



BMW

Media Information

BMW Motorsport.

2014 DTM Media Information.

Motorsport



2014 DTM Media Information. Contents.

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Foreword Jens Marquardt BMW Motorsport Director.

Dear Media Representatives,

There is something special about every new motorsport season. After all the development work throughout the winter, you never know exactly how competitive the cars will be over the coming year, how well the new drivers will fit into the team, and whether you will have that little bit of luck you need in vital situations. However, 2014 will be a special year for different reasons, as we go racing with a new challenger in the BMW M4 DTM.

With 51 race wins and several titles between 1987 and 2013, its predecessor, the legendary BMW M3, certainly made a lasting impression on the DTM. Now it is time for a new generation to step up to the mark. Our new car not only incorporates all our accumulated technical know-how, but also the dedication of the entire team at BMW Motorsport, who showed remarkable commitment to press ahead with developing the car for 2014. Our eight drivers and four teams are ready to challenge at the front of the DTM field.

I hope this media information helps you with your daily tasks, and look forward to working with you over the course of the 2014 DTM season.

Yours sincerely,

Jens Marquardt, BMW Motorsport Director.



2014 season: Full throttle into the future.

Changes are afoot for BMW Motorsport in the 2014 DTM season. Having claimed a total of 51 race wins over the course of eight seasons in the popular touring car series, the BMW M3 will be absent from the starting grid this time around. BMW had already won two titles with this model in 1987 and 1989, and the BMW M3 DTM added to the success story when the manufacturer returned to the DTM: Bruno Spengler won the Drivers' Championship in 2012, while the team and manufacturer titles also went to BMW, who successfully defended the title in the Manufacturers' Championship in 2013.

It is now the turn of the BMW M4 DTM to take the place of its iconic and successful predecessor. The development team in Munich began working hard on the 2014 car well before the BMW M3 bid farewell at the end of last season. The attention to detail of the engineers is obvious at first glance – from the elongated bonnet with its steeply sloping nose and the aerodynamically optimised wing mirrors to the BMW M4 characteristic roof indentation.

The eight new cars will be run by the four BMW Teams RBM, Schnitzer, MTEK and RMG in 2014. When it comes to the drivers, BMW Motorsport is once again putting its faith in Augusto Farfus, Joey Hand, Bruno Spengler, Martin Tomczyk, Timo Glock and Marco Wittmann. Two drivers are making their DTM debuts: Maxime Martin has been promoted from test and development driver to a regular seat. A new addition to the BMW Motorsport family is António Félix da Costa.

The season consists of ten races. The DTM will make six appearances in Germany – at the season-opener and finale in Hockenheim, in Oschersleben, at the Norisring, at the Nürburgring and at the Lausitzring. Four races will take place outside of Germany: in Budapest, Moscow, Spielberg and Guangzhou.



Teams and drivers: Striving for success together.

BMW Team RBM, which finished runner-up in last season's team competition with 148 points and, therefore, played a major role in BMW defending the Manufacturers' title, will compete with the same pair of drivers as last year: Augusto Farfus, runner-up in the 2013 Drivers' Championship, and Joey Hand will be racing for Team Principal Bart Mampaey's outfit again in 2014.

Changes are afoot in the remaining three teams. The two former DTM champions in the BMW Motorsport squad will pair up as team-mates. Martin Tomczyk, the 2011 winner, switches to BMW Team Schnitzer. He will join Bruno Spengler, who won the Drivers' title for BMW in 2012 and will contest his third season for Charly Lamm's team.

Timo Glock, winner of the final race of the 2013 DTM season, will be back behind the wheel for BMW Team MTEK. The man who made 91 appearances in Formula One will be joined by a new team-mate: António Félix da Costa's first DTM season will be under the guidance of Team Principal Ernest Knoors. Marco Wittmann, DTM Rookie of the Year in 2013, switches to BMW Team RMG where he forms an extremely promising partnership with DTM newcomer Maxime Martin.



Who's who: The BMW Motorsport Team.

BMW Motorsport Director:	Jens Marquardt
BMW Motorsport Head of Technics:	Jan Hartmann
BMW Motorsport Head of Race Operations	Adam Baker
BMW Motorsport Head of Sport and Business:	Dr. Stefanie Ludorf-Ring
BMW Motorsport Head of Finance:	Anita Tonini
BMW Head of Sports Communications:	Jörg Kottmeier

BMW Team RBM

Team Principal:	Bart Mampaey
Driver Car Number 3:	Augusto Farfus
Race Engineer Car Number 3:	Marc Giannone
Driver Car Number 4:	Joey Hand
Race Engineer Car Number 4:	Ruggero Aprilletti

BMW Team Schnitzer

Team Principal:	Charly Lamm
Driver Car Number 9:	Bruno Spengler
Race Engineer Car Number 9:	Valentino Conti
Driver Car Number 10:	Martin Tomczyk
Race Engineer Car Number 10:	Albert Lau

BMW Team MTEK

Team Principal:	Ernest Knoors
Driver Car Number 17:	Timo Glock
Race Engineer Car Number 17:	Mark Hutcheson
Driver Car Number 18:	António Félix da Costa
Race Engineer Car Number 18:	Andrea Landi

BMW Team RMG

Team Principal:	Stefan Reinhold
Driver Car Number 23:	Marco Wittmann
Race Engineer Car Number 23:	Dominic Harlow
Driver Car Number 24:	Maxime Martin
Race Engineer Car Number 24:	Olaf Bulgrin



BMW Team RBM: On the move.

There were high expectations for BMW Team RBM when it entered the DTM stage in 2012. Bart Mampaey and his team had not only won the title in the European Touring Car Championship, but had gone on to triumph in three consecutive World Championships. And it took little time for BMW Team RBM to establish itself as one of the top outfits in the DTM too.

Augusto Farfus crowned his debut season in 2012 with two pole positions and victory in Valencia. Racing alongside team-mate Joey Hand, Farfus shifted up another gear in 2013. Three wins helped him to second place in the Drivers' Championship. BMW Team RBM finished runner-up in the Team competition. Farfus and Hand line up alongside each other again in 2014.

Facts and figures.

Founded:	1995
Team Principal:	Bart Mampaey (BE)
Team Base:	Mechelen (BE)
Drivers:	Augusto Farfus (BR)/Joey Hand (US)

Milestones.

1997	1 st and 2 nd place Group N 24h race Spa-Francorchamps
1998	1 st place 24h race Spa-Francorchamps
2003	3 rd place FIA ETCC
2004	1 st place FIA ETCC
2005	1 st place FIA WTCC
2006	1 st place FIA WTCC
2007	1 st place FIA WTCC
2012	7 th and 13 th place DTM drivers' competition 6 th place DTM team competition
2013	2 nd and 12 th place DTM drivers' competition 2 nd place DTM team competition



Augusto Farfus: Car number 3.

Date of birth: 3rd September 1983
Birthplace: Curitiba (BR)
Marital status: Married, one daughter
Car: Castrol EDGE BMW M4 DTM

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. In 2007, BMW Motorsport signed him as a works driver for the FIA World Touring Car Championship, in which he celebrated ten race wins for the manufacturer. In 2010 his name went down in history as he won the Nürburgring 24 Hours alongside Jörg Müller, Pedro Lamy and Uwe Alzen in the BMW M3 GT2. It was the first time a Brazilian had claimed victory in the Eifel marathon.

“Gusti” started in the DTM in 2012 and continued his winning streak. In his debut season he climbed onto the top step of the podium in Valencia, and the Brazilian was named ‘Rookie of the Year’ at the end of the year.

In 2013 Farfus improved and was a contender for the title. He won three races and finished second in the Drivers’ Championship. He comes from Curitiba in the Brazilian state of Paraná. His second home is Monaco, where Farfus lives with his wife Liri and their daughter.

Career.

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



Three questions for...Augusto Farfus.

Augusto, you were still fighting for the title right up until just before the end of the season last year. Has the missed opportunity played on your mind over the winter break?

Augusto Farfus: "2013 was my second year in the DTM, and we certainly had a few difficult races. Despite this, I was still in contention for the title until the penultimate race. Because of this, I can regard last season as a fantastic one for me. There was nothing more my team and I could have done. For this reason, I had a very nice winter break. The anticipation ahead of 2014 is huge."

What must improve in 2014 for you to go one better this year?

Farfus: "Consistency is key. Last season I failed to pick up points on four occasions. That obviously did not exactly help me in the title race. Therefore, my goal for 2014 is clear: I must score points in every race. Then we will see at the end of the season whether we have done enough to be in the running for the title. It would be a dream to be crowned champion, but you cannot plan something like that in such a close series as the DTM."

What do you do in the final ten seconds before the starting lights go out?

Farfus: "Many people think that you just sit there and wait for the lights to go out. That is not true, however. As a driver, you have an awful lot to do in the car before the start. There is a certain workflow that has to be worked through. You have a lot to think about: have I pushed this and that button? Are the clutch and gas pedal in the right position? And then the lights go out, you put your foot down and race off towards the first corner."



Joey Hand: Car number 4.

Date of birth: 10th February 1979
Birthplace: Sacramento (US)
Marital status: Married, two children
Car: Crowne Plaza Hotels BMW M4 DTM

Joey Hand became the first American to race in the DTM when he made his debut in the series in 2012. He had already made it to the top with BMW in his home country through victory at the 24 Hours of Daytona and the title in the GT class of the American Le Mans Series. Hand's impressive performances did not go unnoticed, and he was given a seat with BMW when the manufacturer returned to the DTM in 2012. "The DTM has taken my career to a whole new level. I am proud that BMW has placed so much trust in me," he said.

In Europe, Hand first had to get to grips with a completely new car and a new environment. He gradually found his stride and, in his second DTM year in 2013, he became someone you could rely on to finish in the points. He was instrumental in BMW winning the Manufacturers' Championship.

He is now contesting his third season this side of the Atlantic and once again races for BMW Team RBM. With the new Crowne Plaza Hotels BMW M4 DTM, Hand has another chance to make history: as the first American on the DTM podium.

Career.

1999 1st place Formula Mazda Pro Series
2001 3rd place Toyota Atlantic Championship
2005 5th place GT class GRAND-AM Series
2006 6th place GT2 class American Le Mans Series
2010 7th place GT class American Le Mans Series
2011 1st place 24h race Daytona
1st place GT class American Le Mans Series
1st place GT class 12h race Sebring
2012 20th place DTM
1st place GT class 12h race Sebring
2013 12th place DTM



Three questions for ... Joey Hand.

Joey, you have improved consistently in the DTM so far. Will this upward trend continue this year?

Joey Hand: "I hope so. I had a steep learning curve in the DTM. Everything was new. I first had to understand what the race weekends were all about. It took me some time to adopt the right mentality. The first year was a real eye-opener. During the second season I grew in confidence. And now, in my third year, I am determined to take another step forward."

What influence do BMW Team RBM and Team Principal Bart Mampaey have on your performance?

Hand: "I have felt at home with BMW Team RBM right from the word go. Bart Mampaey sees motorsport from a completely different angle to what I was used to. His way of working is very analytical. He vets everything. Even before I made my first outing for the team, Bart knew everything about me and my driving style. That really impressed me."

How motivated are you to make history with the BMW M4 DTM?

Hand: "I am going into my third season in the DTM, and I still have a lot of opportunities to make history. I am already the first American in the DTM and the first to score points in this series. Nobody can take that away from me. But I could also be the first American to step onto the podium or claim a victory in the DTM. That is an amazing prospect. And to achieve all that with the Crowne Plaza Hotels BMW M4 DTM would just be awesome."



BMW Team Schnitzer: Non-stop winners.

In 2014, both former DTM champions in the BMW Motorsport fold are competing for BMW Team Schnitzer: Bruno Spengler and Martin Tomczyk. Together, the two drivers have over 220 races to their name, making them the most experienced driving duo in the DTM. The no-less experienced BMW Team Schnitzer ought to be the ideal outfit to get the very best out of the two ex-champions. Team Principal Charly Lamm's outfit won the DTM title with Roberto Ravaglia at the wheel of the BMW M3 back in 1989.

When the team returned to the DTM in 2012, Spengler sensationally won the Drivers' Championship at the first attempt. BMW Team Schnitzer also topped the team competition. Spengler ended last season in third place, with Schnitzer fourth in the Team Championship. The crew from Freilassing also scooped the "Best Pit Stop Award" for the fastest tyre changes in the DTM field. In 2014, BMW Team Schnitzer has its sights set firmly on adding another chapter to its 50-year success story with BMW.

Facts and figures.

Founded:	1963
Team Principal:	Charly Lamm (DE)
Team Base:	Freilassing (DE)
Drivers:	Bruno Spengler (CA)/Martin Tomczyk (DE)

Milestones.

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



- 1998 1st place German Super Touring Car Championship
- 1999 1st place 24h race Le Mans
1st place 12h race Sebring
- 2001 1st place GT class American Le Mans Series
- 2002 2nd and 4th place FIA ETCC
- 2003 2nd and 5th place FIA ETCC
- 2004 2nd and 4th place FIA ETCC
- 2005 2nd and 5th place FIA WTCC
- 2006 2nd and 6th place FIA WTCC
- 2007 4th and 7th place FIA WTCC
- 2008 6th and 7th place FIA WTCC
- 2009 3rd and 6th place FIA WTCC
- 2011 2nd place 24h race Nürburgring
- 2012 1st and 9th place DTM drivers' competition
1st place DTM team competition
- 2013 3rd and 13th place DTM drivers' competition
4th place DTM team competition



Bruno Spengler: Car number 9.

Date of birth: 23rd August 1983
Birthplace: Schiltigheim (FR)
Marital status: Single
Car: BMW Bank M4 DTM

Bruno Spengler is one of the most experienced and successful drivers in the DTM. The Canadian has been racing in this series since 2005 and enters his tenth DTM season in 2014. He has ended every year since 2006 in the top five of the Drivers' Championship – and is regularly in contention in the title race.

Spengler's biggest success to date came in 2012, his very first year as a BMW works driver, when he was crowned DTM champion. In 2013 he was once again in contention to regain the title, but the luck did not go his way in a number of critical race situations. After ten races, he ended the season third in the Drivers' Championship.

On the race track it's Spengler's driving skills that impress – away from the cockpit it's his sense of humour and charm. The BMW Team Schnitzer driver spends a lot of time on the golf course in his spare time and boasts an impressive handicap of just 4.7.

Career.

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



Three questions for ... Bruno Spengler.

Bruno, you are starting your tenth DTM season in 2014. What is the secret of your success?

Bruno Spengler: "I am simply never satisfied with what I have achieved, and always want more. That is my motivation and what drives me on. Regardless of whether I have had a good season or a bad one, I am always able to draw a line under it and concentrate on the next year. I always want as much success as possible. That is no secret."

Could you ever have foreseen, a few years ago, that you would be driving in the same team as Martin Tomczyk?

Spengler: "Martin and I were rivals for a long time, and went head to head for the title. Then we both switched to BMW in 2012 and raced for the same manufacturer. Now we race together for BMW Team Schnitzer. I rate Martin very highly and we have always got on well. Tomczyk, Spengler, Schnitzer – that is a very interesting and promising combination."

How do you like the new BMW Bank M4 DTM?

Spengler: "The first time I ever laid eyes on the car was a very special moment. I just find the aerodynamics and the whole look of the BMW Bank M4 DTM absolutely captivating. Maybe that is why I was so excited before my first outing in it. I felt strangely nervous on the first few laps."



Martin Tomczyk: Car number 10.

Date of birth: 7th December 1981
Birthplace: Rosenheim (DE)
Marital status: Married, one daughter
Car: BMW M Performance Parts M4 DTM

Martin Tomczyk arrives at BMW Team Schnitzer as one of the most experienced DTM drivers. His first DTM race was in 2001 at the tender age of 19. Since then he has experienced highs and lows – and learnt to never give up and always believe in himself. His greatest success to date came in 2011 when he was crowned DTM champion. The following year he went looking for a new challenge – and found it with BMW Motorsport.

Tomczyk spent the last two years with BMW Team RMG. While he was a regular on the podium in 2012, last year's campaign – his 13th in the DTM – was plagued by misfortune for Tomczyk. However, 2013 was a wonderful year for him personally: he married his long-term partner Christina in January and their daughter was born in February.

Now with BMW Team Schnitzer and armed with the new BMW M Performance Parts M4 DTM, Tomczyk is looking to build on past triumphs in 2014.

Career.

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



Three questions for ... Martin Tomczyk.

Martin, you race for BMW Team Schnitzer in 2014. It could hardly be more apt ...

Martin Tomczyk: "Yes, it is a fantastic combination: a Bavarian driver in a Bavarian team, representing a Bavarian car manufacturer. The fact that Bruno Spengler is my team-mate makes the whole thing even more interesting. Two DTM champions in one team – that is definitely an extraordinary pairing. I am certainly starting the season highly motivated."

What makes you confident you can get back to challenging for podiums and victories in 2014?

Tomczyk: "I am obviously hoping that the bad luck I experienced over the last two seasons is finally over, and that the Tomczyk/Schnitzer combination works well from the word go. However, it is impossible to predict success in the DTM. All the same, I am confident I will be able to compete at the front of the field again this year. My goal is to be in contention for the DTM title."

The BMW M3 is a legend. Are you proud to be involved in the first chapter of a new success story with the BMW M4 DTM?

Tomczyk: "Definitely. We all hope that we can soon fill the winners' lists and record books with successes achieved with the BMW M4 DTM. Every driver in the BMW squad wants to make history with the new car. And I would obviously like to do my bit too. It would be nice to be the person who claims the first win with the BMW M4. However, I'm not the only one with this goal."



BMW Team MTEK: The next step.

MTEK stands for “Motorsport Track Engineering Knoors” – the youngest BMW team in the DTM. Ernest Knoors and his crew embarked on a steep learning curve in their first season in 2013 – one littered with highlights, including Timo Glock’s victory at the season finale in Hockenheim and Marco Wittmann’s pole position in Zandvoort.

However, there is absolutely no danger of BMW Team MTEK resting on its laurels after that kind of success. On the contrary: the team is working hard at its headquarters in Garching, near Munich, to ensure the next chapter of its success story is just around the corner.

Glock competes for BMW Team MTEK once again in 2014. His new team-mate is DTM rookie António Félix da Costa from Portugal. An experienced and proven speedster alongside a promising youngster. After an impressive debut season, this is the combination charged with achieving more success for Knoors and his team in their second year in the DTM.

Facts and figures.

Founded:	2012
Team Principal:	Ernest Knoors (NL)
Team Base:	Garching (DE)
Drivers:	Timo Glock (DE)/António Félix da Costa (PT)

Milestones.

2013 8th and 9th place DTM drivers’ competition
7th place DTM team competition



Timo Glock: Car number 17.

Date of birth: 18th March 1982
Birthplace: Lindenfels (DE)
Marital status: Single, one child
Car: DEUTSCHE POST BMW M4 DTM

The 2013 season saw Timo Glock come full circle: His first racing successes came in the BMW ADAC Formula Junior Cup. As a test driver in the BMW Sauber F1 Team he finally made his Formula One breakthrough. He spent the next five years in Formula One, before returning to BMW Motorsport to compete in the DTM. As a former Formula One driver, Glock has been in the spotlight ever since.

He is working meticulously to ensure he shines on the touring car scene. And with great success: At race number three in Spielberg Glock finished third to claim his first podium spot in the DTM. At the season finale in Hockenheim he went two steps further and celebrated his acclaimed first victory. Glock races for BMW Team MTEK again in 2014, with the clear goal to challenge at the front of the field again with the DEUTSCHE POST BMW M4 DTM.

Career.

2000 1st place BMW ADAC Formula Junior Cup
2001 1st place Formula BMW ADAC Championship
2002 3rd place German Formula 3 Championship
2003 5th place Formula 3 Euro Series
2004 Formula One World Championship (four starts for Jordan)
2005 8th place ChampCar World Series, Rookie of the Year
2006 4th place GP2 Championship
2007 1st place GP2 Championship
Test driver BMW Sauber F1 Team
2008 Formula One World Championship (one podium for Toyota)
2009 Formula One World Championship (two podiums for Toyota)
2010 Formula One World Championship (Virgin)
2011 Formula One World Championship (Marussia-Virgin)
2012 Formula One World Championship (Marussia)
2013 9th place DTM



Three questions for ... Timo Glock.

Timo, will we see you on the podium regularly in 2014?

Timo Glock: "That obviously has to be my goal. But to come out and say now that I will win again in Hockenheim this season would be foolhardy. You have to remain realistic and cannot afford to raise your expectations too high. The win in 2013 was a fantastic experience for my team and me. My second year is now all about improving on last season. If I manage to do that, who knows what might happen."

Do you now feel at home in the DTM after your switch from Formula One?

Glock: "Yes, absolutely. I have accepted the DTM challenge and am fully focused on this job. Formula One is the past, DTM is the present. That was never a big issue for me. I would like the fans to judge me on my performances in the DEUTSCHE POST BMW M4 DTM."

How do you rate the standard of driving in the DTM?

Glock: "Anyone who thinks a Formula One driver ought to be running rings around his colleagues in the DTM is sadly mistaken. Our level of driving is extremely high. There are a remarkable number of experienced and quick drivers out on track. When it comes to the driving ability of its field, the DTM certainly has no need to hide away. Quite the opposite."



António Félix da Costa: Car number 18.

Date of birth: 31st August 1991
Birthplace: Lisbon (PT)
Marital status: Single
Car: Red Bull BMW M4 DTM

Despite his young age, António Félix da Costa has already had numerous highlights in his career. In 2010, he completed his first Formula One test at the invitation of Force India. Two years later, he won the legendary Formula 3 race in the streets of Macau – a triumph dreamt about by all young racing drivers. In the same year, the Portuguese driver managed to make the leap into Red Bull's junior development programme thanks to his strong results in the GP3 series.

Having come third in the Formula Renault 3.5 Series in 2013, an exciting double bill of DTM and Formula One awaits Félix da Costa this season: at the same time as appearing for BMW Team MTEK, the youngster will also be active as a test driver for Red Bull Racing. Félix da Costa has already proved on more than one occasion that he has the talent necessary to fulfil both tasks with flying colours.

Career.

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



Three questions for ... António Félix da Costa.

António, are you looking forward to the challenge of the DTM?

Anónio Félix da Costa: "Yes, I'm ready for the DTM. It's really not that easy to find your feet quickly in this series because the opportunities for testing are limited. Nevertheless, I'm convinced that I've got the necessary speed. What's more, I have seven fantastic fellow BMW drivers, most of whom know their way around the DTM very well. I can definitely learn from them right from the start of the season so that I can set my sights on getting good results as quickly as possible."

How does it feel to be part of the BMW family?

Félix da Costa: "BMW is a company that enjoys an excellent reputation all over the world. It's an indescribable feeling to be able to add to BMW's successful motorsport history myself. It fills me with pride. You can feel that everyone working here has an absolute passion for motor racing."

You have an experienced team-mate in Timo Glock who – like you – also gave convincing performances in Formula One cars ...

Félix da Costa: "Yes, Timo has established himself in Formula One and proven that he is a fantastic racing driver. He was also able to win in the DTM right from the word go. I can definitely learn something from him. We will be pushing each other forward to get the very best from ourselves and our cars. I'm looking forward to working with him enormously."



BMW Team RMG: Full speed ahead.

This season, BMW Team RMG wants to take off once again and build on its promising performances from 2012. Back then, Stefan Reinhold's team was able to celebrate top results and podium finishes. With a new car – the BMW M4 DTM – and two new drivers in the cockpit, it should be the same story in 2014.

One of the new drivers is Marco Wittmann, who celebrated his debut in the DTM in 2013 with BMW Team MTEK. One podium finish, one pole position, two fastest lap times and 49 points secured him the title of "Rookie of the Year" after ten races. Maxime Martin is also new to the series. The Belgian put himself in line for the DTM with his fantastic performances in GT racing.

Facts and figures.

Founded:	2011
Team Principal:	Stefan Reinhold (DE)
Team Base:	Niederzissen (DE)
Drivers:	Marco Wittmann (DE)/Maxime Martin (BE)

Milestones.

- 2012 8th place DTM team competition
- 2013 10th place DTM team competition



Marco Wittmann: Car number 23.

Date of birth: 24th November 1989
Birthplace: Fürth (DE)
Marital status: Single
Car: Ice-Watch BMW M4 DTM

You could hardly tell that 2013 was only Marco Wittmann's first season in the DTM. The youngster learnt in record time – and this meant success wasn't long in coming his way. He was in second place on the podium at the third race of the season in Spielberg, and he celebrated his first pole position in the DTM in Zandvoort. Wittmann ended the year in eighth place in the Drivers' Championship and was the most successful Rookie of the season.

He took his first racing steps in Formula BMW. While there, Wittmann developed the skills necessary for his further career. After three years in the Formula 3 Euro Series – in which he was second overall in 2010 and 2011 – he returned to the BMW Motorsport family.

As a test and development driver, Wittmann acquired a detailed knowledge of the DTM to allow himself to go best prepared into his first season as a works driver. Now competing for BMW Team RMG in 2014, he wants to continue from where he left off last year.

Career.

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



Three questions for ... Marco Wittmann.

Marco, you had a successful first season in the DTM. Was that just the entrance you were hoping for?

Marco Wittmanns: "Yes, I found my feet very quickly in the DTM. When I was second in Spielberg, things were going a lot better than I had hoped. Alongside my first pole position in Zandvoort, it was definitely the highlight of the season. All in all, it really was a very good first year for me. It was a great feeling to be the best Rookie at the end of the season."

In 2014, you're the man with the experience, and your team-mate Maxime Martin is the Rookie...

Wittmann: "I know Maxime from last year, when he was following in my footsteps as a test and development driver for BMW Motorsport. The collaboration between us is naturally a lot more intensive in 2014. The preparations for the season and the joint tests have brought us even closer together. We're getting along fantastically well with one another."

Have you noticed an increased interest from the press and from fans since you've been racing in the DTM?

Wittmann: "Definitely. I'm now much better known since I've been driving in the DTM for BMW. And it's not just the media that are much more interested in me now – the encouragement from fans is also growing all the time, both on my Facebook page and at race weekends. It's therefore particularly important to me that the fans can get close to us drivers on the track, whether at autograph sessions or in the paddock. At the end of the day, they're the reason we're involved in this sport."



Maxime Martin: Car number 24.

Date of birth: 20th March 1986
Birthplace: Uccle (BE)
Marital status: Single
Car: SAMSUNG BMW M4 DTM

Racing is in Maxime Martin's genes – although his career has taken a rather unusual route. His father is the Belgian racing legend Jean-Michel Martin. His son nevertheless took his time deciding whether or not to carry on the family tradition. He first started his motorsport career at the age of 18. That was in 2005. Martin might have started late, but he has already proven more than once since then he is a thoroughbred racing driver with a great deal of talent.

Martin managed to make the leap into the BMW works driver squad thanks to his successes as a privateer driver. After his convincing performances in the BMW Z4 GT3, he graduated to being the Test and Development Driver for BMW Motorsport in the DTM in 2013. At the same time, he successfully competed in the American Le Mans Series for BMW Team RLL and attracted attention by coming second overall in the 24-hour race on the Nürburgring. In 2014, Martin is taking the next step and is making his debut season in the DTM with BMW Team RMG.

Career.

2005 1st place MINI Cooper World Cup
2006 4th place Formula Renault 1.6
2007 3rd place Eurocup Megane Trophy
2008 1st place French Renault Clio Cup
2nd place Eurocup Megane Trophy
2009 1st place G3 class 24h race Spa-Francorchamps
2010 14th place FIA GT1 World Championship
2nd place GT3 class 24h race Spa-Francorchamps
2011 6th place FIA GT1 World Championship
2012 2nd place Blancpain Endurance Series
4th place ADAC GT Masters
2013 6th place GT class ALMS
2nd place 24h race Nürburgring
2nd place Blancpain Endurance Series



Three questions for ... Maxime Martin.

Maxime, does it make you proud to have made it into the DTM with BMW?

Maxime Martin: "I'm naturally very happy with the way my career has developed. My example shows that there isn't just one way to the top in motorsport. It was always my ultimate aim to make it into the DTM someday. That time has come in 2014, and I'm competing for BMW in the best touring car series in the world. It's a dream come true for me."

What do you think you can achieve in your first year?

Martin: "As a racing driver, you always want to win. None of us go into it with the goal of coming tenth at the end. But I also know that the DTM is a completely different kettle of fish to anything that I've experienced before. The competition is very stiff, so no one can expect me to be driving with the best at the very front right from the beginning. I'll have to use the first races to gain experience. But after that learning phase, I naturally want to point myself quickly towards the top."

Your father has already had success for BMW – and Eric van de Poele won the title in a BMW M3 in 1987. Will you be the next Belgian to stir things up in the DTM?

Martin: "Time will tell. I've fought hard to get into the DTM. No one took me by the hand at 18 and gave me a drive with an established team. Instead, I've slowly worked my way up. There is no reason I can think of why I can't also be successful in the DTM. As far as I'm concerned, it's only a question of time."



BMW M4 DTM: The new challenger.

First the BMW 635 CSi, then the BMW M3: no matter which model the BMW teams have turned to over the 30-year history of the DTM, they have won races and claimed titles. Now there is a new challenger on the grid – the BMW M4 DTM. We are presenting the car for the 2014 season.

Development.

BMW Motorsport engineers started to look ahead to 2014 and began working on the development of the new BMW M4 DTM well before the start of the 2013 DTM season. The first model made its first appearance in the wind tunnel at the BMW Group's Aero Lab on 22nd April – 13 days before the opening race of the 2013 season in Hockenheim. In the summer of 2013, while continuing with aerodynamic testing, the experts in Munich turned their attention to designing new suspension parts. The new components made their first on-track outing in December 2013 – but still within the BMW M3 DTM at that point.

The final parts for the chassis of the BMW M4 DTM were in production by the turn of the year, allowing the BMW teams to assemble the first models of the new car in January and February. Three hundred days after the first test in the wind tunnel, the BMW M4 DTM took to the track for its track debut in Montebelario on 11th February 2014.

The production version of the BMW M4 Coupe provided BMW Motorsport with a perfect basis for developing the DTM racing car. Hardly surprising, given the fact that the primary goal of the BMW M GmbH engineers working on the BMW M4 Coupe was to create a robust car suitable for use on the racetrack. Among those to make valuable contributions towards achieving this goal were DTM drivers Bruno Spengler and Timo Glock, who took part in tuning tests at the Nürburgring-Nordschleife. "I am proud to have played my part in the fine-tuning," said Spengler. "The chassis of the BMW M4 Coupe is very sporty. The feedback from the front axle is extremely direct, and the grip on the rear axle is phenomenal. This car is the ideal basis for our car in the DTM."

Production.

The last BMW M car to roll off the assembly line at the main BMW Plant in Munich did so back in 1991. After that, production shifted to BMW Plant Regensburg. Almost 23 years later, the assembly process returned to the main factory – and just a few metres away BMW Motorsport engineers were hard at work tinkering with the racing version of the new car. However, the



BMW Plants in Regensburg and Dingolfing were also involved in the development of the BMW M4 DTM. Among other things, the kilometre-long test tracks at the modern production facilities were used for aerodynamic tests. Throughout the development phase, the 2014 DTM car was to be seen at what is otherwise the venue for the exhaustive quality control checks performed on all BMW M cars.

Design.

The BMW M4 Coupe and the BMW M4 DTM lie low and flat on the tarmac. Even when stationary, the design's powerful contours underline the performance of the two brothers. Characteristic design elements, such as the modern take on the twin headlight arrangement and distinctive twin-bar kidney grille, ensure that the car clearly stands out as a BMW M vehicle. The power dome on the bonnet is equally striking. The side of the car extends the dynamic impression created by the front end. The proportions typical of the BMW M4 Coupe, such as the long bonnet, long wheel base, set-back greenhouse and a short front overhang, formed the basis for the low and aerodynamic silhouette of the BMW M4 DTM.

Aerodynamics.

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 flatter rear window optimises the way the airflow approaches the rear wing. 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.

Lightweight construction.

The BMW M4 Coupe itself is a prime example of intelligent, lightweight construction. The high-performance sports car weighs just 1,497 kilograms when empty – that is a whole 80 kilograms less than its predecessor. This reduction of weight has a positive effect on the driving dynamics and consumption. This has been made possible by the extensive use of lightweight materials, such as carbon fibre reinforced plastic and aluminium. The use of carbon is also widespread in motor racing. Virtually the entire body of the BMW M4 DTM is made of this ultra-light material. The weight reduction and consequent lowering of the centre of gravity are key to the car's performance on the racetrack.



Safety.

Like the BMW M4 Coupe, the racing version also meets the highest safety standards. 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.

Engine.

The BMW P66 engine in the BMW M4 DTM generates approx. 480 bhp with the air restrictor specified in the technical regulations. It is made up of 800 different components, consisting of 3,900 individual parts. When designing the DTM drivetrain, BMW Motorsport took full advantage of the technological know-how within the BMW Group. The high-tech foundry connected to BMW Plant Landshut accounts for the large cast parts, such as the cylinder head and crankcase – just as it does in the production of the six-cylinder in-line engine for the BMW M4 Coupe. The cast parts are coated and given the necessary heat treatment within the appropriate departments in Munich. The BMW V8 for the DTM is both a sprinter and a marathon runner. It allows the BMW M4 DTM to accelerate from 0 to 100 km/h in about three seconds.

Only ten engines are permitted for all eight BMWs over the course of the entire season. Therefore, reliability is a prerequisite to success. The engine's power is transferred via a sequential six-speed sport gearbox, which is operated pneumatically using shift paddles mounted on the steering wheel. The gearbox is one of the standard components, which are used by all the DTM manufacturers. It has 11 final drive ratios, which allow the engineers and drivers to react to the respective circuit and engine characteristics when setting the car up.

Steering wheel.

Additional status displays and a customised layout of the controls make the steering wheel in the new BMW M4 DTM even more comfortable for the drivers to use. The individual buttons can be allocated as the driver desires. As with the racing car, the gears on the BMW M4 Coupe can also be changed using shift paddles on the steering wheel, depending upon the configuration.

Lights.

Drivers of both the BMW M4 DTM and the BMW M4 Coupe can rely on the performance of modern LED headlamps. Light emitting diodes do more than simply save energy. Thanks to the significantly shorter reaction time compared to conventional filament lamps, the driver behind is given more notice when a driver in front of him is braking. And every fraction of a second counts on the racetrack. The light generated by LEDs is also very similar to sunlight, making it particularly easy on the eye.



BMW M4 DTM: Technical data.

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

Tank capacity: 120 litres

Weight (incl. driver): 1,120 (+/-10) kg

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



Circuits: The 2014 DTM races.

4th May 2014	Hockenheim (DE)
18th May 2014	Oschersleben (DE)
1st June 2014	Budapest (HU)
29th June 2014	Norisring (DE)
13th July 2014	Moscow (RU)
3rd August 2014	Spielberg (AT)
17th August 2014	Nürburgring (DE)
14th September 2014	Lausitzring (DE)
28th September 2014	Guangzhou (CN)
19th October 2014	Hockenheim (DE)



Hockenheim, 4th May/19th October.

Circuit data.

Length	4.574 km
Laps	42
2013 winner	Augusto Farfus (Hockenheim I) Timo Glock (Hockenheim II)
2013 pole time	1:35.981 minutes (Hockenheim I) 1:33.443 minutes (Hockenheim II)
Best BMW finish 2013	Augusto Farfus, 1 st place (Hockenheim I) Timo Glock, 1 st place (Hockenheim II)
DTM debut	1984
BMW wins	13

The Hockenheimring is the traditional venue for both the opening and final race of the DTM season. When the DTM racing cars roar into life the fans turn the Motodrom – the stadium-like last section of the track that characterises Hockenheim – into a cauldron. Last year the BMW drivers ruled the roost at the Hockenheimring: in the opening race, Augusto Farfus finished first ahead of Dirk Werner. Timo Glock triumphed at the season finale.

Driver's view: Augusto Farfus.

“It’s a special experience every time you go to Hockenheim to complete the final joint test and then return to the track for the first race of the year just a few weeks later. It will be a fantastic feeling to compete there again. I was in third place on the podium in 2012, and I won last year. This circuit is very dear to me. Apart from the fantastic atmosphere, I love Hockenheim’s constant change between fast and slow sections. It’s a super track.”

Oschersleben, 18th May.

Circuit data.

Length	3.696 km
Laps	51
2013 winner	Augusto Farfus
2013 pole time	1:20.140 minutes
Best BMW finish 2013	Augusto Farfus, 1 st place
DTM debut	2000
BMW wins	2

The “Motorsport Arena” in the Magdeburger Boerde region of Germany opened in 1997. Since then, the circuit has proven to be a happy stomping ground for BMW: a BMW M3 DTM has been first across the finish line in Oschersleben in both seasons since BMW returned to



the DTM. Bruno Spengler's victory in 2012 was followed by a win for Augusto Farfus in 2013. Spengler started from pole position on both occasions.

Driver's view: Martin Tomczyk.

"Oschersleben is a very special racing circuit. It's characterised by its long, sweeping bends. They demand an enormous amount from the cars' tyres. The set-up has to be 100 per cent perfect to balance this out. In addition, the track only offers a few chances to overtake – meaning that qualifying is of prime importance. If you're up at the front in Oschersleben, you've got a good chance of winning. You can also gain some places with a good racing strategy."

Budapest, 1st June.

Circuit data.

Length	4.381 km
Laps	41
1988 winner	Johnny Cecotto (Race 1) Johnny Cecotto (Race 2)
1988 pole time	1:55.590 minutes
Best BMW finish 1988	Markus Oestreich, 4 th place (Race 1) Markus Oestreich, 4 th place (Race 2)
DTM debut	1988
BMW wins	–

After over a quarter of a century away, the DTM returns to Hungary in 2014. The popular touring car series' only previous appearance at the Hungaroring came back in 1988. The circuit is located about 20 kilometres north-east of the centre of Budapest and was opened in 1985. Since then, it has rapidly developed into a permanent fixture on the international motorsport scene. The Hungaroring, is nestled in a valley. Because of this, the grandstands offer outstanding views over almost the entire track.

Driver's view: Timo Glock.

"For some reason, I always get a particularly large amount of support from the fans in Hungary. That naturally makes me happy – but I also like the Hungaroring itself. It never gets boring in the car on this track. When you add the high temperatures into the mix, a race in Budapest really is a demanding event. I've already got to know the track in a BMW M4 DTM during the preparations for this season. I think the fans will get to see a great race."



Norising, 29th June.

Circuit data.

Length	2.3 km
Laps	83
2013 winner	- (Mattias Ekström disqualified)
2013 pole time	48,384 seconds
Best BMW finish 2013	Bruno Spengler, 6 th place
DTM debut	1984
BMW wins	5

The Norising is known as “The Monaco of Touring Car Racing.” Fans and drivers alike are captivated by the unique atmosphere that reigns over the street circuit in the heart of Nuremberg. Every summer, the public roads around the Dutzendteich’s concrete grandstands are converted into a racetrack for the weekend. The circuit may only have four corners, but they are all demanding. Every millimetre counts between the Grundig hairpin, the Schöller-S and the Dutzendteich hairpin.

Driver’s view: Marco Wittmann.

“The Norising is my personal highlight in the racing calendar because it’s my home race. I live just a few kilometres away in Fürth. The atmosphere on the whole track is just fantastic. Although the circuit only has four bends, it’s pretty demanding. That’s because it’s these four bends that make the difference between victory and defeat. You have to hit them spot on and accelerate out of them just right to get a good lap time. The Norising doesn’t forgive any mistakes.”

Moscow, 13th July.

Circuit data.

Length	3.932 km
Laps	48
2013 winner	Mike Rockenfeller
2013 pole time	58.791 seconds
Best BMW finish 2013	Augusto Farfus, 3 rd place
DTM debut	2013
BMW wins	–

The “Moscow Raceway” is located about 80 kilometres west of the Russian capital Moscow, close to the city of Volokolamsk. The modern facility is situated in the heart of the sweeping countryside. The circuit, which was designed by track architect Hermann Tilke, was officially



opened in 2012. The DTM made its first appearance at the “Moscow Raceway” in 2013. Augusto Farfus claimed a podium finish, coming home third in his BMW M3 DTM.

Driver’s view: Joey Hand.

“Moscow is one of my favourite tracks in the racing calendar – and that’s thanks to one simple fact: I was pretty quick there last season. The race was extremely exciting for me. I fought, took a lot of places, and drove over the finish line in seventh place at the end. I’m now looking forward to going back to Russia. Particularly also because the fans have taken to the DTM so well. They were thrilled by the cars and the sound of our V8 engines.”

Spielberg, 3rd August.

Circuit data.

Length	4.326 km
Laps	47
2013 winner	Bruno Spengler
2013 pole time	1:24.836 minutes
Best BMW finish 2013	Bruno Spengler, 1 st place
DTM debut	2011
BMW wins	1

In 2013, BMW Motorsport achieved an historic result on the Red Bull Ring in Spielberg. It was the first time that three BMW drivers finished on the podium at the same time since the DTM Comeback in 2012: Bruno Spengler took victory ahead of Marco Wittmann and Timo Glock. Surrounded by the picturesque landscape of Styria, the Red Bull Ring alternates between up- and downhill sections.

Driver’s view: António Félix da Costa.

“Spielberg feels like a home race to me. It really is something very special to compete in a race there in the Red Bull BMW M4 DTM. The track offers many high-speed bends. That makes it a lot of fun for us drivers. You have to find a good rhythm to go quickly. But the really unique thing about Spielberg is the fans – they make sure there’s a great atmosphere. What’s more, the landscape is stunning.”

Nürburgring, 17th August.

Circuit data.

Length	3.629 km
Laps	49
2013 winner	Robert Wickens



2013 pole time	1:23.296 minutes
Best BMW finish 2013	Augusto Farfus, 2nd place
DTM debut	1984
BMW wins	9

The Nürburgring is the oldest permanent racing track in Germany – and has been an integral part of the DTM racing calendar since 1984. BMW has scored nine DTM victories to date on the historic track, the last with Bruno Spengler in 2012. Last year, Augusto Farfus also took second place on the podium. BMW has long been closely linked with the Nürburgring: among others, the BMW M Test Center Nürburg and the BMW Ring-Taxi call the track their home.

Driver's view: Maxime Martin.

“A special feature of the Nürburgring is the weather. It can change completely between practice, qualifying and racing. We, therefore, have to be ready for every eventuality so that we can react quickly. I only know the Nürburgring so far from my appearances in a BMW Z4 GT3. Last year, I managed second place in the 24-hour race. But the short version we'll be driving on in the DTM also has a special appeal thanks to its fast and slow sections. I'm excited to see how the circuit feels in a DTM car.”

Lausitzring, 14th September.

Circuit data.

Length	3.478 km
Laps	52
2013 winner	Gary Paffett
2013 pole time	1:17.715 minutes
Best BMW finish 2013	Bruno Spengler, 7 th place
DTM debut	2000
BMW wins	1

With ten different layouts, the Lausitzring, along with the “Moscow Raceway”, is the circuit with the most possible variants on the calendar. The DTM drivers will tackle the 3.478-kilometre loop, with its 12 corners. The DTM has been a regular guest at the Lausitzring since making its debut there in 2000. Bruno Spengler made motorsport history here in 2012. He claimed BMW's first victory since returning to the DTM. This was also the 50th win for BMW in the history of this series.

Driver's view: Bruno Spengler.

“I have a lot of positive memories connected with the Lausitzring. I'll naturally never forget my first win with BMW during the DTM comeback in 2012. The Lausitzring has lots of slow



corners to offer – you have to brake late into them. What's more, there are numerous bumps on this track. That makes the set-up work a real challenge for both the teams and us drivers.”

Guangzhou, 28th September.

Circuit data.

Length	tbc
Laps	tbc
DTM debut	2014

As the 2014 season enters the finishing straight, the four BMW DTM teams head to the Far East. The penultimate race of the year will take place in the Chinese metropolis of Guangzhou, which is known in Europe as Canton. It is the DTM's third outing in China, having previously thrilled fans in Shanghai in 2004 and 2010. As was the case back then, a street circuit specially designed for the DTM will be set up for the race in Guangzhou. Due to this, the trip to China is a journey into the unknown for the BMW drivers. There are no reference values for this circuit, which makes preparing for the race weekend even more of a challenge. This makes it all the more crucial to take full advantage of practice time, right from the first minute.

Driver's view: Martin Tomczyk.

“I always find it interesting to visit other countries with the DTM. It's part of what makes motorsport so appealing. It's obviously not the first away fixture the DTM has had in China. I also took part in the races in Shanghai in 2004 and 2010 and am looking forward to coming back now with BMW Motorsport. It will definitely be an interesting race – and a spectacular event for the spectators. You're usually guaranteed action on a street circuit.”



BMW Motorsport history: Magic moments.

When the DTM was launched 30 years ago, BMW Motorsport was involved right from the start – and with great success. Both the victory in the first race and the title win in the debut year are milestones in BMW Motorsport's history. Three further victories followed: 1987, 1989, and in the comeback in 2012. Last year BMW Motorsport was able to defend the manufacturers' title. A glimpse back in time.

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 of 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 in 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 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 and 2013 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 lines up 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

After 20 years, BMW returns to the DTM and ends its comeback season with the perfect team result. After a fantastic year with four victories and three pole positions, Bruno Spengler is crowned champion. BMW Team Schnitzer, for whom Ravaglia won the title in 1989, wins the team championship. BMW Motorsport is also victorious in the manufacturers' championship.

2013

In its last year, the BMW M3 DTM once again proves its performance capabilities with five wins, two podium places, four pole positions and four fastest laps. No other DTM manufacturer wins more races than BMW in 2013. At the end, the brand once again chucks up a win in the Manufacturers' Championship. BMW Team RBM takes second place in the Team Championship. Augusto Farfus – the best-placed BMW representative – claims second place overall in the Drivers' Championship.



BMW in DTM: Facts and figures ahead of the 2014 season.

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

Wins:

59

Podiums:

209

Quintuples:

2

Quadruples:

2

Trebles:

10

One-twos:

17

First win:

11th March 1984, Zolder
Harald Grohs (BMW 635 CSi)

Latest win:

20th October 2013, Hockenheim
Timo Glock (BMW M3 DTM)

BMW wins by circuit:



Hockenheim	13
Zolder	9
Nürburgring	9
Norisring	5
Mainz-Finthen	5
Diepholz	4
Brünn	3
Wunstorf	3
Oschersleben	2
Avus	2
Lausitzring	1
Spielberg	1

Pole positions:

39

Fastest laps:

72

Most successful cars:

BMW M3	41 wins
BMW M3 DTM	10
BMW 635 CSi	6
BMW 323i	2

Most successful drivers (wins):

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

Most successful drivers (pole positions):

Harald Grohs	8
Bruno Spengler	5
Roberto Ravaglia	5
Johnny Cecotto	4
Augusto Farfus	3
Altfried Heger	3



Armin Hahne 3

Most successful drivers (fastest laps):

Steve Soper 8

Joachim Winkelhock 8

Harald Grohs 6

Johnny Cecotto 5

Altfried Heger 5

Roberto Ravaglia 4



BMW Motorsport: United SportsCar Championship.

The 2014 season heralds a new era for motorsport in North America. The American Le Mans Series and GRANDAM Series have merged to form the United SportsCar Championship (USCC). The organiser of the series is the International Motor Sports Association (IMSA). BMW Team RLL will compete for BMW Motorsport with two BMW Z4 GTLMs in the GT Le Mans class. Team Principal Bobby Rahal's outfit and BMW Motorsport have already celebrated a lot of successes together in the ALMS.

Three of last year's drivers will be behind the wheel of the two BMW Z4 GTLMs, in the form of Dirk Müller, Bill Auberlen and John Edwards. Andy Priaulx now joins the team as the new regular driver. This is something of a reunion for Priaulx and BMW Team RLL, who won the GT class of the Sebring 12 Hours together in 2011. The BMW Team RLL squad will be bolstered by Dirk Werner, Graham Rahal and the two DTM drivers Joey Hand and Maxime Martin at endurance races.

The USCC race calendar consists of 13 events. The season started with the Daytona 24 Hours in January and will be finished after the "Petit Le Mans" in Road Atlanta on 4th October. Nine weekends will see up to 60 cars line up on the grid, divided into four different classes: Prototype Class (P), Prototype Challenge (PC), Gran Turismo Le Mans (GTLM) and Gran Turismo Daytona (GTD). Four weekends will highlight specific classes with 11 races counting toward each class championship.



24 Hours Nürburgring.

The 24-hour race at the Nürburgring is crucial to the history of BMW Motorsport. 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 162 class victories from the 41 races held so far. In 2014, the legendary Nürburgring-Nordschleife will host the 24-hour race for the 42nd time. For the first time, the 24-hour race on 21st/22nd June was preceded by the newly-introduced qualifying race on 6th April.

Just like in 2013, BMW Sports Trophy Team Schubert and BMW Sports Trophy Team Marc VDS will both take two BMW Z4 GT3s onto the starting grid. Privately run BMW Z4 GT3s will join the strong SP9 Class, and countless other BMW racing cars will enter the field of over 200 vehicles.

The BMW Z4 GT3s of the Schubert and Marc VDS BMW Sports Trophy Teams will be driven by a fast and experienced line-up of drivers that includes Claudia Hürtgen, Dirk Werner, Jörg Müller, Dirk Müller, Uwe Alzen and Dirk Adorf. They're among the most experienced drivers around for an appearance on the Nordschleife. Jörg Müller, Dirk Müller and Uwe Alzen alone bring with them a total of five wins in the classic Eifel race. Another driver will join the team in the form of Lucas Luhr, who has already managed to win twice in the marathon on the Nordschleife.

What's more, such talented young drivers as Jens Klingmann, Alexander Sims and Dominik Baumann will take to the Nordschleife in a BMW Z4 GT3. The driving squad is capped off with BMW DTM drivers Maxime Martin, Martin Tomczyk and Marco Wittmann as well as Markus Palttala, Nicky Catsburg and Bas Leinders.



BMW Sports Trophy.

A tradition of success all over the globe: in 2014, the BMW Sports Trophy will see its 53rd season – and the high importance customer racing has for BMW remains undiminished. The BMW Sports Trophy encompasses all the privateer drivers and teams who represent the BMW brand in a diverse range of series and at renowned racing events all over the world. This makes these privateer drivers perfect ambassadors for the BMW brand. BMW Motorsport pays back their efforts with the selection of technically advanced cars, comprehensive services, and many other advantages besides.

In addition, BMW Motorsport rewards the best privateer drivers and teams of the season with a considerable prize fund at the end of the year. In 2013, FIA WTCC driver Tom Coronel took first place in the privateer driver competition. Victory in the first ever team competition went to ROAL Motorsport – the team of former BMW DTM Champion, Roberto Ravaglia.

The BMW Z4 GT3 will continue to spearhead the range of cars available from BMW Motorsport Distribution. The car has again undergone further detailed development for 2014, and should cause a real splash in the hands of the privateer BMW teams and drivers in events and championships held according to GT3 regulations. The BMW Z4 GT3 will also see action at the 24-hour classics at the Nürburgring and in Spa-Francorchamps. ROAL Motorsport will also use a BMW Z4 GT3 – modified in cooperation with BMW Motorsport – in the Blancpain Sprint Series for Alessandro Zanardi, who is celebrating his racing comeback as a BMW works driver.

BMW Motorsport is offering the BMW M235i Racing as a new customer car. For 59,500 Euro (plus VAT), this car enables customers to make an affordable entrance into motorsport. It is initially intended to be used at such series and events as the VLN Endurance Championship and the 24-hour race on the Nordschleife, as well as the RCN Circuit Racing challenge. As part of the VLN, privateer BMW drivers will also be fighting for points and for victory in a separate BMW M235i Racing Cup class.



BMW Motorsport Junior Programme.

The promotion of promising and talented young drivers enjoys a long tradition at BMW Motorsport, which is set to continue in 2014. This season sees the introduction of a new multi-level junior concept, which will be continuously expanded over the coming months and years: the BMW Motorsport Junior Programme. The focus is on GT and touring car drivers of at least 18 years of age and in possession of a licence to race on the iconic Nürburgring-Nordschleife. This licence is important, as outings in the BMW M235i Racing Cup class of the VLN Endurance Championship will form an integral part of the comprehensive training programme.

The VLN provides participants with a prominent stage, on which to gain experience at the wheel of the newly developed, entry-level BMW M235i Racing, in a professional team, and on the demanding Nürburgring-Nordschleife. As well as starts in the VLN, test drives in Formula BMW FB02 racing cars and intensive theory courses dealing with fitness and PR are planned, as are mental and simulator training.

Once they have gained initial valuable experience in GT and touring car racing, BMW Motorsport intends to cautiously promote the most impressive youngsters into higher classes. For example, starts in a GT4 category are planned for the second year. In their third season, the strongest participants would ideally be ready to test themselves against the opposition in an international GT3 class. These three building blocks are flanked by unique opportunities for the participants to familiarise themselves with aspects of the current BMW Motorsport racing programme: from tests in the BMW Z4 GT3 and BMW Z4 GTLM to “tasters” in the BMW M4 DTM.

The first of up to four BMW Motorsport Juniors in the class of 2014 is Alexander Mies. He is the first driver to continue BMW's tradition of promoting talented youngsters. At the age of 21, Mies has already taken his first steps in touring car racing in the VLN Endurance Championship, being awarded the “Best Junior” trophy in 2013. He is now highly motivated to continue to develop under the guidance of BMW works driver and mentor Dirk Adorf and to gain further experience.



BMW M GmbH: The most powerful letter in the world.

For over 40 years, BMW M GmbH 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.

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.

Today, BMW M GmbH unites five business divisions under its roof: 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 special-purpose 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.



DTM know-how takes to the streets.

The figureheads among these vehicles are naturally those sports cars that are developed using all of BMW's cumulative motorsport experience. This is the case with the newest models from BMW M: the new BMW M3 Sedan and the new BMW M4 Coupe.

A completely new, 431 bhp, six-cylinder inline engine with M TwinPower Turbo Technology and a high-rev characteristic has been developed for these two models. Achieving an intelligent, lightweight construction and robust racetrack capabilities ranked among the highest developmental priorities for the BMW M3 Sedan and the BMW M4 Coupe.

The consistent use of such lightweight materials as carbon fibre reinforced plastic and aluminium in numerous chassis and bodywork components reduces the vehicle weight by around 80 kg compared to the similarly equipped previous generation. Both models include a cooling system designed for use on the track that always guarantees an optimal temperature balance in the engine, turbocharger and transmission.

The engineers also worked together closely with the BMW Motorsport works drivers during fine-tuning in order to accentuate the motorsport character of both models. Bruno Spengler and Timo Glock, therefore, took part in numerous tests and set-up drives on the Nürburgring-Nordschleife.



A leading role: BMW M4 Coupe DTM Safety Car.

The new BMW M4 Coupe is out to conquer the DTM in 2014 – not just in its racing version, but also as the Safety Car at the head of the field. To lead the 23 DTM racing cars masterfully around the circuit, the Safety Car must itself offer maximum dynamic performance. A powerful engine, a racing-derived chassis and perfect handling in all weather conditions are an absolute must.

It is a good thing, therefore, that it is in these areas that the BMW M4 Coupe, with its numerous BMW 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 much-praised M Power in the BMW M4 Coupe 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 Coupe was then further assembled and modified by hand in the BMW 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 diffuser – the engineers have prepared the BMW M4 Coupe 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 retested and further developed time again throughout the course of the season.



Partners.

Premium Partner.

Aral.

With around 2,500 filling stations, Aral is the number one in Germany, the most important filling station market in Europe. The supplier of quality fuels and lubricants was established at its headquarters in Bochum in 1898 and invented the world's first super fuel in 1924, which consisted of aromatic and aliphatic hydrocarbons – hence the company name “Aral”. Aral has belonged to BP and been the company's filling station brand in Germany since 2002. 98 per cent of Germans recognise the blue and white branding. With its own fuel research centre in Bochum, Aral remains the industry's technological leader. Aral's history is littered with fuel innovations. Most recently, two new products were launched on the German market in 2010: Aral ultimate 102 and Aral ultimate Diesel were, and remain, the only fuels in the world that also meet all the specifications of the international automobile industry regarding future generations of engines.

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 co-operations 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 2014, 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.

Castrol EDGE.

Castrol's commercial success is underpinned by their ability to deliver improved performance through leadership in technology and innovation. This has helped Castrol deliver superior performing lubricants for over 100 years including brands such as Castrol EDGE – Castrol's strongest and most advanced range of engine oils yet. In its work with BMW, Castrol EDGE provides leading technological insight and innovation to improve on track performances.

Premium Partner.

Crowne Plaza Hotels & Resorts.

IHG (InterContinental Hotels Group) [LON:IHG, NYSE: IHG (ADRs)] is a global organisation with a broad portfolio of nine hotel brands, including InterContinental® Hotels & Resorts, Hotel Indigo®, Crowne Plaza® Hotels & Resorts, Holiday Inn® Hotels and Resorts, Holiday Inn Express®, Staybridge Suites®, Candlewood Suites®, EVEN™ Hotels and HUALUXE™ Hotels & Resorts. IHG manages IHG® Rewards Club, the world's first and largest hotel loyalty programme with over 76 million members worldwide. The programme was relaunched in July 2013, offering enhanced benefits for members including free internet for Elites across all hotels, globally. IHG franchises, leases, manages or owns over 4,600 hotels and 679,000 guest rooms in nearly 100 countries and territories. With more than 1,000 hotels in its development pipeline, IHG expects to recruit around 90,000 people into additional roles across its estate over the next few years. InterContinental Hotels Group PLC is the Group's holding company and is incorporated in Great Britain and registered in England and Wales. Visit www.ihg.com for hotel information and reservations and www.ihgrewardsclub.com for more on IHG Rewards Club. For our latest news, visit: www.ihg.com/media, [www.twitter.com/ihg](https://twitter.com/ihg), www.facebook.com/ihg or www.youtube.com/ihgplc.

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.

Samsung Electronics Co., Ltd. is a global leader in technology, opening new possibilities for people everywhere. Through relentless innovation and discovery, we are transforming the worlds of televisions, smartphones, personal computers, printers, cameras, home appliances, LTE systems, medical devices, semiconductors and LED solutions. We employ 236,000



people across 79 countries with annual sales exceeding KRW 201 trillion. To discover more, please visit www.samsung.com.

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 tailpipes and on many models, drivers can add a Wireless Kit for adjustable sound. Founded in Slovenia over 22 years ago, by former motorcycle racer Igor Akrapovič, the brand has grown to international prominence through the successful support of leading racing teams.

Official Partner.

Allgeier.

Allgeier SE is one of the leading IT companies for Business Performance today: Allgeier combines the advantages of an international provider with the merits of medium-sized companies with a growth strategy oriented consistently to innovations and future trends, and an integrative business model. Six operating divisions, each with their individual specialist or sector-related focal points, work together for more than 2,000 customers from almost all sectors. With more than 4,400 salaried employees and over 1,300 freelance experts, Allgeier, as a one-stop shop, offers customers a comprehensive portfolio of solutions and services.

Allgeier's customers include globally operating groups as well as innovative medium-sized operations that wish to secure strategic advantages through high-performing IT solutions, intelligent software and flexible personnel services. This high-growth company, which is based in Munich, Germany, operates at more than 100 sites in the German-speaking region, and at further locations in the rest of Europe, as well as in India, Mexico and the USA. Allgeier generated EUR 423 million of revenue in 2012.

Allgeier SE was ranked first in the Lünendonk® List 2013 of "Leading German medium-sized IT consulting and system integration companies". The Allgeier Experts Division ranks among the top three IT personnel service-providers in Germany according to the Lünendonk® 2013 market segment study "The market for recruiting, mediating and managing IT freelancers in Germany". The company is listed on the regular market of the Frankfurt Stock Exchange in the General Standard segment (WKN 508630/ISIN DE0005086300). Further information is available on the company's website at: www.allgeier.com.

**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 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.
www.bmw-drivingexperience.com.

Official Partner.**Exide Technologies.**

EXIDE Technologies (www.exide.com), with operations in more than 80 countries, is one of the world’s largest producers and recyclers of lead-acid batteries. Its global business groups provide a comprehensive range of stored electrical energy products and services for industrial and transportation applications. Transportation markets include original-equipment and aftermarket automotive, heavy-duty truck, agricultural and marine applications, and new technologies for hybrid vehicles. Industrial markets – GNB® Industrial Power – include network



power applications such as telecommunications systems, electric utilities, railroads, photovoltaic (solar-power) and uninterruptible power supply (UPS), and motive-power applications including lift trucks, cleaning machines and other commercial vehicles.

Official Partner.

GermanPV.

GermanPV GmbH has its headquarters in Cottbus, with further branches in Kempten and Berlin, and is expanding throughout Europe. The company designs, produces, plans and distributes photovoltaic products, components and facilities for solar power generation as well as storage systems for the single family and industrial sector. GermanPV collects innovations of the solar power technology together with eMobility and develops highly interesting energy concepts. As a specialist wholesale partner and competent trade supplier we offer complete tailor-made solutions for use in the small and medium-sized performance range. GermanPV satisfies customers with a mature product range. Highest demands on quality, mature technology and outstanding visual appearance are the criteria of a GermanPV photovoltaic facility.

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 65,000 employees at more than 140 production locations and ten major research and development centers are expected to generate sales of around ten billion euros. With its two business units Engine Systems and Components as well as Filtration and Engine Peripherals, MAHLE ranks among the top three systems suppliers worldwide. In 2014, the former Behr Group—which ranks among the leading OEMs worldwide in vehicle air conditioning and engine cooling—will be integrated into the MAHLE Group as the Thermal Management business unit. All of the group's nonautomotive activities are combined in the Industry business unit with products from



the application areas of filtration, thermal management, and large engines for industrial purposes. The Aftermarket business unit serves the independent spare 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 fulfils these requirements with passion – because MAHLE engineers have fuel in their blood.

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 <http://www.puma.com>.



Pole position on the web: BMW Motorsport online.

Featuring a modern design, the BMW Motorsport web presence provides information on BMW's various involvements in motor racing. As well as the very latest news and comprehensive background reports on BMW Motorsport – which are also available for those on the move, thanks to the BMW Motorsport App – entertaining special features offer users exclusive glimpses behind the scenes and access to areas usually reserved for the engineers, teams and drivers. Users can also find out more about the technology behind the BMW Motorsport racing cars.

For BMW Motorsport, social media begins with the official website. The link to Facebook allows fans to comment on the website's content, join in discussions, and share interesting content with their friends. The BMW Motorsport Facebook page is more than just a major social media offering, featuring regular updates. Fans can also find fascinating videos on the BMW Motorsport YouTube channel. Twitter provides fans around the world with another way of keeping in touch with what BMW Motorsport is up to.

Website: www.bmw-motorsport.com

Facebook: www.facebook.com/bmwmotorsport

YouTube: www.youtube.com/bmwmotorsport

Twitter: www.twitter.com/bmwmotorsport



Media Service: Your contact partners.

BMW Corporate Communications
Head of Sports Communications
Jörg Kottmeier
D-80788 Munich
Phone: +49 89 38223401
Mobile: +49 170 5666112
Email: joerg.kottmeier@bmw.de

Ingo Lehbrink
Phone: +49 89 38276003
Mobile: +49 176 20340224
Email: ingo.lehbrink@bmw.de

Florian Haasper
Phone: +49 89 452350911
Mobile: +49 177 5637923
Email: haasper@bs-plus.de

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 2014 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: www.press.bmwgroup-sport.com. You can also find copyright-free images for editorial purposes at: www.press.bmwgroup-sport.com.

Results and the latest news are available on the official BMW Motorsport website, at: www.bmw-motorsport.com.