



BMW

Media Information

BMW Motorsport.

2012 DTM Media Information.

Motorsport



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Foreword BMW Motorsport Director Jens Marquardt.

Dear Media Representative,

In 2012 we will line up in the DTM for the first time for almost 20 years. We have spent the last few months preparing intensely for this comeback, and are now looking forward to taking to the track in direct competition with our rivals in the premium sector.

BMW Motorsport is not the only one returning to the DTM. The same goes for the most powerful letter in the world: M. The BMW M3, with Eric van de Poele at the wheel, won the DTM title in its debut season back in 1987. Roberto Ravaglia then repeated the feat two years later. Prior to this, Volker Strycek in the BMW 635 CSi had already triumphed in the very first DTM season. The timing of our return with the BMW M3 DTM could not be better, as this year sees us celebrate the 40th birthday of BMW M and the 25th anniversary of the racing version of the BMW M3.

The DTM has changed considerably during our 20-year absence from the series. As such, our rivals have a significant advantage in terms of experience. That does not mean, however, that we are prepared to back down and leave the field to the opposition without a fight. We see ourselves as ambitious newcomers, and are ready to take every chance that comes our way.

I hope this media information helps facilitate your work, and look forward to the cooperation in the 2012 DTM season.

Yours sincerely

Jens Marquardt



Back to the future. BMW Motorsport returns to the DTM.

After a break of almost 20 years, BMW is returning to the DTM to face a new challenge with three teams and six BMW M3 DTM cars. The company's most recent works involvement in the series came between 1984 and 1992, during which time it left its mark with 49 victories, 30 pole positions and three drivers' titles.

The very first DTM race ever was won by a BMW driver: Harald Grohs, at the wheel of the BMW 635 CSi. By the end of the season, Volker Strycek had secured the title in the same car. When the BMW M3 arrived on the scene, it immediately dominated proceedings and helped Eric van de Poele (1987) and Roberto Ravaglia (1989) to victories in the drivers' standings.

From 2012, BMW is looking to add new chapters to this impressive success story. "Everyone in the team is looking forward to our first DTM season of the new era," said BMW Motorsport Director Jens Marquardt. "It goes without saying that BMW can look back on a long tradition in the DTM. However, the success of former years counts for nothing in the present – particularly bearing in mind strong opposition. Despite this, with the newly developed BMW M3 DTM, three strong teams and six quick drivers, we are hoping to produce the odd highlight in our first year back. We will be there, ready and waiting, when our chance to pick up strong results comes along. Of course we know that our competitors have far more DTM experience under their belts. We want to gain ground in this respect as quickly as possible."

Just as it was back then, BMW Team Schnitzer is once again involved under the leadership of Team Principal Charly Lamm. Bruno Spengler and Dirk Werner will line up for the team from Freilassing. Three-time World Touring Car Champion, Andy Priaulx, and Augusto Farfus will represent BMW Team RBM, while reigning DTM champion Martin Tomczyk will race alongside Joey Hand in the newly formed BMW Team RMG.

The six drivers have a strong ally in the BMW M3 DTM. It has been developed from scratch by BMW Motorsport and will follow in the footsteps of the legendary first generation of M3 when it takes to the track in 2012. Following the rollout in July 2011, the BMW M3 DTM completed thousands of test kilometres before it was homologated by the Deutscher Motor Sport Bund (DMSB) on 1st March this year. The car is powered by the BMW P66 engine. Equipped with the air restrictors specified in the regulations, this V8 engine is capable of producing about 480 bhp.



Interview with Jens Marquardt.

Mr. Marquardt, what does the return to the DTM mean to BMW?

Jens Marquardt: "BMW has always enjoyed a close association with touring car racing – and that will remain the case in the future. Our success story is closely connected with BMW M and the DTM, in which we have already celebrated victories and titles. For that reason, we are putting the focus on the BMW M3 DTM. You can feel that everyone in the company is really looking forward to the season's 11 events."

How tiring have the past weeks and months been for your team?

Marquardt: "We have an enormous effort behind us. I am really proud of what everyone involved has achieved – be it BMW Motorsport, our teams or our partners. The technical and organisational effort involved in paving the way for a successful DTM comeback has been immense. The next phase of our project begins with the season opener in Hockenheim."

What can the fans expect from the BMW M3 DTM?

Marquardt: "The first year will primarily be about compensating for the lack of experience compared to our rivals. We will do that through hard and consistent work. We have completed an extensive test and development programme with the BMW M3 DTM, and are on the right track. Despite this, we are well aware of our role: we are an ambitious and motivated rookie, coming up against two established and experienced manufacturers. We want to be competitive as soon as possible."

What makes the DTM so interesting for a company like BMW?

Marquardt: "The DTM produces thrilling motor racing – and in a unique atmosphere. The fans take centre stage. They are treated to a great programme away from the race action, and we are also able to benefit from this. The DTM is a fantastic platform, on which to impress spectators with our cars and the BMW brand. Three premium manufacturers in direct competition on the track is a guarantee for top-notch motor racing."

**How would you describe the squad of BMW drivers?**

Marquardt: "Our driving line-up boasts a mixture of current DTM experience at the highest level and long-term experience in other touring car and GT championships. All the drivers have already shown their class on many occasions. The international aspect of the driving line-up is also ideally suited to the BMW brand."

Which event are you, personally, particularly looking forward to?

Marquardt: "The curtain-raiser in Hockenheim will be a special event. After all, we have been working towards this race for such a long time. The Show Event in Munich's Olympic Stadium, which will see us competing within a stone's throw of the BMW company headquarters and BMW Welt, will also be a real highlight. We want to be in top form for our fans there. That also applies to all the other events, however."



40 Years of BMW M: The most powerful letter in the world.

BMW M is all about team spirit, innovation and perfection. It has been that way for 40 years. M forms the bridge between traditionally sporty BMW vehicles and successful BMW racing cars. It should come as no surprise, therefore, to discover that the roots of the sports car manufacturer, which is based in Garching near Munich, can be traced back to motor racing.

BMW Motorsport GmbH, which went on to become BMW M GmbH, first arrived on the scene in 1972. Under the guidance of Jochen Neerpasch, the company immediately took on a leading role in international motorsport with the quick BMW 2002 and the outstanding BMW 3.0 CSL.

In 1976, BMW Motorsport GmbH began work on its first independent car: the BMW M1. This car incorporated the collective racing know-how of BMW. The launch of the BMW M1 in 1978 also heralded the start of M production manufacturing. The mid-engine sports car with a straight six-cylinder power unit was the central character in the Procar series, in which Formula One drivers produced thrilling duels on Grand Prix weekends. As the racing regulations required a production counterpart, BMW M GmbH set about producing a small batch of 445 models of what was, at the time, the fastest production sports car made in Germany.

It was followed by successful models like the BMW 635 CSi and the BMW M5. BMW M developers were also responsible for the Formula One turbo engine, with which Nelson Piquet won the World Championship in 1983. Another racing icon made its debut in 1987: the BMW M3. The thoroughbred sports car provided engineers with an excellent basis, from which to produce a racing version. The rest is history: the BMW M3 became the most successful touring car of all time and set new standards both on the track and on the road. Its predecessors, like the BMW M3 GTR or today's BMW M3 GT, have continued to add their own chapters to the car's success story.

After 20 years, BMW Motorsport and BMW M are bringing the icon back to the DTM, where BMW drivers racked up 40 victories and two titles with the BMW M3 between 1987 and 1992.



Three titles and countless highlights. The history of BMW in the DTM.

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 wins 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 BMW driver Eric van de Poele, who finishes in the points at nine of the ten races.

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

Touring car World and European champion Roberto Ravaglia starts the season with two victories in Zolder – and goes on to finish on top after the finale in Hockenheim. As well as the Italian (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. 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.



Happy stomping ground – DTM statistics.

The DTM has already witnessed a BMW works involvement between 1984 and 1992, when the company's success played a crucial role in shaping the series. We have put together a few interesting facts and figures for you.

Titles

Volker Strycek (BMW 635 CSi), 1984

Eric van de Poele (BMW M3), 1987

Roberto Ravaglia (BMW M3), 1989

Wins

49

Quintuples

2

Quadruples

2

Trebles

9

One-twos

15

First win

11th March 1984, Zolder (BE)

Harald Grohs (BMW 635 CSi)

Last win

11th October 1992, Hockenheim (DE)

Roberto Ravaglia (BMW M3)

BMW wins by circuit

Hockenheim (10)

Zolder (9)



Nürburgring (8)
Norisring (5)
Mainz-Finthen (5)
Diepholz (4)
Brno (3)
Wunstorf (3)
Avus (2)

Pole positions

30

Fastest laps

64

Most successful cars

BMW M3 (40 wins/151 podium finishes)
BMW 635 CSi (6/23)
BMW 323i (3/8)

Most successful drivers (wins)

Johnny Cecotto (10)
Steve Soper (10)
Harald Grohs (7)
Roberto Ravaglia (6)
Winfried Vogt (3)
Joachim Winkelhock (3)

Most successful drivers (pole positions)

Harald Grohs (8)
Roberto Ravaglia (5)
Johnny Cecotto (4)
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)



A meeting of champions: Interview with Eric van de Poele, Roberto Ravaglia and Martin Tomczyk.

Martin Tomczyk was just five years old when Eric van de Poele triumphed with the BMW M3 in the DTM. Two years later Roberto Ravaglia won the coveted title in the drivers' standings. Today, Tomczyk is the reigning DTM champion – and all three drivers are looking forward to BMW's return to the series.

Martin, how does it feel to top the DTM at the end of the season?

Martin Tomczyk: "That is a unique feeling. After giving your all in many tough races, you have finally achieved your goal. I have been racing in the DTM for many years, and always firmly believed that I could win the title. When the time came, I was simply overwhelmed. That feeling has made me hungry for more. That is why I will be going all out to feel it again with BMW."

Eric, you found yourself in a very different position...

Eric van de Poele: "Yes, I was just starting out on my professional career back in 1987, and had far less experience than Martin. My English was really bad and everything was new. The only place I really felt at home was in my BMW M3. It was an unbelievable year. We didn't necessarily have the fastest car, but it was very reliable and consistent. I did not win a race, but we were still able to pick up the title. That shows how cleverly we went about that season."

Roberto, you had already enjoyed major success with the BMW M3 before you triumphed in the DTM. Was it still a special moment for you?

Roberto Ravaglia: "The DTM is one of the most demanding touring car series in the world. That was the case back in 1989, and it still rings true today. As such, it was fantastic to celebrate winning the title in Germany with the BMW M3. It was the first year for our BMW M Team Schnitzer, and we finished at the top of the pile at the first attempt. Fantastic."



Was the BMW M3 a special car back then?

Van de Poele: "Without any doubt. I fell in love with the BMW M3 straight away. I had already contested numerous races in BMW cars before, but it was a real privilege when the M3 came along and I had the chance, as a young guy, to be involved in the development of the car. I still love that car, even today."

Ravaglia: "I started so many races, claimed so many victories and celebrated so many titles with that car. You develop a bond. Even today I am still delighted that I was behind the wheel the first time the BMW M3 racing car was tested. It goes without saying that I will always remember the victories at the farewell event in Hockenheim in 1992. I had the best years of my entire career with the BMW M3."

You have all that ahead of you, Martin...

Tomczyk: "And I am really looking forward to it. The success story of the BMW M3 is unique, and now it is back in the DTM. I am confident that we will once again be very competitive with this car, just like Eric and Roberto were in the 1980s. As a racing driver, you obviously hope that this will be the case as quickly as possible. However, I am fully aware that we still have a lot of work ahead of us if we are to compensate for the greater experience held by our rivals. I have every faith in BMW Motorsport and our teams – particularly my BMW Team RMG, of course."

Ravaglia: "So you should have. BMW has always been a front runner in touring car racing, no matter which series. Sooner or later that will also be the case in the DTM. However, you have to take things one step at a time. It will not be long before we witness the first victory for the BMW M3 since my double success back in 1992."

How has the DTM changed?

Van de Poele: "The series has progressed on a yearly basis, and is very demanding of drivers and teams. I can still remember how I lined up in the DTM in Wunstorf and at the 24-hour race in Spa-Francorchamps on the same weekend. We travelled back and forth by helicopter. I won in Spa. I don't think that would be possible nowadays, however."

Tomczyk: "True. As a driver you have to be fully focussed in the DTM, otherwise you do not have a chance. The focus begins with the preparations for the season and continues all year long. It would, indeed, no longer be so easy to line up at a 24-hour race on the same weekend."



What do you believe BMW is capable of on its comeback?

Van de Poele: "I always hold BMW in high regard. Obviously the opposition is strong, but I know just how hard BMW Motorsport and the teams are working. That is why I believe they might even come up with a victory in their first year."

Ravaglia: "I think the DTM fans will be thrilled by the return of the BMW M3, whatever happens. Not just because it is a fantastic car, but also because BMW's comeback will make the series far more exciting."

Tomczyk: "Yes, you can count on that. Every one of us can sense how much the fans are looking forward to the new season. That is obviously no different for the drivers. It will be a great year for the DTM."



The new DTM challenger: Development of the BMW M3 DTM.

When the concept phase for the BMW M3 DTM began in 2010, the BMW Motorsport engineers were faced with an exciting, but unusual challenge. Not only did they have to start developing the car for BMW's DTM comeback in order to be ready to face a far more experienced opposition in this series. They also had to work together with the other manufacturers represented in the series to draw up a set of technical regulations to take the DTM into the future. Almost two years later, the results are there for all to see: both goals have been achieved in style. The new DTM rules are aimed at ensuring safety, equal opportunity and cost-effectiveness. At the same time, they also guarantee that the manufacturers can use creative technical solutions to establish performance advantages and that the cars retain their individual characters.

The BMW M3 DTM is the product of months of intense development work at BMW Motorsport, in close collaboration with the colleagues at BMW M GmbH and BMW production development. The engineers drew up thousands of CAD drawings, simulated the sustainability of countless ideas and innovations, and tested the engine and car on the test bed, in the wind tunnel and on the track. The homologation of the BMW M3 DTM by the Deutscher Motor Sport Bund (DMSB) on 1st March 2012 was a milestone, towards which the team had been working systematically.

After this date, the further development of the car is restricted by the rules and regulations. As such, it was all the more important for the BMW Motorsport engineers to use the freedom allowed in the initial development period to best incorporate their knowledge and the technological knowhow of the BMW Group in the design of the car. The BMW P66 engine, for example, is a completely new design. As far as possible, the experts were given free rein with the design and geometry of the chassis. The aerodynamics of the BMW M3 DTM were also the subject of meticulous fine-tuning in the areas specified in the regulations. Every minute advantage is important – and could just tip the scales at the 11 events in the 2012 season.



For this reason, the BMW M3 DTM had to prove itself in the wind tunnel at the BMW Group's Aerodynamic Test Center (AVZ), the so-called "Aero Lab". Initially as a 1:2 scaled model, then in 1:1 tests. From the 7-post driving dynamics test rig and latest test and simulation methods in the BMW Research and Innovation Centre (FIZ) to the expertise of the BMW high-tech foundry in Landshut: the exchange of ideas, concepts and methods between BMW Motorsport and the engineers in production development has run in both directions over the past few months.

More than 50 of the more than 4,000 parts the BMW M3 DTM consists of are standard components, which are used in the 2012 generation of the DTM cars. One of these is the carbon-fibre monocoque, which sets new standards when it comes to safety in motor racing. The integrated tank, steel roll cage and additional crash elements provide the driver with effective protection should he be involved in a crash. As of this season, parts like the gearbox, clutch, suspension and rear wing are also identical on all the DTM cars. This ensures that development costs do not become excessive. With 40 victories in the 1980s and 1990s to its name, the BMW M3 has shown what it is capable of in the DTM. The BMW M3 DTM has all the ingredients to thrill fans of BMW M in 2012 and beyond.



The BMW M3 DTM in detail: Technical specifications.

Chassis

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

Length/width/height

4,775 mm/1,950 mm/approx. 1,200 mm

Tank capacity

120 litres

Basic weight (incl. driver)

1,200 kg

Engine

90° V8 aspirated engine, four valves per cylinder, 2 x 28.0mm 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, without fuses, central display

Transmission

Sequential 6-speed sports gearbox, operated via pneumatic shift paddles mounted on the steering wheel; 4-plate ZF Sachs 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-circle braking system; monoblock, light-alloy brake callipers; inner-ventilated brake discs at front and rear; brake-force distribution can be adjusted continuously 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



The real driving force: BMW P66 engine.

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

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

When designing the new DTM powerhouse, BMW Motorsport took full advantage of the technological knowhow of the BMW Group in many areas. The high-tech foundry connected to the BMW plant in Landshut was responsible for the large cast parts, such as the cylinder head and crankcase. The cast parts were then processed, coated and given the necessary thermal treatment at the respective departments in Munich. The BMW P66 engine made its first outing on the test rig on 25th May 2011, and passed with flying colours. Countless tests were to follow, not only in the test laboratory, but also in the BMW M3 DTM out on the racetrack – again, with great success.

With the air restrictors in place, the V8 generates approximately 480 bhp and is the powerful heart of the new BMW M3 for the DTM. It is both a sprinter and a marathon runner at the same time. Each BMW team has access to just three engines for its two cars over the course of the season. The power transmission takes place via a six-speed sequential sports gearbox, which is operated using pneumatic shift paddles on the steering wheel. It offers 11 possible drop gear settings, with which the engineers and drivers can react to the different tracks and engine characteristics.



Step by step: The route to BMW's DTM comeback.

29th April 2010	BMW announces that the Board has made a positive fundamental decision regarding an involvement in the DTM. BMW Motorsport initiates the first technical preparations.
15th October 2010	BMW confirms it will be returning to the DTM. The development of the BMW M3 DTM picks up speed.
10th March 2011	BMW Team Schnitzer, BMW Team RBM and BMW Team RMG are announced as the teams responsible for the comeback.
1st July 2011	Jens Marquardt takes over as new BMW Motorsport Director.
4th July 2011	Roll-out of the BMW M3 DTM in Aschheim (DE). Augusto Farfus is at the wheel.
6th/7th July 2011	The BMW M3 DTM completes its first programme of testing in Oschersleben (DE).
15th July 2011	The BMW M3 DTM Concept Car is presented at BMW Welt, and Andy Priaulx and Augusto Farfus are confirmed as drivers.
12th/13th Sept. 2011	First joint test with all the manufacturers represented in the 2012 DTM at the Lausitzring (DE).
23rd October 2011	The BMW M Performance Parts M3 DTM takes to the track for a series of demonstration laps at the season finale in Hockenheim (DE).
26th October 2011	Bruno Spengler is the third driver to be confirmed.
23rd November 2011	DTM champion Martin Tomczyk switches to BMW.



15th December 2011

Joey Hand is confirmed as the fifth BMW driver, making him the first American to contest a full season in the DTM.

13th January 2012

Dirk Werner completes the BMW driving line-up as the sixth driver for the 2012 DTM season.

3rd February 2012

The drivers are assigned to their teams: Spengler/Werner will drive for BMW Team Schnitzer, while Priaulx/ Farfus will race in the colours of BMW Team RBM. Tomczyk/Hand line-up for BMW Team RMG.

6th February 2012

Marco Wittmann is confirmed as test and development driver.

1st March 2012

BMW Motorsport submits the documents for the homologation of the BMW M3 DTM to the Deutscher Motor Sport Bund (DMSB – Germany's motor racing governing body). From this point, no further modifications can be made to certain key areas on the car.

22nd April 2012

The calm before the storm: BMW and the DTM are presented to the fans in Wiesbaden.

29th April 2012

BMW lines up at the opening race of the DTM season for the first time for almost 20 years – the start of a new era.



New ground: Safety in the DTM.

In the world of motor racing, performance takes priority over everything – and there's only one exception. Everything is pushed to the limit. Every component is designed to make the car quicker. Once anyone has established an advantage, they will do everything in their power to hold on to it. The manufacturers represented in the DTM turned this rule on its head when all three worked together to develop the new technical regulations. The manufacturers' own interests take second place to driver safety. At the centre of the new safety concept is the carbon-fibre monocoque. Together with a roll cage made of high-tensile steel, the monocoque offers the drivers in the BMW M3 DTM and other DTM cars effective protection against the consequences of a crash. This is responsible for significantly reducing the risk of injuries, particularly to the head and chest areas.

Another innovation is the design of the crash structures, which are also made of carbon fibre. The six so-called "crashers" are not only deployed at the front and rear of the driver's safety cell. For the first time in touring car racing, they are also used on the side panels of the car. In crash tests, all this safety equipment proved emphatically just how effective it is: in the impact test, the side panels of the BMW M3 DTM withstood a weight of 36 tons. When developing the new concept, BMW Motorsport, the other manufacturers and the Deutscher Motor Sport Bund (DMSB – Germany's motor racing governing body) worked closely with the FIA Institute for Motor Sport Safety. The result is the highest safety standard in the world for touring car racing.

The driver's seat is also integrated into the safety cell. On top of all that come more crash absorbers in the cockpit, which, together with the helmet, ensure the driver's head is efficiently protected. The 120-litre tank in the DTM car is a permanent part of the monocoque and surrounded entirely by carbon fibre. In case of a crash, this minimises the risk of the tank being damaged and split, and the fuel being ignited. In order to ensure that the driver can be freed from the car faster and more easily, the BMW M3 DTM features generous access doors on the driver side. The driver can also be accessed far more easily from the passenger side than was previously the case with DTM cars.



Sporting genes: The BMW M3.

It is one of the most successful chapters in automotive engineering and international motor racing: the story of the BMW M3. In 2010, BMW and BMW M GmbH celebrated the model's 25th birthday. During this period, four generations of the BMW M3 have been produced – each one unique and iconic in its own way.

The success story began in 1985 with the first BMW M3, which was based on the BMW 3 Series of the time. The thoroughbred sports car impressed from the word go – not just racing drivers and experts, but also car fans around the world. Its spoilers and striking flared wheel arches ensured that the car caused quite a stir, even while it was stationary. While the road-going version demonstrated all the road capability you would expect from a modern car, the BMW M3 was really in its element on the racetrack. Powered by a four-cylinder engine with four-valve technology, the BMW M3 racked up win after win – 40 in the DTM alone.

In 1992 the second generation of the BMW M3 arrived on the scene. The exterior no longer featured a large spoiler or the imposing flared wheel arches. Instead, the drama was all played out under the bonnet. For the first time, the BMW M3 was powered by a six-cylinder engine. The third version of the BMW M3 hit the market in 2000 and impressed thanks to outstanding performance, extraordinary driving properties, and a design that set it apart from other BMW 3 Series models. Finally, the latest BMW M3 celebrated its debut in 2007. This formed the basis for the BMW M3 GT, which has already achieved many GT titles and triumphs at endurance races. The design of the BMW M3 DTM is also based on the fourth generation of the BMW M3.



At the head of the field: BMW M3 DTM Safety Car.

Crowds at DTM events in 2012 will also get to see a BMW M3 out on track as the Safety Car. The technicians at BMW GmbH have modified many areas of the exceptional BMW M3 GTS sports car for its outings as the lead car on several race weekends over the course of the 2012 season. These modifications included the introduction of many products from the new BMW M Performance Parts range. The most spectacular changes are the typical orange Safety Car lights on the roof of the vehicle and the integrated steel safety cell.

The BMW M3 DTM Safety Car at a glance.

Bodywork:

Bodywork: BMW M3 GTS with 6-point safety harness/roll cage
Antiroll bar: from B column, bolted

Engine/transmission:

Type: V8
Capacity: 4,361cc
Output: 331/450 kW/bhp at 8,300 rpm
Technology: High-revving concept with individual throttle valves, Bi-Vanos, dynamically optimised oil supply and ionic-current knock control
Transmission: 7-speed M dual-clutch transmission with Drivelogic

Chassis/wheels/tyres:

Chassis: HAT rigidly bolted, thread chassis, adjustable traction/pressure
Braking system: Fixed-calliper system with Stahlflex brake hoses
Wheels/tyres: 19" competition wheels and studs, tyres 255/35 and 285/30

Interior:

Seat: Recaro bucket seat
Steering wheel: BMW M Performance Parts
Harness: 3-point and 6-point harness

**Exterior:**

Gurney:	BMW M Performance Parts
Flaps:	BMW M Performance Parts
Engine bonnet:	CFRP with vents
Exterior mirrors:	BMW M Performance Parts
Exterior colour:	Alpine white

Special modifications:

Roof light unit, BMW M3 DTM Safety Car livery



BMW Team RMG: Fresh start in Niederrissen.

Stefan Reinhold's team, which will line up at BMW's DTM comeback in 2012, may be a newcomer to the series – but its members are by no means lacking experience. The team's great strengths are its individual know-how and the precise way in which it uses each member's skills.

Almost all the team members have experience gained in several fields of motorsport. They are used to working at the highest level. Clear communication and the optimal use of experience and resources, as well as uncompromising commitment, are fundamental attributes for Reinhold. The team structure started with a blank sheet of paper. Reinhold took the time to analyse the individual strengths of his crew and used this as a basis to assemble his team step by step.

"The crew comes from all areas of professional motor racing," Reinhold explains. "From GT racing and the World Rally Championship, as well as DTM and Formula 1. Our greatest asset is definitely the people in our team." Reinhold himself has Formula 1 and GT racing experience to his name and has been toying with the idea of launching his own racing team for a long time. When BMW announced its return to DTM this idea took shape and work began on the conception. Now the build-up phase has come to an end. Every team member is fired up to finally challenge the competition in the 11 rounds of the DTM season.

"Everything from the washers to the semi-trailer will be new in our team," says Reinhold. "However, I do not by any means see this as a disadvantage. We are very keen to take on the established DTM teams and, along with our partner BMW, to be competitive as soon as possible."



Martin Tomczyk: Profile.

Born: 7th December 1981 in Rosenheim (DE)

Residence: Basel (CH)

Website: www.tomczyk.com

Twitter: @MartinTomczyk

Facebook: MartinTomczyk

Successful racing drivers must have a certain grit and determination. Just like Martin Tomczyk. He has been racing in the DTM since 2001 – and always believed in himself: in his class, his talent, and that he would get his chance at the title. He took that chance in 2011 – but that has far from satisfied his hunger. Few drivers know the DTM as well as Martin. He knows every circuit like the back of his hand. And the best thing is: the champion will be showing his true grit for BMW in 2012.

Martin Tomczyk is one of the most experienced drivers in the field. Only two of the current crop of DTM drivers have contested more races than the man from Rosenheim, Germany. Last year he achieved his greatest goal at the 11th attempt: the drivers' title in the DTM. Tomczyk picked up three wins and eight podium finishes over the course of the season.

Having achieved this success, the old hand, who now lives in Switzerland, went in search of a new challenge – and found it at BMW Motorsport. In 2012 he will represent BMW Team RMG in the DTM. "It is nice to be a part of this project and to play a role as BMW returns to the DTM after such a long absence," says Tomczyk.

Milestones.

From 1992	Karting
1998	2 nd place BMW ADAC Formel Junior Cup
1999	1 st place Portuguese Formula ADAC
2000	12 th place German Formula 3
2001	13 th place DTM
2002	9 th place DTM
2003	16 th place DTM
2004	5 th place DTM



2005	13 th place DTM
2006	4 th place DTM
2007	3 rd place DTM
2008	7 th place DTM
2009	6 th place DTM
2010	8 th place DTM
2011	1 st place DTM

Interview.

Martin, some sportsmen lose their desire once they have achieved their goal. Is there a risk of this happening to you as DTM champion?

Martin Tomczyk: "Absolutely not. If last year showed anything, it was that I have lost none of my fighting spirit. That is why I won the title. Driving for BMW has simply served to boost my motivation. I can use my many years of experience to help ensure that we make it to the top as soon as possible. That worked very well during the preparations."

Many of your old team-mates are out to wrest the title from you this year. Do you like your role as the hunted?

Tomczyk: "Yes, it is a good feeling and great motivation to go into the season as champion. In 2011 I was still the hunter. Now everyone wants to take the number 1 back off me. It is an exciting situation. I will be going all out to make it as difficult as possible for my rivals."

Do you feel under more pressure than in previous years?

Tomczyk: "I have always put myself under pressure. However, it is a case of dealing with it and not letting it drive you crazy. I am approaching my new role with the wind in my sails and am very positive. Everyone at BMW and in the teams is giving everything. That goes for the drivers too. I don't feel any particular pressure on my shoulders. We are all desperate to be successful."

When you look back at your career, which was your best race so far in the DTM?

Tomczyk: "Off the top of my head I would say my first victory in Barcelona. As a racing driver, you never forget your first win. It is always a very special moment, so this race would have to be at the top of my list."



BMW Motorsport is not the only thing returning to the DTM – the BMW fans are back too. Are you looking forward to their support?

Tomczyk: “Very much so. The hordes of fans at the races is one of the features of the DTM and largely responsible for its fantastic flair. It is obviously a great tribute to us drivers. In an ideal world the BMW fans would turn up in the same sort of numbers as during the legendary times in the 1980s and 1990s. I am counting on enormous support at every race.”



Joey Hand: Profile.

Born: 10th February 1979 in Sacramento (US)

Residence: Sacramento (US)

Marital status: Married, two children

Website: www.joeyhandracing.com

Twitter: @joeyhandracing

Facebook: Joey Hand & Joey Hand Racing Fan Page

Joey Hand has already made it to the top in the USA. Proof of this comes in the form of victory at the 24 Hours of Daytona and the title in the GT class of the American Le Mans Series. He is now looking to take Europe by storm. Joey is the first American to compete in the DTM. He is proud to represent his country in this touring car series. He has the bit between his teeth: 2011 was the most successful season of his career – so far.

BMW and Joey Hand have enjoyed a profitable partnership for many years, and will continue to work together on several projects in 2012. The American lines up for BMW Team RMG in the DTM and will also race for BMW Team RLL in the American Le Mans Series, in which he won the GT Drivers' Championship alongside Dirk Müller in 2011.

Hand not only ended 2011 with the ALMS GT drivers' title, but also secured victories at the 24 Hours of Daytona in a BMW Riley and in the GT class at the iconic 12-hour race in Sebring. He is now looking forward to a DTM season, in which the car, unlike at endurance races, will be set up specifically to his liking. "My approach this year is going to be all or nothing. When I saw the BMW M3 DTM for the first time, I thought to myself: you have to drive that." Hand lines up alongside Martin Tomczyk for BMW Team RMG in 2012.

Milestones.

From 1995	Karting
1998	4 th place Formula Mazda Pro Series
1999	1 st place Formula Mazda Pro Series
2000	Winner Team USA Scholarship
2001	3 rd place Toyota Atlantic Championship



2002	Toyota Atlantic Championship, Winner Jacques Villeneuve Award
2003	7 th place Toyota Atlantic Championship
2004	8 th place GT class Grand-Am Series
2005	5 th place GT class Grand-Am Series
2006	6 th place GT2 class American Le Mans Series
2010	7 th place GT class American Le Mans Series
2011	1 st place 24 Hours of Daytona 1 st place GT class American Le Mans Series

Interview.

Joey, you are the first American to contest an entire season in the DTM. What does that mean to you?

Joey Hand: "It is a big thing for me and makes me feel very patriotic. Even as a kid I used to find it great to see the US flag on a helmet. Back home, a lot of people approach me and, to a certain degree, command me to win for the USA. A lot of fans in America will follow the races and have their fingers crossed for me. That fills me with pride."

Was last season the best of your career?

Hand: "Everything came together in 2011. The race in Daytona was the start of a real winning run, which culminated in clinching the title in the American Le Mans Series at the end of the year. I drove for fantastic teams like Chip Ganassi Racing, BMW Team RLL and BMW Team Schnitzer. In 2012, BMW Team RMG joins that list. That is another team, which has made me feel very welcome right from the word go. This season has also started excellently with the win in Sebring. Long may this success continue."

Do you have to get used to having the BMW M3 DTM all to yourself?

Hand: "It is obviously a bit of an adjustment at first, but I am basically returning to my roots in single-seater racing. It is a great feeling to be able to set the car up exactly as you want it. Driving with a team-mate always requires a compromise, with which both parties can live. It is different in the DTM. I am really looking forward to that too."



You line up in both the ALMS and the DTM. You're going to be spending a lot of time on aeroplanes...

Hand: "Yes, but I'm used to it. I have always driven in a lot of races throughout my entire career. On average I've started at 25 to 30 races per season, predominantly in the USA. Obviously I also had to travel by plane within the USA, so not a lot will change for me. I always like travelling, although, like any father, I obviously miss my family. This year, however, my wife will hopefully join me at a lot of the races."



BMW Team Schnitzer: the success story continues.

Charly Lamm's team sported BMW colours in the DTM series between 1989 and 1992– and with great success. A Schnitzer driver crossed the finish line in first place in a BMW M3 on 17 occasions, and the team also claimed eight pole positions and set 18 fastest laps. BMW Team Schnitzer's greatest success in the DTM came in its very first season, when Roberto Ravaglia (IT) won the 1989 drivers' title for the team from Freilassing (DE). BMW Team Schnitzer will make its DTM comeback in 2012, almost 20 years after its last victory in Hockenheim (DE) on 11th October 1992.

During the break from the DTM, the Schnitzer team continued to line up for BMW, adding many new chapters to the brand's motorsport success story. In 1999 it claimed overall victory at the legendary Le Mans 24 Hours (FR) with the BMW V12 LMR prototype. In 2001, BMW Team Schnitzer won the drivers', team and manufacturers' titles in the American Le Mans Series (ALMS) with the BMW M3 GTR. The team also has a very special relationship with the legendary 24-hour race at the Nürburgring-Nordschleife (DE). BMW Team Schnitzer finished as overall winner in the "Green Hell" in 1989, 1990, 2004, 2005 and 2010, making it one of the most successful teams in the history of this classic race.

Schnitzer also enjoyed success after success in the European Touring Car Championship between 2002 and 2004, as well as the World Touring Car Championship between 2005 and 2009. The team's drivers crossed the finish line as winners on 45 occasions in the European and World Championships. In the last 50 years, Schnitzer has won 16 championships with BMW – including the 1987 World Touring Car Championship, three European Touring Car Championships, and championships in Germany, Great Britain, Italy, Japan and South East Asia.

Milestones.

1966	1 st place German Championship
1968 – 1972	1 st place European Hillclimb Championship
1975	1 st place Formula 2 European Championship
1976	2 nd place GT Manufacturers' World Championship
1978	1 st place German Racing Championship
1979	3 rd place German Racing Championship



1980 – 2004	12 victories in Macau's "Guia Race"
1983, 1986, 1988	1 st place European Touring Car Championship
1985, 1986, 1988	1 st place 24h race Spa-Francorchamps
1990, 1995	
1987	1 st place World Touring Car Championship
1989, 1991, 2004	1 st place 24h race Nürburgring
2005, 2010	
1989	1 st place DTM
1989, 1990	1 st place Italian Touring Car Championship
1993	1 st place British Touring Car Championship
1994	1 st place Asia-Pacific Championship
1995	1 st place Japanese Touring Car Championship
	1 st place ADAC Super Touring Car Cup
1997	3 rd place 24h race Le Mans
	2 nd place FIA GT Championship
1998	1 st place German Super Touring Car Championship
1999	1 st place 24h race Le Mans
	1 st place 12h race Sebring
2000	American Le Mans Series (BMW V12 LMR), 2 wins
2001	1 st place GT class American Le Mans Series
2002	2 nd and 4 th place FIA ETCC
2003	2 nd and 5 th place FIA ETCC
2004	1 st and 2 nd place 24h race Nürburgring
	2 nd and 4 th place FIA ETCC
2005	1 st and 2 nd place 24h race Nürburgring
	2 nd and 5 th place FIA WTCC
2006	2 nd and 6 th place FIA WTCC
2007	4 th and 7 th place FIA WTCC
2008	6 th and 7 th place FIA WTCC
2009	3 rd and 6 th place FIA WTCC
2010	1 st place 24h race Nürburgring
	1 st place LM GT2 class ILMC finale Zhuhai
2011	2 nd place 24h race Nürburgring



Bruno Spengler: Profile.

Born: 23rd August 1983 in Schiltigheim (FR)

Residence: Oberwil (CH)

Website: www.brunospengler.com

Twitter: @BrunoSpengler

Bruno Spengler from Canada has proven on more than one occasion that he has what it takes to be successful in the DTM. He is undoubtedly one of the most experienced and strongest drivers in the field. This season he feels a particular urge to get out there, experience the DTM from a completely new perspective, and help ensure that BMW climbs onto the top step of the podium as soon as possible – a position Bruno has already occupied nine times throughout the course of his career. Spengler owes much of his popularity among his fans to his sense of humour and charm.

His rivals, on the other hand, fear his raw driving ability. Although Spengler is just 28 years old, he is one of the most experienced drivers in the DTM. When he lines up for BMW Team Schnitzer in 2012 it will mark his eighth season in the series. In 2006 and 2007 he finished runner-up in the Drivers' Championship. He has not finished outside the top five since 2006. Spengler has nine wins and 11 pole positions in the DTM to his name.

In 2012 he begins a new era as BMW works driver. "Moving to BMW was a new challenge for me," says Spengler. "For a racing driver like me, it is very interesting and exciting to be part of a project like this right from the outset, with a new team and one of the biggest automobile brands in the world."

Milestones.

1994-2000	Karting
2001	5 th place Formula Renault France
2002	1 st place Formula Renault North America 2 nd place Formula Renault Germany
2003	10 th place Formula 3 Euro Series
2004	11 th place Formula 3 Euro Series



2005	16 th place DTM
2006	2 nd place DTM
2007	2 nd place DTM
2008	5 th place DTM
2009	4 th place DTM
2010	3 rd place DTM
2011	3 rd place DTM

Interview.

Bruno, you are opening a new chapter in your career in 2012. How does that feel?

Bruno Spengler: "It is a great challenge, and one I am really looking forward to. It is something of a new start. I am feeling the same excitement and motivation as I did at the start of my career. I am very happy and very proud to be driving for BMW."

Have you felt a special excitement during the preparations for the season ahead?

Spengler: "I have had butterflies in my stomach, as I do before every season. It is nice to have a short break after the end of the season, but a couple of days later I am keen to get back into the car and feel the adrenalin again. That is what you live for as a racing driver. The new start with BMW has just strengthened this feeling. Even for the first test with the BMW M3 I was as excited as I was at my very first DTM test. It was a great experience."

The BMW M3 is something of a legend for many fans. Is it also a special car for you?

Spengler: "Yes, definitely. My father had a black BMW M3 Coupé for a long time when I was still a little boy. I fell in love with the sound of the engine. My father always had to let the engine roar for me. Obviously the history of the BMW M3 also makes it a very special racing car."

With the experience you have, are you able to help the DTM newcomers in the BMW driving line-up?

Spengler: "They are all very good drivers with a lot of experience in other series. I don't think they really need any tips from me. It goes without saying that I am always there to help if anyone asks me for my advice. We are all beating the same drum, and it is great fun working with the other guys – particularly my team-mate Dirk Werner."



Dirk Werner: Profile.

Born: 25th May 1981 in Hanover (DE)

Residence: Würzburg (DE)

Marital status: Married, one child

You will not hear any aggressive outbursts from the lips of Dirk Werner. Do not let this fool you into questioning his driving ability, however. As soon as the man with a degree in mechanical engineering pulls on his helmet and climbs into the BMW M3 DTM, fans get to see the real Dirk: the Dirk who lets his speed do the talking and gives his rivals no chance to answer back. Then he climbs out of the car and puts his poker face back on. A calm approach is a strong approach.

A dream came true for the family man in March 2010, when he contested his first race as a BMW works driver in Sebring. This dream now continues with his debut season in the DTM. The BMW ADAC Formula Junior Cup was largely responsible for providing Werner with the skills required for a successful career in motor racing. In 2007 he became the first non-American to capture the GT title in the Grand-Am Series – a feat he repeated in 2009.

Werner had already tasted success in a BMW before his debut for BMW Motorsport. In 2006 and 2007 he was a vital member of the Duller Motorsport team that won the 24-hour race in Silverstone. The same team also triumphed at the marathon in Dubai in 2007. Together with BMW Team RLL and team-mate Bill Auberlen, he finished third in the GT class of the 2011 American Le Mans Series. This year, Werner is taking on a new challenge, as he lines up for BMW Team Schnitzer in the DTM.

Milestones.

From 1991	Karting
1997	Winner of ADAC Racing Driver School (Formula Junior)
1998	3 rd place BMW ADAC Formula Junior Cup
2000	2 nd place Formula König
2001	4 th place Ford Puma Cup, 1st place in junior standings
2002	1 st place Ford Puma Cup
2003	1 st place Renault Clio V6 Trophy



2004	3 rd place Porsche Michelin Supercup
2005	Porsche Michelin Supercup (1 win)
2006	1 st place Porsche Carrera Cup 1 st place 24h race Silverstone 3 rd place GT class 24h race Daytona
2007	1 st place Grand-Am Series 1 st place Dubai 24h race 1 st place Silverstone 24h race
2008	2 nd place Porsche Cup
2009	1 st place Porsche Cup 1 st place Grand-Am Series
2010	1 st place LM GT2 class ILMC finale Zhuhai
2011	3 rd place GT class American Le Mans Series

Interview.

Dirk, your third year as a BMW works driver sees you line up in the DTM. How much are you looking forward to it?

Dirk Werner: "I am absolutely delighted to be involved in BMW's return to the DTM. For me personally, it is by far the biggest challenge of my career so far. The standard of driving in this series is enormously high. Furthermore, the three premium manufacturers in Germany are involved. The season will be just as exciting for us drivers as it will be for the fans. We are excellently prepared."

You are one of the few drivers with a degree. Did you learn as quickly as you drive?

Werner: "I studied Mechanical Engineering at a university of applied science. I really enjoyed it, and it was important for me to have something solid to fall back on. It has also given me a better understanding of the technical side of motor racing. I try to incorporate this knowledge when working with the engineers. My studies have certainly done me no harm."

What are you most looking forward to?

Werner: "It is great to be back racing in Germany again. I know a lot of the circuits from racing there in the past. As such, I hope I can find a good rhythm quickly. I am also looking forward to driving in sprint races again, as they are far more intense than endurance races. Hard-fought duels and tight finishes – that is the essence of the sport for a racing driver."



As a driver, how long does it take to find your feet in a new racing series and a new environment?

Werner: "It obviously helps that I have been with BMW for two years now. I know BMW Team Schnitzer very well and know the team's qualities. Despite this, there are indeed a lot of new factors. That does not worry me. Actually, it spurs me on even more. I will try to be fully focussed and produce my best possible performance every weekend."



BMW Team RBM: The touring car experts from Belgium.

In 2012, BMW Team RBM will compete in the DTM with three world championship titles to its name. Under the leadership of Team Manager Bart Mampaey, the team from Mechelen, Belgium, not only won the 2004 European Touring Car Championship with Andy Priaulx (GB) at the wheel, but also proved to be the team to beat in the World Championship: in 2005, 2006 and 2007 the celebrations after the final WTCC race in Macau (CN) all took place in front of the RBM garage.

JUMA stands for Julian Mampaey. Today's RBM boss inherited his love of motor sport from his father. The JUMA team made a name for itself in the 1970s and 1980s, claiming three overall victories for BMW at the Spa-Francorchamps (BE) 24-hour race. Nine years after the final JUMA race, Bart Mampaey stepped into his father's shoes in 1995. At first, RBM was responsible for the cars in the BMW Compact Cup in Belgium. Soon after that, the Mampaey family celebrated a successful comeback at Spa: the Group N one-two in the 1997 24- hour race was followed by overall victory with the BMW 320i one year later. This was also the last overall victory for BMW to date at the "Ardennes Rollercoaster".

RBM sent a BMW 320i to the European Touring Car Championship for BMW Belgium for the first time in 2002. One year later the team appeared for the first time in the colours of BMW Great Britain, and Priaulx was signed up to drive. After a year gaining experience in 2003, RBM caused a sensation in 2004 when Priaulx claimed the ETCC title in Dubai (AE). Three World Championship titles show categorically that this victory was not a flash in the pan for Mampaey and his crew. Now BMW Team RBM is ready for a new challenge: the DTM.

Milestones.

1995 – 1997	BMW Compact Cup
1997	1 st and 2 nd place Group N 24h race Spa-Francorchamps
1998	1 st place 24h race Spa-Francorchamps
1999	4 th place 24h race Spa-Francorchamps
2002	6 th place FIA ETCC
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
2008	4 th place FIA WTCC
2009	4 th place FIA WTCC
2010	4 th and 7 th place FIA WTCC



Andy Priaulx: Profile.

Born: 8th August 1973 in Guernsey (GB)

Residence: Guernsey (GB)

Marital status: Married, two children

Website: www.andypriaulx.com

Twitter: @andypriaulx

Facebook: Andy Priaulx MBE

This is exactly what Andy Priaulx loves: after three titles in the World Touring Car Championship, he is set to take on an exciting new challenge in 2012. Every success so far has simply spurred him on to become even better. He is only happy when he has achieved his goals. And then he promptly sets himself new ones. After years of being hunted, he now finds himself in the role of the hunter. He feels at home as the outsider, however. And when Andy feels at home, it is bad news for the opposition.

Andy Priaulx considers himself a very lucky man. How many other triple world champions, who have achieved the ultimate in their chosen sport, suddenly find an exciting new challenge like the one now facing the racing driver from the Channel Island of Guernsey?

His results at the wheel of BMW racing cars speak for themselves: European Touring Car Champion, triple World Touring Car Champion, winner of the Nürburgring 24 Hours and the 12 Hours of Sebring, and third place at the 24-hour classic in Le Mans. His performances earned him the highest accolade in 2008 when Queen Elizabeth II awarded him an MBE (Member of the British Empire). Despite all his past titles and triumphs, Priaulx is still hungry for more.

Milestones.

1984	Karting
1985–1990	Motocross
1990	1st place Motocross 250cc Championship in the Channel Islands
1991–1995	Hillclimbing
1995	1st place RAC MSA British Hillclimb Championship
1996	Formula Renault



1997	British Formula 3 Championship scholarship
1998	Renault Spider Cup 2nd place Formula Palmer Audi Winter Series
1999	1st place Renault Spider Cup, 13 wins from pole
2000	British Formula 3 Championship (Renault)
2001	British Formula 3 Championship
2002	5th place British Touring Car Championship
2003	3rd place FIA ETCC 1st place BMW Sports Trophy
2004	1st place FIA ETCC
2005	1st place FIA WTCC 1st place 24h race Nürburgring (BMW M3 GTR)
2006	1st place FIA WTCC
2007	1st place FIA WTCC
2008	4th place FIA WTCC Awarded MBE by Queen Elizabeth II
2009	4th place FIA WTCC
2010	4th place FIA WTCC
2011	1st place GT class 12h race Sebring

Interview.

Andy, is it difficult for you, after all the success you have achieved in GT and touring car racing, to virtually start from scratch again?

Andy Priaulx: "On the contrary. I am loving this challenge. In motor racing, you have to prove yourself every year anyway. That is once again the case this season. Any racing driver can cope with this situation. I see it as a privilege that I have always been offered new challenges over the course of my career."

Your career has seen you win a lot of races and titles. Which was the most important for you?

Priaulx: "I hope my best victory is still ahead of me. I want to continue making history with BMW. Looking back, the European Championship title in 2004 and my first World Championship in 2005 are particularly special. However, there have been a lot of magnificent moments with BMW – and now we are embarking on a new adventure together."

**Does your experience help you to adapt to the DTM quicker?**

Priaulx: "Experience is important, but speed is the key. I have always been able to count on my speed with BMW in recent years – hopefully that will remain the case in the DTM. It certainly helps to learn from the past. Every experience – whether good or bad – makes you stronger."

Which race is particularly important to you?

Priaulx: "The home race is obviously always a highlight. Brands Hatch is a fantastic circuit, at which the crowds will be treated to a great spectacle. I have already celebrated some great victories there. It goes without saying, however, that the first race in Hockenheim will also be special. BMW is back in the DTM after 20 years, so the fans are bound to be watching us very closely."

Are you superstitious?

Priaulx: "I see superstition as a sign of weakness, which I cannot afford. Routines before races, on the other hand, are vital. That has nothing to do with superstition though."



Augusto Farfus: Profile.

Born: 3rd September 1983 in Curitiba (BR)

Residence: Monte Carlo (MC)

Marital status: Married, one child

Website: www.farfus.com

Twitter: @augustofarfus

Regardless of which series he has raced in, Augusto Farfus has always rapidly established himself as one of the fastest drivers around. He celebrated win after win in the World Touring Car Championship and showed his stamina on the endurance circuit. His next objective is to become the first Brazilian to taste success in the new DTM. Augusto loves being successful, but not as much as he loves his family. That is what gives him the strength to consistently push himself and his car to the limit out on the track – just as he will be doing in the DTM in 2012.

Farfus is a young man who is still on the move – and his rise in the sport shows no signs of ending. He is only 28, but has an illustrious career behind him that drivers ten years his senior would love to have on their CVs. Farfus sets out on a new chapter of his career in 2012, as he lines up in the DTM for the first time. You can rest assured he will be one of the men to watch in this series too. He comes from Curitiba, in the Brazilian state of Paraná. Although his home city has its own race track, Farfus moved abroad at an early age to demonstrate his talent.

In 2007 he was signed up by BMW Motorsport as a works driver for the World Touring Car Championship, and went on to win ten races in the company colours. In 2010 his name went down in history as he won the Nürburgring 24 Hours alongside Jörg Müller, Uwe Alzen and Pedro Lamy in the BMW M3 GT2.

Milestones.

1991	First motorsport experiences in motocross
From 1992	Karting
	Raced in a range of American and Italian championships
1999	2nd place Karting World Championship (Formula A)
2001	1st place European Formula Renault Championship
2002	9th place F3000 Euro Series



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 7th place FIA WTCC
2011	1st place 24h race Dubai 2nd place 24h race Nürburgring

Interview.

Augusto, how much fun is it to be sat behind the wheel of the BMW M3 DTM?

Augusto Farfus: "I was the first driver to take the BMW M3 DTM out onto the track. Even that first outing was fantastic. The total package is excellent. The car has a lot of downforce, a really powerful engine, and fantastic brakes. It is a big step forward for me. The DTM is the fastest touring car series in the world, so I look forward to every minute I spend in the cockpit."

You have known BMW Motorsport and the RBM team for years. Is that an advantage?

Farfus: "Definitely. BMW has been my sporting home since 2007. As a Brazilian, it was a major step for me to come to Europe and adapt to the new environment and way of working. However, I immediately felt at home in the BMW family. I drove for BMW Team RBM in 2010, so I know the guys there very well. As such, we were able to concentrate fully from the word go and prepare systematically for our first DTM season together."

How does it feel to be a Brazilian in Germany?

Farfus: "Apart from the relatively cool climate, I really like Germany. You could almost go as far as to say that I have fallen in love with this country. I am working on learning the language. It is not so easy, but I'm getting there. I already know some circuits on the calendar, but I am also really looking forward to the tracks I don't know yet, like the Norisring."



What was your greatest victory so far for BMW?

Farfus: "I can remember two wins particularly well. In Pau, in 2007, I rolled the car in qualifying and the team had to work all night on the car – and I came out and won the race the following day. That was a special moment – just like the victory at the Nürburgring 24 Hours. The Nordschleife is possibly the toughest circuit in the world. To finish at the very front of the field with the BMW M3 GT and my team-mates was the highlight of my BMW career so far."

How well known is the DTM in Brazil?

Farfus: "The DTM is known around the world, and is also followed in Brazil. My goal, as the first Brazilian in the new DTM, is to increase its popularity. People certainly have high expectations and expect me to be a worthy representative of Brazil. Precisely that is my goal for 2012."



BMW Motorsport Who is who.

BMW Motorsport Director:

Jens Marquardt

BMW Motorsport Head of Technics:

Jan Hartmann

BMW Motorsport Head of Race Operations:

Andreas Seidl

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

Test and development driver:

Marco Wittmann

BMW Team RMG

Team Principal:

Stefan Reinhold

Driver Car Number 1:

Martin Tomczyk

Race Engineer Car Number 1:

Olaf Bulgrin

Driver Car Number 2:

Joey Hand

Race Engineer Car Number 2:

Laurent Coppee

BMW Team Schnitzer

Team Principal:

Charly Lamm

Driver Car Number 7:

Bruno Spengler

Race Engineer Car Number 7:

Valentino Conti

Driver Car Number 8:

Dirk Werner

Race Engineer Car Number 8:

Martin Marx

BMW Team RBM

Team Principal:

Bart Mampaey

Driver Car Number 15:

Andy Priaulx

Race Engineer Car Number 15:

Sam Waes

Driver Car Number 16:

Augusto Farfus

Race Engineer Car Number 16:

Dominik Quosdorf



DTM Calendar and Driver Statements.

29.04.2012 **Hockenheim** **Germany**
21.10.2012

Dirk Werner: "Everyone will be going flat out from the start in Hockenheim, and I am very excited to see where we are compared to the opposition. The atmosphere in the Motodrom is fantastic. It is great fun when you approach the grandstands or Sachs Corner and see the crowds cheering. It is truly a unique circuit, which is perfectly suited to hosting the opening race and season finale."

06.05.2012 **Lausitzring** **Germany**

Augusto Farfus: "I only have good impressions of the Lausitzring, following our test sessions there. The track surface is unique and very undulating. The race at this circuit could be extremely tiring. The facilities are very impressive. The huge stands were obviously empty during the tests. When thousands of fans are packed in for the second race of 2012, however, they will create the kind of atmosphere that will send shivers down your spine."

20.05.2012 **Brands Hatch** **Great Britain**

Andy Priaulx: "I am obviously really looking forward to my first outing in front of my home fans in the Crowne Plaza Hotels BMW M3 DTM. Brands Hatch is a tricky track. The opening corner, Paddock Hill is one of a kind. It feels as though you are driving over the edge of the world. And you go through that feeling almost 100 times over the course of the race. It will be an intense weekend."

03.06.2012 **Spielberg** **Austria**

Martin Tomczyk: "I had an outstanding race in Spielberg in 2011. Claiming victory from pole position was obviously an important step on the way to winning the title. The circuit is very nicely laid out and surrounded by beautiful countryside. It is extremely quick and has everything a driver and fan could wish for."



01.07.2012

Norisring

Germany

Bruno Spengler: "I associate the Norisring with my first DTM win back in 2006. The circuit just seems to suit me. I have won there three times already, and have always finished on the podium. I really enjoy braking hard and late. The line is not easy to find, although there are not so many corners. The atmosphere is super. It is my very favourite circuit."

15.07.2012

Munich (no points awarded)

Germany

Bruno Spengler: "Munich was one of the highlights of the 2011 season for me. Obviously this is partly down to the fact that I won there, but also the amazing atmosphere. This time I reckon it will send even more shivers down my spine – after all, it is a home race for BMW. To go up against the clock in the middle of the Olympic Stadium is something special. Although there are no points up for grabs, all the drivers are more tense here than anywhere else. You cannot afford to make even the smallest of mistakes."

19.08.2012

Nürburgring

Germany

Augusto Farfus: "I love the Nordschleife, even though we are not racing on it in the DTM. I won the 24-hour race there with BMW in 2010. However, the DTM circuit is also a major challenge. The atmosphere is first-class, and the fans are just as enthusiastic as they are at the 24-hour race. The circuit has a lot of fast sections, as well as some slow corners. That is a fun combination."

26.08.2012

Zandvoort

The Netherlands

Martin Tomczyk: "Zandvoort is a unique circuit with a beautiful layout, located in the dunes right next to the sea. As a driver, this means you really have to deal with sand everywhere. I think Zandvoort is a sensational circuit, which really puts man and machine to the test. I am very much looking forward to it."

16.09.2012

Oschersleben

Germany

Andy Priaulx: "Oschersleben is a tough circuit with relatively little grip. It really puts the cars through their paces. Anything can happen there, depending on the weather. It is difficult to overtake. Like at most DTM tracks, it will be a tight race with a lot of bumper-to-bumper action. I won four times in Oschersleben in the World Touring Car Championship. Now I am looking forward to returning with the DTM."



30.09.2012

Valencia

Spain

Joey Hand: "Valencia is an interesting circuit. The grandstands have been designed to be like a stadium. I had never seen this kind of design before, and am very impressed. The race is bound to be a great experience for the fans, as they are so close to the action. I also like the layout of the circuit. Some of the corners slope slightly. After all the tests, it will be fantastic to return for the actual race with the BMW M3 DTM."



Come closer: Experience BMW.

1 ///M Back is the fitting slogan running through all the communications measures regarding BMW's return to the DTM. At the centre of all activities at the 11 events in 2012 are the fans. When it comes to putting together a thrilling fringe programme for the spectators and ensuring the fans can get close to the drivers, teams and cars, the DTM has been setting the benchmark from the word go. BMW is taking this close relationship between the fans and the teams to a new level under the motto "Come Closer". Everything to do with BMW's presence at the racetrack is geared to a direct interaction with the fans. The goal is to offer a unique BMW brand experience, aimed at thrilling every motorsport fan – and those new to the sport. Digital platforms like the official BMW Motorsport website of the BMW Motorsport Facebook page allow BMW enthusiasts following the action from home to get up close and personal.

BMW offers guests attractive ticket packages for every DTM race. Fans can now look forward to far more than just an admission ticket. The "Power", "Passion" and "Performance" packages offer the opportunity to experience BMW's return to the DTM more intensely than anywhere else. One particular highlight is the "BMW Performance Package". It goes without saying that the ticket opens the doors to the BMW Guest Hospitality. Ticket holders also receive exclusive insights into the work of the BMW DTM teams and can look forward to excellent catering and a captivating programme away from the track.

The BMW Erlebnis Welt is open to all BMW fans. Here, they can find out more about the latest models and catch up with the BMW drivers at their autograph sessions. Fans also receive an insight into the BMW Driving Experience and the BMW M Performance Parts product range. The pit stop competition and a live DJ at many events provide the entertainment. The guests also have the opportunity to win a ride in a BMW racing car.



Feel at home: BMW Motorsport Hospitality.

BMW Motorsport is looking set to make its mark both on and off the track during its comeback season. A visit to a DTM event will be a unique experience for every BMW guest – whether fan or media representative.

Hospitality will be at the heart of BMW's presence at the eleven DTM events in 2012. As an accredited journalist or photographer, we would like to invite you to our team and media hospitality. Not only can you look forward to exquisite catering courtesy of the people at Dallmayr, but you will also get closer to BMW Motorsport, the three BMW DTM teams and the six drivers than anywhere else. During the race weekends, you will be welcomed into the relaxed and open atmosphere of the team and media hospitality for press conferences and interviews.

With its striking architecture and 800 square metres of interior space, the two-storey building is the ideal place to escape the hustle and bustle of the paddock, before continuing your reporting, invigorated and well informed. The second hospitality unit allows other BMW Motorsport guests to experience the race weekend at close hand.

Over 10,000 hours of planning, 60,000 sent emails, 20 kilometres of cable and 1,200 tons of material are behind the two buildings. The result is a venue, at which BMW Motorsport guests can feel at home while they follow the action out on the track.

We look forward to your visit.



Successful around the globe: Further BMW Motorsport activities in 2012.

American Le Mans Series.

Defending champion BMW will line up in the 2012 American Le Mans Series with a squad of experienced drivers. Dirk Müller (DE) and Joey Hand (US) will represent BMW Team RLL as reigning GT champions. As in the past three seasons, Bill Auberlen (US) will once again take his place at the wheel of the BMW M3 GT. New to the team are 2001 ALMS champion Jörg Müller (DE), Uwe Alzen (DE) and Jonathan Summerton (US).

“We are pitting ourselves against the strong opposition in this exciting championship with the BMW M3 GT for the fourth time,” said BMW Motorsport Director Jens Marquardt. “Our goal is obviously to successfully defend our titles.”

Hand will contest his fourth season in North America for BMW Team RLL, as well as racing in the DTM. Should the schedules clash, his priority will lie with the DTM. Alzen bolstered Team Principal Bobby Rahal’s driving line-up at the season-opener in Sebring (US), as well as at the finale in Road Atlanta (US). Summerton will represent BMW Team RLL at four ALMS events. Last year, BMW won the titles in the GT Team and Manufacturers’ competitions, as well as securing top spot in the Drivers’ Championship.

The 2012 American Le Mans Series got underway on 17th March with the 60th staging of the iconic 12-hour race at the “Sebring International Raceway”. Dirk Müller, Hand and Summerton repeated last year’s victory in the GT class, while the sister car, driven by Jörg Müller, Auberlen and Alzen, finished fourth.

Customer racing.

BMW enjoys a long tradition of supporting customer racing teams. The 2012 motorsport season once again sees privateers line up in countless racing series in BMW racing cars, therefore demonstrating the sportiness of the brand around the world.

In Europe, BMW has bolstered its customer racing presence with the BMW Z4 GT3. After numerous triumphs last season, the car has been further developed for 2012 and, in the hands of privateer BMW teams and drivers, looks set to cause a stir at events and championships held in accordance with GT3 regulations. BMW Motorsport Director Jens Marquardt says: “The GT3 class has a successful future ahead of it. The strength in depth is immense – that is



why we will be doing everything in our power to ensure that the BMW Z4 GT3 remains a guarantee of success.”

Customer racing teams, including BMW Team Schubert and the Vita4One Racing Team BMW, will also run the BMW Z4 GT3 at 24-hour classics like the marathon at the Nürburgring-Nordschleife (DE) in 2012. The BMW 320 TC and BMW M3 GT4 customer racing models will also be prominent in many racing series. The BMW customer teams will once again receive comprehensive support with the running of their BMW racing cars in 2012.

For over 50 years BMW Motorsport has recognised the achievements of its privateer drivers and teams with the BMW Sports Trophy. Over 250,000 Euros of prize money is at stake. This season, the overall winner will also be rewarded with a drive in the BMW M3 DTM.

Formula BMW Talent Cup.

The Formula BMW Talent Cup enters its second season in 2012. This training series systematically prepares talented young drivers for the demands of professional motorsport. Driving instructors and race engineers supervise the participants in small groups, covering everything from individual driving styles to the complete set-up process. Double Formula One world champion Sebastian Vettel is not the only big name to have made his racing debut in the FB02 back in 2004. Current Formula One drivers Nico Rosberg, Nicolas Hülkenberg, Daniel Ricciardo, Bruno Senna and Timo Glock also learned the tools of the trade in Formula BMW. Many more Formula BMW graduates have enjoyed success in other single-seater racing series, as well as in touring car and production car racing. Of the current crop of BMW drivers, Martin Tomczyk, Dirk Werner, Joey Hand and Marco Wittmann all gained their first racing experience in Formula BMW or one of its predecessors. In the inaugural season of the Formula BMW Talent Cup, Stefan Wackerbauer (DE) secured overall victory at the grand finale in Oschersleben (DE) in 2011.



A joint effort: BMW Motorsport partners.

Premium Partners.

Castrol EDGE.

Castrol's commercial success is underpinned by its ability to deliver improved performance through the application of analysis, technology and innovation. This has helped Castrol deliver superior performing lubricants for over 100 years. Castrol EDGE with Fluid Strength Technology is Castrol's strongest and most advanced range of engine oils yet, with a strength to perform no matter how, when or where you drive. In its work with BMW Motorsport, Castrol EDGE provides leading technological insight and innovation to improve on track performances.

BMW Financial Services/ BMW Bank.

BMW Financial Services is part of the overall BMW Group which has a very rich racing heritage. The German company is rapidly growing and is now a worldwide corporation. It is known for its excellent service and premium financial product offerings. Although BMW Financial Services has previously not been involved in the car racing industry, the company has accepted the unique opportunity to be a "Premium Partner BMW Motorsport" for the DTM series.

BMW M Performance Parts.

The newly structured range of BMW M Performance parts enables selective customisation with a clear focus on a particularly intensive driving experience. Like the BMW M Performance parts products already available for many BMW M models, the program developed for the latest generation of the BMW 5 Series, BMW 3 Series and BMW 1 Series ensures an authentic transfer of M specific motor racing know-how to everyday driving. The retrofit components add a striking touch of sporty style in the appearance and interior styling of each vehicle.

Deutsche Post.

Accelerating into the new season: Since the start of the 2008 season, Deutsche Post has supported the DTM as Series Partner. Just like the most popular international Touring Car series, Deutsche Post also stands for speed, dynamism, innovation and team spirit. As a modern communications service provider, the company delivers great performances every single day: together, German postmen and women ensure that more than 70 million letters arrive safely at their destination every day. Deutsche Post meets the most exacting international standards for reliability and speed. More than 95 per cent of all domestic letters are delivered to their recipient the next day. The national branch network of more than 80,000



postmen and women provide customers with complete peace of mind that their post will arrive on time. All of which underlines Deutsche Post's motto of being "the postal service for Germany".

Crowne Plaza Hotels & Resorts.

IHG (InterContinental Hotels Group) is a global organisation operating seven hotel brands including InterContinental® Hotels & Resorts, Hotel Indigo®, Crowne Plaza® Hotels & Resorts, Holiday Inn® Hotels and Resorts, Holiday Inn Express®, Staybridge Suites® and Candlewood Suites®. IHG also manages Priority Club® Rewards, the world's first and largest hotel loyalty programme with over 63 million members worldwide. IHG franchises, leases, manages or owns over 4,400 hotels and more than 658,000 guest rooms in nearly 100 countries and territories, and has more than 1,100 hotels in its development pipeline. InterContinental Hotels Group PLC is the Group's holding company and is incorporated in Great Britain and registered in England and Wales.

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 percent 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.

Official Partners.

ZF.

ZF is a leading worldwide automotive supplier for Driveline and Chassis Technology. 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 customised racing clutches and shock absorbers for the DTM, the 24h race at the Nürburgring or the Formula BMW Talent Cup as Official Partner BMW Motorsport and under the product brand SACHS. 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.



H&R.

Suspension Components Made in Germany: H&R has made racing springs for more than 1,500 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.

SONAX.

SONAX is a world leader in the manufacture of car care products, represented in 100 countries around the globe. For more than 60 years, the enterprise has developed and produced at its German headquarters in Neuburg on the Danube River. The SONAX portfolio contains everything needed for interior and exterior cleaning of vehicles, including car care products for the winter as well as cleaning and care products for professional vehicle valeting. High-performance special products for industry and workshop and the range for automated car care in car washes complement the portfolio. For decades, SONAX has been a dedicated sponsor of international motorsport – millions of fans all around the world know the red car care brand from Germany.

BMW Driving Experience.

Every BMW training course is a unique experience. This is mainly due to our experienced instructors – as well as the optimum course content and an exclusive choice of training venues. As engineers, designers or racing drivers, our instructors know exactly what counts when it comes to driving. And they pass on this knowledge to the participants – both in theory and practice.

Allgeier.

With more than 2,500 permanent staff and over 1,500 freelance IT experts, the Allgeier Group provides its customers with a total service solution from conception through to implementation and operation of IT environments. The rapidly growing group is currently represented in 50 locations in the German-speaking world, and in 23 more locations across Europe, USA, Mexico and India. The Allgeier Group's services can be divided into three areas: IT Solutions, IT Services & Recruiting and Project Solutions. Allgeier blends the expertise and flexibility of a medium-sized enterprise with the performance capabilities of a publicly listed group. The group comprises 14 operational companies, each focusing on a particular technical or sector-specific area – providing solutions for customers from almost every sector. Several national and international companies have been relying on the know-how, experience and products of the Allgeier Group for many years.



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 and automotive applications. Industrial markets 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, mining and other commercial vehicles.

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, Akrapovic 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 21 years ago, by former motorcycle racer Igor Akrapovič, the brand has grown to international prominence through the successful support of leading racing teams.

Official Suppliers.

PUMA.

PUMA is one of the world's leading Sportlifestyle companies that designs and develops footwear, apparel and accessories. Its Sport Performance and Lifestyle labels include categories such as Football, Running, Motorsports, Golf and Sailing. Sport Fashion features collaborations with renowned designer labels such as Alexander McQueen and Mihara Yasuhiro. The PUMA Group owns the brands PUMA, Cobra Golf and Tretorn. The company, which was founded in 1948, distributes its products in more than 120 countries and employs about 11,000 people worldwide.

Sympatex.

As one of the worldwide leading producers, Sympatex® Technologies has been a pioneer for high-tech functional materials in clothing, footwear, accessories and technical fields of application since 1986. Together with selected partners, Sympatex develops, produces and distributes membranes, laminates and functional textiles as well as finished products worldwide. The Sympatex membrane is highly breathable, 100% wind- and waterproof and regulates the climate. It is 100% recyclable, bluesign® certified, received the "Öko-Tex-Standard 100" certificate and is absolutely PTFE-free.

**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 luxury 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.



Sporting success: The history of BMW touring car racing.

Innovative technology for sporting competitions and record-breaking attempts have been an integral aspect of the BMW identity since the company's fledgling years. It has defined BMW production cars – and made motor sport history.

The beginnings. The stylised propeller in the BMW logo recalls the world records achieved with aircraft engines early on in the company's history. Following numerous championship titles won on motorcycles, BMW also began to make a name for itself in car racing. In 1940 it claimed a one-two result with the BMW 328 in Italy's legendary Mille Miglia road race. The post-war years in Germany initially saw touring car racing take a back seat while motorcycle racer and record-breaker, Schorsch Meier, rose to folk hero status on BMW Boxer bikes. It was with its Boxer engines, too, that BMW collected 19 World Championship titles in sidecar racing between 1953 and 1973.

Touring cars – a key pillar of BMW Motorsport. In the 1960s, touring car racing became the central pillar of BMW's motorsport activities. Hans Stuck Senior, at the wheel of a BMW 700, took the German Championship title in 1960. In 1964, Hubert Hahne drove the BMW 1800Ti to victory in the German Circuit Championship. Following the launch of the BMW 2000Ti, Josef Schnitzer carried off the German Touring Car Championship two years later. The BMW 2002, in which Dieter Quester claimed the European Touring Car Championship in 1968 and 1969, marked the first use of a turbocharger, and between 1973 and 1979 another six European Touring Car Championship titles were taken with the BMW 3.0 CSL. Formula One greats such as Chris Amon, Ronnie Peterson and Niki Lauda drove BMW touring cars. At the wheel of the BMW 320 fielded by the Schnitzer Team, Harald Ertl won the German Motor Racing Championship in 1978. In 1984, the impressive BMW 635 CSi Coupé triumphed in the newly formed DTM, with Volker Strycek claiming the title. The same car was also the force to be reckoned with in the European Touring Car Championship. Following individual race wins in 1985, Italian driver Roberto Ravaglia secured the European Championship in 1986.

Nineteen eighty seven saw the slim-line, earthy successor to the 6 Series Coupé lining up on the grid: the BMW M3 was a driving machine with a 2.5-litre, four-cylinder engine that packed 355 bhp. In its first year on the race track, BMW managed to take the World Championship title (Ravaglia), the European Championship (Winni Vogt) and eight further titles. The M3 took on legendary status and helped Ravaglia to a third BMW title in the DTM in 1989. By the end of



1992, BMW M3 drivers had secured more than 1,500 individual wins – 40 of which came in the DTM – and over 50 international titles.

Super touring cars – the stars of the 1990s. For the introduction of a new category of production-based touring cars – initially known as Class 2 or the two-litre class, later Super Touring Cars or STC for short – BMW set about building another superlative touring car: the BMW 320i. From 1993 through to 1998, this 320i won BMW 29 championship titles around the world, including three in Germany.

Revival of the European Touring Car Championship. After a gap of 13 years, the FIA once again gave its sanction to the European Championship in 2001. BMW followed developments with great interest and made its mark on the series. Peter Kox (NL) immediately took the 21st European Touring Car Championship title in 2001, driving a BMW 320i fielded by Ravaglia Motorsport. From 2002 onwards, the European Touring Car Championship (ETCC) was a firm fixture of BMW's motor racing agenda. In 2003, BMW managed to secure the Manufacturers' title in the penultimate race. In the battle for the Drivers' title, Jörg Müller had to concede defeat just one point short of the winner's score. BMW again took the Manufacturers' title before the close of the 2004 season. This time the Drivers' Championship also went to BMW courtesy of Andy Priaulx (GB), bringing BMW's total of European titles in touring car racing to 24.

BMW World Touring Car Champions again in 2005, 2006 and 2007. Two thousand and five saw the staging of another world championship in touring car racing for the first time since 1987. The FIA World Touring Car Championship (WTCC) was launched to replace the ETCC. In 2005, 2006 and 2007, Andy Priaulx of BMW Team UK/RBM took the World Championship title, driving a BMW 320i in 2005 and the new BMW 320si WTCC in 2006 and 2007. Thanks to the strong performance of the other national teams, BMW also secured the Manufacturers' World Championship in all three years. BMW ended the 2008 WTCC season without a title for the first time. BMW lined up with a works team in the WTCC for the last time in 2010. From 2011 onwards, BMW customer teams represented the brand with the BMW 320 TC, the further development of the BMW 320si WTCC. The 320 TC is powered by a 1.6-litre turbo engine with direct fuel injection.

Marathon men – Nürburgring, Spa and Le Mans. BMW is by far the most successful marque in the 24 Hour Race on the Nordschleife. In 1970, when the event was first launched, Hans-Joachim Stuck was part of the winning team, as he was in 1998 when BMW became the first kind with a diesel-powered car. In 2004 too, Stuck was on board the M3 GTR with which BMW claimed its 17th overall victory in the "Green Hell". In 2005, BMW Motorsport won again with a second consecutive one-two finish, the first time this feat had been achieved. In 2010, Augusto Farfus, Jörg Müller, Uwe Alzen and Pedro Lamy picked up victory number 19 in the BMW M3 GT.



In the Spa-Francorchamps 24 Hours, meanwhile, BMW touring cars managed to collect 21 wins by the end of the 1998 season. On 13th June 1999, BMW took its first overall victory in the Le Mans 24 Hours, beating one of the strongest fields of starters in the history of this classic marathon. After the closed-top McLaren F1 GTR sports car driven by the BMW V12-cylinder had won the event back in 1995, 1999 saw the celebration of the first victory in an open-topped car with a later evolution of the engine. The winners, Joachim Winkelhock, Pierluigi Martini and Yannick Dalmas, had completed 366 laps of 13.6 kilometres each in the BMW V12 LMR. In 2010, BMW returned to Le Mans with the BMW M3 GT and thrilled fans with the Art Car, which featured a design courtesy of US artist Jeff Koons.

Sports cars – in Europe and overseas. What had begun in the mid-1990s with the McLaren F1 GTR and its BMW 12-cylinder engine was to continue in 1999 with the BMW V12 LMR. If the FIA GT Championship was the arena for the successful factory deployment of the closed racer (runner-up in the 1997 championship), it was the American Le Mans Series (ALMS) that became the stomping ground of the BMW V12 LMR. With its uprated 580 bhp six-cylinder V12, it scored six wins in the ALMS in 1999 and 2000. In 2001, BMW switched from the Prototype to the GT Class of the ALMS. Under the management of Charly Lamm, as before, the beefy BMW M3 GTR swept the board in all disciplines. Jörg Müller won the Drivers' title, BMW Motorsport came top of the team classification and BMW took the Manufacturers' Championship in the company's most important export market.

In 2009, BMW returned to the American Le Mans Series: the team charged with making the comeback a success was BMW Team Rahal, under the guidance of Bobby Rahal. The car used was the newly developed BMW M3 GT. After an initial learning year, the RLL team won the team and manufacturer titles in the GT class in 2010. The hat-trick – last achieved in 2001 – was to follow in 2011: Dirk Müller and Joey Hand take the Drivers' Championship, while BMW also ends the year on top in the team and manufacturers' competitions.



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For the 2012 DTM season, BMW Motorsport is offering media representatives a **text service**. If you wish to receive DTM results and the very latest news directly on your mobile phone, please email your mobile phone number to Florian Haasper: haasper@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.

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