bends left at the crest of the hill and onto a long uphill straight. The drivers see nothing as they race up towards the crest – except the sky.



ARDENNES ANNIVERSARY.

IT IS 50 YEARS SINCE BMW CLAIMED ITS FIRST WIN IN SPA-FRANCORCHAMPS.



It is exactly 50 years since BMW celebrated its first victory at the 24 Hours of Spa-Francorchamps in 1965. At the end of a dramatic 24 hours, the Belgian pair of Pascal Ickx and Gérard Langlois van Ophem won at the wheel of a BMW 1800 TI/SA. The circuit, which was still 14 kilometres long at

the time, was the ultimate test for man and machine: of the 46 cars that started, only 19 crossed the finish line.

This triumph was followed by many more: victory at the Ardennes classic has gone to BMW cars

no fewer than 21 times. This makes BMW by far the most successful manufacturer at the 24 Hours of Spa-Francorchamps. Just one year after his brother Pascal, Jacky Ickx won alongside Hubert Hahne in a BMW 2000 TI in 1966.

BMW continued its winning run in the 1970s with a further seven victories. In 1979, the circuit was reduced to just seven kilometres, but the BMW drivers continued to win: first with the BMW 635 CSI, before the era of the BMW M3 began in the late 1980s.

Among the victorious BMW teams at the 24 Hours of Spa-Francorchamps is JUMA Racing. This team was later to become BMW Team RBM, which nowadays races in the DTM.

The most recent overall victory came in 1998, courtesy of Alain Cudini, Marc Duez and Eric van de Poele in a BMW 320i and the RBM team. In 2015, BMW Sports Trophy Team Marc VDS is one of the big favourites in the field. Last year, the Belgian squad narrowly missed out on win number 22 for BMW: after 527 laps, Dirk Werner, Lucas Luhr and Markus Palmtala came home second in their BMW Z4 GT3, just seven seconds behind the winners. This year, the team has its sights set on the next step on the podium.

21 TIMES ON THE TOP STEP.

ALL THE BMW VICTORIES AT A GLANCE.

YEAR	DRIVER	TEAM	CAR
1965	Pascal Ickx (BE), Gérard Langlois van Ophem (BE)	BMW	BMW 1800 TI/SA
1966	Hubert Hahne (DE), Jacky Ickx (BE)	BMW	BMW 2000 TI
1970	Helmut Kelleners (DE), Günther Huber (AT)	BMW Alpina	BMW 2800 CS
1973	Toine Hezemans (NL), Dieter Quester (AT)	BMW Motorsport	BMW 3.0 CSL
1974	Pierre Dieudonné (BE), Jean Xhenceval (BE), Alain Peltier (BE)	Luigi Racing	BMW 3.0 CSi
1975	Hughes de Fierlandt (BE), Jean Xhenceval (BE)	Luigi Racing	BMW 3.0 CSi
1976	Jean-Marie Detrin (BE), Charles Van Stolle (BE), Nico Demuth (NL)	Ecurie Jamada	BMW 3.0 CSL
1977	Eddy Joosen (BE), Jean-Claude Andruet (FR)	Kinley BMW Castrol	BMW 530i
1982	Hans Heyer (DE), Armin Hahne (DE), Eddy Joosen (BE)	Bastos Joosen Juma	BMW 528i
1983	Hans Heyer (DE), Armin Hahne (DE), Thierry Thassin (BE)	Bastos Joosen Juma	BMW 635 CSi
1985	Marc Surer (CH), Gerhard Berger (AT), Roberto Ravaglia (IT)	BMW Belgium	BMW 635 CSi
1986	Altfred Heger (DE), Dieter Quester (AT), Thierry Tassin (BE)	BMW Belgium	BMW 635 CSi
1987	Jean-Michel Martin (BE), Didier Theys (BE), Eric van de Poele (BE)	Waterloo Motors Lease Plan	BMW M3
1988	Altfred Heger (DE), Dieter Quester (AT), Roberto Ravaglia (IT)	BMW Motorsport GmbH	BMW M3
1990	Fabien Giroix (FR), Johnny Cecotto (VE), Markus Oestreich (DE)	BMW M Team Schnitzer	BMW M3
1992	Jean-Michel Martin (BE), Christian Danner (DE), Steve Soper (GB)	BMW Fina Bastos	BMW M3
1994	Alexander Burgstaller (DE), Thierry Tassin (BE), Roberto Ravaglia (IT)	BMW Fina Bastos Team	BMW 320i
1995	Joachim Winkelhock (DE), Peter Kox (NL), Steve Soper (GB)	BMW Fina Bastos Team	BMW 320i
1996	Alexander Burgstaller (DE), Thierry Tassin (BE), Jörg Müller (DE)	BMW Fina Bastos Team	BMW 320i
1997	Marc Duez (BE), Didier de Radiguès (BE), Éric Hélary (FR)	BMW Fina Bastos Team	BMW 320i
1998	Marc Duez (BE), Alain Cudini (FR), Eric van de Poele (BE)	BMW Fina Bastos Team	BMW 320i

BMW SPORTS TROPHY TEAM MARC VDS.



TWO FOR VICTORY, ONE FOR A GOOD CAUSE.



Six safety car periods, a 60-minute interruption and an eventful end to the race: last year, BMW Sports Trophy Team Marc VDS finished runner-up at Spa-Francorchamps – just 7.077 seconds behind the winning car. Four BMW works drivers are charged with helping make the dream of first place at the Ardennes marathon a reality in 2015. At the wheel of the number 45 BMW Z4 GT3

with the yellow wing mirrors will be the two DTM drivers Augusto Farfus and Maxime Martin. They are joined by Dirk Werner, who is making a name for himself in the United SportsCar Championship (USCC). “The team has gone to great lengths in the past to win the race,” said Werner. “Everyone in the team is driven by the desire to lift the winner’s trophy at the end of the 24 hours.” Sharing

the cockpit of the number 46 car, which is easily recognisable thanks to its green wing mirrors, will be Nick Catsburg, 2014 BMW Sports Trophy winner Markus Palttala, and USCC Driver Lucas Luhr who has a wealth of endurance racing experience. BMW Sports Trophy Team Marc VDS has already made a statement of its intent: at the end of June, the number 45 BMW Z4 GT3 set the fastest time of the day at the official test prior to the 24 Hours of Spa.

As well as GT racing, Marc VDS also fields teams in the Moto2 and Moto3 motorcycle world championships. The letters VDS stand for the surname of the team’s founder Marc van der Straten. He leads the team, together with Leinders, who is team principal for GT racing, and Michael Bartholemy, who is responsible for the motorcycle side of things. The team was founded in 2009 and has its headquarters in Gosselies, just 140 kilometres from the “Circuit de Spa-Francorchamps”. Because of this, the 24-hour classic is a real home race for the Belgian team.

While two cars will have their sights set firmly on overall victory, BMW Sports Trophy Team Marc VDS will also field a third BMW Z4 GT3 at Spa-Francorchamps, for which the result is not the be all and end all. The “Marc VDS & Friends



Racing Against Cancer” car will raise awareness of the Belgian cancer foundation. Pascal Witmeur will be joined at the wheel by his compatriots Jean-Michel Martin, father of Maxime Martin, as well as Marc Duez and Eric van de Poele, who was crowned DTM champion in a BMW M3 in 1987.

Duez, van de Poele and Jean-Michel Martin have won the 24-hour race for BMW in the past.

However, the four drivers will be taking part in their own version of the 24-hour race: each will complete a 24-minute stint – spread over the



start, Saturday evening, Sunday afternoon, and finally the last 24 minutes of the race. The fewer kilometres the car completes, and the more costs are saved, the more money can be donated to the foundation.

THE DRIVERS RACING FOR BMW SPORTS TROPHY TEAM MARC VDS.



AUGUSTO FARFUS.

(#45 BMW Z4 GT3), BMW WORKS DRIVER

Date of birth: 3rd September 1983

Birthplace: Curitiba (BR)

Career highlights.

2013	2 nd place DTM
2011	1 st place 24 Hours of Dubai
2010	1 st place Nürburgring 24 Hours
2009	3 rd place FIA WTCC
2006	3 rd place FIA WTCC
2003	1 st place F3000 Euro Series
2001	1 st place Formula Renault European Championship



MAXIME MARTIN.

(#45 BMW Z4 GT3), BMW WORKS DRIVER

Date of birth: 20th March 1986

Birthplace: Uccle (BE)

Career highlights.

2015	2 nd place Nürburgring 24 Hours
2014	7 th place DTM, Rookie of the Year
2013	2 nd place Nürburgring 24 Hours
	3 rd place Blancpain Endurance Series
2012	2 nd place Blancpain Endurance Series
2010	2 nd place GT3 class Spa-Francorchamps 24 Hours
2009	1 st place G3 class Spa-Francorchamps 24 Hours

THE DRIVERS RACING FOR BMW SPORTS TROPHY TEAM MARC VDS.



DIRK WERNER.

(#45 BMW Z4 GT3), BMW WORKS DRIVER

Date of birth: 25th May 1981

Birthplace: Hanover (DE)

Career highlights.

- 2014** 2nd place Spa-Francorchamps 24 Hours
- 2009** 1st place GT class GRAND-AM Series
- 2007** 1st place GT class GRAND-AM Series
- 1st place Dubai 24 Hours
- 1st place Silverstone 24 Hours



LUCAS LUHR.

(#46 BMW Z4 GT3), BMW WORKS DRIVER

Date of birth: 22nd July 1979

Birthplace: Koblenz (DE)

Career highlights:

- 2015** 2nd place Nürburgring 24 Hours
- 2014** 2nd place Spa-Francorchamps 24 Hours
- 2012** 1st place LMP1 class American Le Mans Series
- 2011** 1st place FIA GT1 World Championship
- 1st place Nürburgring 24 Hours
- 2008** 1st place LMP1 class American Le Mans Series

THE DRIVERS RACING FOR BMW SPORTS TROPHY TEAM MARC VDS.



NICK CATSBURG.

(#46 BMW Z4 GT3)

Date of birth: 15th February 1988

Birthplace: Amersfoort (NL)

Career highlights:

- 2014** 2nd place Pro-Am class Blancpain Endurance Series
- 2013** 1st place team competition Blancpain Endurance Series
- 2010** 1st place European Mégane Trophy



MARKUS PALTTALA.

(#46 BMW Z4 GT3)

Date of birth: 16th August 1988

Birthplace: Nakkila (FI)

Career highlights:

- 2015** 2nd place Nürburgring 24 Hours
- 2014** 1st place team competition GTD class
United Sports Car Championship
2nd place Spa-Francorchamps 24 Hours
- 2013** 1st place team competition Blancpain Endurance Series
- 2012/2011** 2nd place Blancpain Endurance Series

A DREAM COME TRUE FOR ZANARDI, GLOCK AND SPENGLER.



DEBUT OF THE YEAR.

AN EXTRAORDINARY TRIO.



Impossible – this word does not exist at BMW Motorsport. And so it was that the engineers from Munich took on an exciting new challenge this season. They implemented a very special project for the 24-hour race at Spa-Francorchamps. For the first time, Alessandro Zanardi will compete alongside other able-bodied BMW works drivers in an endurance race. Zanardi will share the cockpit of a BMW Z4 GT3 with Timo Glock and Bruno Spengler. The car has been modified by BMW Motorsport, while ROAL Motorsport will be responsible for running the car during the race.

When ex Formula One driver and two-time CART champion Zanardi lost both his legs following a big crash in 2001, it did not actually mean the end of

his career. Just two years later he was back racing for BMW. At the wheel of BMW racing cars modified to meet his requirements, Zanardi returned to taste success in the FIA World Touring Car Championship, among other things. In 2014 he contested his first season in the BMW Z4 GT3. However, Zanardi had another dream: to compete in a genuine endurance classic. The people at BMW Motorsport were immediately hooked on the idea – and set about putting it into practice at the start of the year.

A unique challenge awaited the engineers. The BMW Z4 GT3 base chassis which was raced by Zanardi last year in the Blancpain Sprint Series, had been modified with many technical details to allow the BMW works driver to race as



hard as possible despite his handicap. However, the car must now be adapted in such a way as to also allow Glock and Spengler to race alongside him at a 24-hour marathon. The engineers have also come up with solutions to allow the driver change over to happen as quickly as possible.

“To race at the 24 Hours of Spa-Francorchamps will definitely be the next highlight of my career,” said Zanardi. “It is fantastic that BMW Motorsport is making this dream come true. At first glance it seems impossible for a driver without legs to appear alongside ‘normal’ drivers in such a hard-fought, difficult and prestigious event. However, with a wealth of technical expertise and innovative ideas, the BMW family has managed to overcome this challenge.”

“It is an incredibly exciting project,” added Glock. “When I found out that Alex was toying with the idea of starting at a 24-hour race, I immediately told him I was in. It has been great fun to prepare this unique BMW Z4 GT3 for Spa-Francorchamps together with BMW Motorsport, Alex and Bruno. Let the adventure begin!”

“This project is really very special,” said Spengler. “The engineers have done a perfect job of modifying our BMW Z4 GT3 in such a way as to allow us all to feel comfortable in it. It is an honour for me to be part of this unique first, and I am already really looking forward to racing alongside Alex and Timo in Spa.”



ALESSANDRO ZANARDI.

(#9 BMW Z4 GT3), BMW WORKS DRIVER

Date of birth: 23rd October 1966

Birthplace: Bologna (IT)

Career highlights.

2014	Blancpain Sprint Series with BMW
2004-2009	FIA World Touring Car Championship with BMW (four wins)
2003	Comeback with BMW in the FIA European Touring Car Championship
1999	Formula One
1997/1998	CART World Series (2x champion)
1996	IndyCar World Series
1991-1994	Formula One



TIMO GLOCK.

(#9 BMW Z4 GT3), BMW WORKS DRIVER

Date of birth: 18th March 1982

Birthplace: Lindenfels (DE)

Career highlights.

since 2013	BMW works driver in the DTM
2008-2012	Formula One
2007	1 st place GP2 Championship, Formula One test driver for the BMW Sauber F1 Team
2005	ChampCar World Series, Rookie of the Year
2004	Formula One
2001	1 st place Formula BMW ADAC Championship
2000	1 st place BMW ADAC Formula Junior Cup



BRUNO SPENGLER.

(#9 BMW Z4 GT3), BMW WORKS DRIVER

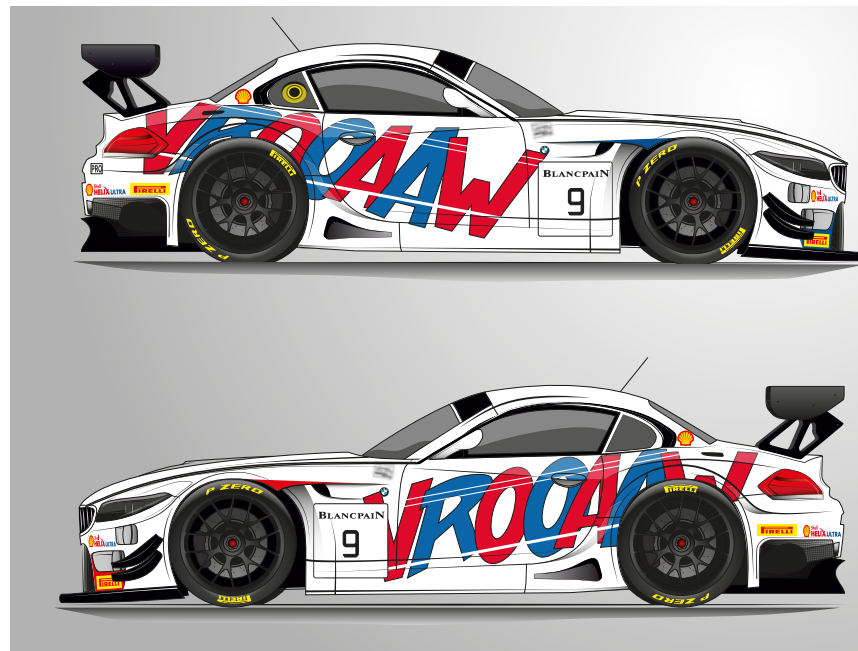
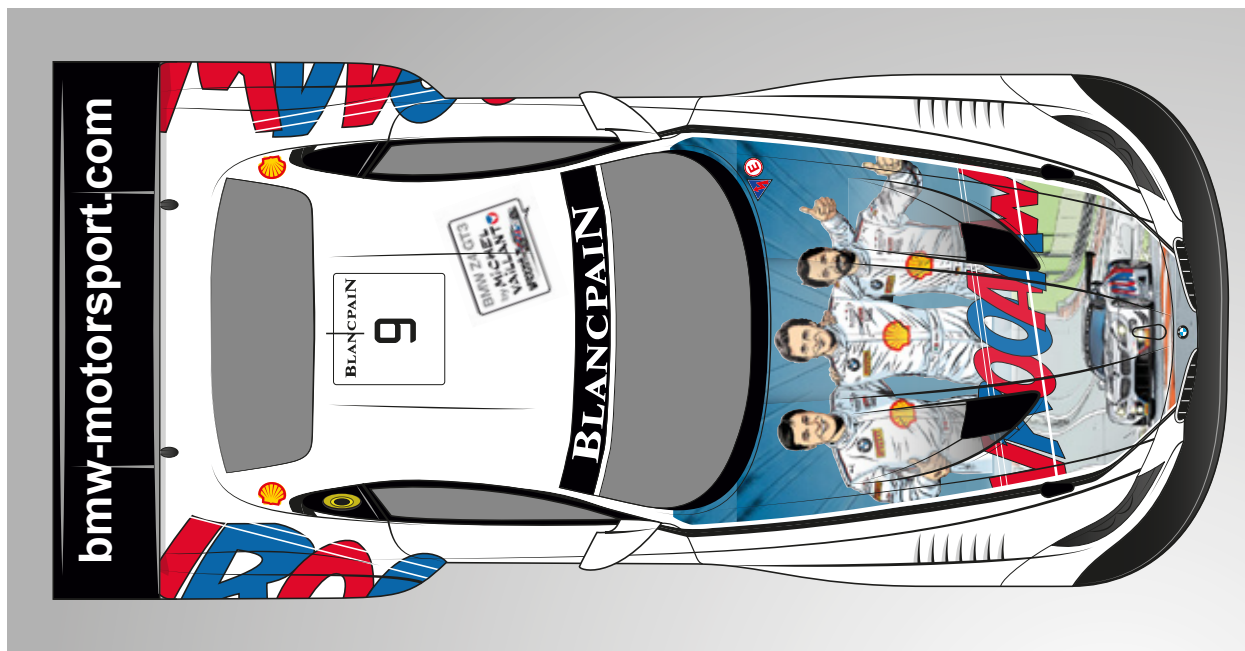
Date of birth: 23rd August 1983

Birthplace: Schiltigheim (FR)

Career highlights.

2012	1 st place DTM in the BMW M3 DTM
since 2005	DTM
2002	1 st place Formula Renault North America 2 nd place Formula Renault Germany

SPECIAL LIVERY.



The BMW Z4 GT3 of Alessandro Zanardi, Timo Glock and Bruno Spengler will compete with an extraordinary livery at the 24 Hours of Spa-Francorchamps. It will feature a cartoon-style design, as an homage to the iconic Belgian comic series about racing driver “Michel Vaillant”.

“Our priority for any race is to catch the eye through our sporting success – and we are confident we are well positioned to do precisely that at the 24 Hours of Spa-Francorchamps,” said BMW Motorsport Director Jens Marquardt.

“However, if we also have the opportunity to please the fans with a special car design, we are only too happy to take it. The stories of comic hero ‘Michel Vaillant’ are known well beyond the Belgian border. I think this design is excellently suited to our extraordinary project with Alex Zanardi, Timo Glock and Bruno Spengler.”

The engine of the BMW Z4 GT3 will be adorned with portraits of the three BMW drivers Zanardi, Glock and Spengler, while the caption “Vrooaaw” is written on the side of the car. Therefore, the car

is reminiscent of “Michel Vaillant”, whose fictitious racing-driver adventures have enjoyed a large fan base around the world since 1957. The strip appeared in the “Tintin” comic and is in the tradition of the famous “Tim & Struppi” stories. Even today, new “Michel Vaillant” adventures are being published. “I think there are very few racing drivers who did not read the ‘Michel Vaillant’ stories when they were young and then dream of their own great career as a racing driver,” said Glock. “You need heroes when you are young, and ‘Michel Vaillant’ was one such hero,” added Spengler.

INNOVATIVE TECHNICAL FEATURES.

THE KEY MODIFICATIONS FOR ZANARDI, GLOCK AND SPENGLER.

As far as the basic construction is concerned, the car is the same as any other BMW Z4 GT3 used in motor racing circles. BMW Motorsport has only made the necessary modifications to allow Zanardi to drive the car. All the other components have been homologated.

From right to left, the pedal box contains: the brake pedal for Zanardi, a divider, the throttle and brake pedal for Glock and Spengler and, on the far left, a footrest for Zanardi. Attached to Zanardi's brake pedal is a pin, which allows Zanardi to just slip his prosthetic leg onto the brake pedal. This pin solution has several advantages: it does not take up much space and offers a fixed connection between the brake pedal and Zanardi's prosthetic leg. On the very left side of the pedal box, the clutch pedal was removed and replaced with a clutch-by-wire system, which is operated using clutch flippers on the steering wheel. A footrest was installed for Zanardi at this point. This gives him additional support for his left leg and, as a result, he has the full power to brake with his right leg.

The steering wheel for Glock and Spengler is the standard BMW Z4 GT3 steering wheel, however, the manual clutch has been mounted on one side of the rear of the steering wheel. Zanardi's steering wheel is completely new, but it is based on the





one he used last year. . At the back it still has the throttle ring he uses to accelerate. However, the BMW Motorsport engineers did some fine-tuning in order to optimise this system. Instead of shifting paddles on both sides he now just has a shifting system on the right side. While he is accelerating with the ring he can upshift with the rear paddle, and he downshifts with his thumb. The shape of the steering wheel is similar to last year, but the

BMW Motorsport engineers have cut away even more at the bottom. This gives Zanardi even more space for his knees.

The seat consists of the basic seat and a carbon insert for Zanardi. Based on that, the engineers built the seat insert for Timo and Bruno. Should Glock replace Zanardi in the cockpit, for example, all he needs to do is place the additional insert on



the seat and swap steering wheels. The seat's position has also been optimised.

BMW Motorsport also revised the engine software, as now two accelerator pedal characteristic curves are needed - one from the pedal in the pedal box and one from the steering wheel. When the steering wheels are swapped, the software automatically recognises who is sat in the car.

ROAL MOTORSPORT.

COUNTLESS WINS AND TITLES WITH BMW.



ROAL Motorsport is the team belonging to team principal Roberto Ravaglia, who won countless races and titles as a driver for BMW. His team is a long-term and proven partner of BMW. Whether in the World Touring Car Championship or in GT racing, the Italian team and BMW have enjoyed success after success together for many years.

In 2013, ROAL Motorsport was so successful in the WTCC, Blancpain Endurance Series and Italian GT Championship that the team won the inaugural Team competition in the BMW Sports Trophy. 2014 was another special year for ROAL Motorsport. An old friend did return to the fold: Ales-

sandro Zanardi. Following his serious crash in the 2001 ChampCar series, as a result of which he lost both his legs, Zanardi returned to the racetrack with ROAL and BMW Motorsport in 2003. He raced in the European and World Touring Car Championships until 2009, winning four races during that time. Zanardi then took a break from motor racing, instead turning his hand to paracycling – a discipline in which he won two gold medals at the 2012 Paralympics in London.

In 2014, he made his latest return to motorsport as a BMW works driver, racing for ROAL Motorsport in the Blancpain Sprint Series at the wheel of a

modified BMW Z4 GT3. His team-mates have been Stefano Colombo and David Fumanelli, who competed in the second ROAL Motorsport BMW Z4 GT3 in this series.

ROAL Motorsport also competed with several BMW Z4 GT3s in the 2014 Blancpain Endurance Series. Team Principal Roberto Ravaglia was putting his faith in the driving trio of Michela Cerruti, Stefano Comandini and Eugenio Amos. This year ROAL Motorsport will be sending the BMW Z4 GT3 built and modified by BMW Motorsport into action; this is the car with which Zanardi, Timo Glock and Bruno Spengler will contest the 24 Hours of Spa.

INTO THE ARDENNES MARATHON WITH BMW POWER.

24 HOURS OF SPA-FRANCORCHAMPS 2015 – MEDIA INFORMATION.



THE OTHER BMW TEAMS.

As well as BMW Sports Trophy Team Marc VDS and the ROAL Motorsport trio of Alessandro Zanardi, Timo Glock and Bruno Spengler, a further six BMW teams will take on the challenge of the 24 Hours of Spa. In total, 66 GT3 cars will line up on the grid – including BMW Z4 GT3s, which will do battle in three classes.

Like Marc VDS and ROAL Motorsport, BMW Sports Trophy Team Brazil will also race in the Pro-Cup. The number 77 BMW Z4 GT3 in the

Brazilian national colours of green and yellow will be driven by Sergio Jimenez, Felipe Fraga and Caca Bueno. Last year, Ecurie Ecosse finished in the top ten as the second-best BMW team at Spa-Francorchamps. It was rewarded for a strong driving display with an outstanding seventh place overall, which was enough to earn it second place in the Pro-Am Cup. Ecurie Ecosse competes in that same class at the 24 Hours of Spa in 2015. Alexander Sims will share the driving duties with Alasdair McCaig, Devon Modell and Oliver

Bryant. As well as Team Russia by Barwell, with its drivers Leonid Matchitski, Jon Minshaw, Jonathan Cocker and Phil Keen, the quartet of Dirk Müller, Joe Osborne, Ryan Ratcliffe and Lee Mowle will also compete in the Pro-Am Cup for Triple Eight Racing.

“The 24 Hours of Spa is a fantastic event,” said Müller. “Personally, I would put it just behind the Nürburgring 24 Hours and Le Mans. The circuit is great and Eau Rouge is a highlight every time you





get to it. Triple Eight is obviously a big name. The team has good drivers and is ultra-professional in the way it goes about its work. I am really looking forward to racing for the team. Everything worked really well at the test. Our goal is to win the Pro-Am class. It will not be an easy task, given the strong field, but we will do our best.” Also in the Pro-Am Cup is TDS Racing. Henry Hassid, Eric Dermont,

Franck Perera and Mathias Beche will alternate in the cockpit of the number 12 BMW Z4 GT3. Hassid also races in the European Le Mans Series (ELMS) this year. He is contesting all five of the season’s races alongside BMW works driver Andy Priaulx and BMW Motorsport Junior Jesse Krohn for BMW Sports Trophy Team Marc VDS. “Marc VDS & Friends Racing Against Cancer” with Pascal

Witmeur, Jean-Michel Martin, Eric van de Poele and Marc Duez race in the Pro-Am Cup – however, non-competitively. Looking to catch the eye in the Am-Cup are two teams: Boutsen Ginion, with drivers Karim Ojeh and Olivier Grotz, and the Classic & Modern Racing team, with its drivers Jean-Luc Blanchemain, Pierre Hirschi, Christian Kelders and Frederic Bouvy.

BMW TEAMS AND CARS AT THE 24 HOURS OF SPA-FRANCORCHAMPS 2015:

PRO-CUP.

#9 BMW Z4 GT3

ROAL Motorsport: Alessandro Zanardi (IT), Timo Glock (DE), Bruno Spengler (CA)

#45 BMW Z4 GT3

BMW Sports Trophy Team Marc VDS: Augusto Farfus (BR), Maxime Martin (BE), Dirk Werner (DE)

#46 BMW Z4 GT3

BMW Sports Trophy Team Marc VDS: Lucas Luhr (DE), Markus Palttala (FI), Nick Catsburg (NL)

#77 BMW Z4 GT3

BMW Sports Trophy Team Brasil: Sergio Jimenez (BR), Felipe Fraga (BR), Caca Bueno (BR)

PRO-AM-CUP.

#12 BMW Z4 GT3

TDS Racing: Eric Dermont (FR), Henry Hassid (FR), Franck Perera (FR), Mathias Beche (FR)

#78 BMW Z4 GT3

Team Russia by Barwell: Leonid Machitski (RU), Jon Minshaw (GB), Jonathan Cocker (GB), Phil Keen (GB)

#79 BMW Z4 GT3

Ecurie Ecosse: Alasdair McCaig (GB), Devon Modell (GB), Oliver Bryant (GB), Alexander Sims (GB)

#888 BMW Z4 GT3

Triple Eight Racing: Joe Osborne (GB), Ryan Ratcliffe (GB), Lee Mowle (GB), Dirk Müller (DE)

#24 BMW Z4 GT3

“Marc VDS & Friends Racing Against Cancer”: Pascal Witmeur (BE), Jean-Michel Martin (BE), Eric van de Poele (BE), Marc Duez (BE)

AM-CUP.

#15 BMW Z4 GT3

Boutsen Ginion: Karim Ojeh (SA), Olivier Grotz (LU), Jordan Grogor (AE), Ralf Oeverhaus (DE)

#30 BMW Z4 GT3

Classic & Modern Racing: Jean-Luc Blanchemain (FR), Pierre Hirschi (CH), Christian Kelders (BE), Frederic Bouvy (BE)

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ways we push the boundaries of lubricant technology is by working closely with top motor racing teams such as Scuderia Ferrari. These technical partnerships enable us to expand our knowledge of lubrication science and transfer cutting-edge technology from the racetrack to our commercial products.

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