

BMW M MOTORSPORT: 2019 SEASON.

IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP.

 Motorsport



Sheer
Driving Pleasure

BMW M MOTORSPORT: 2019 SEASON.

IMSA WEATHERTECH
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RACING IN AMERICA.

PAST AND PRESENT OF BMW MOTORSPORT IN NORTH AMERICA.



The IMSA WeatherTech SportsCar Championship combines magnificent cars, iconic racetracks, quality drivers and passionate fans. In doing so, it continues a long tradition of sports car racing in the USA and Canada, in which BMW has always played a major role. In 1975, the legendary BMW 3.0 CSL won the 12 Hours of Sebring shortly after the founding of BMW of North America. BMW M Motorsport and the Rahal Letterman Lanigan Racing team now enter the 11th season of their successful partnership. Team principal Bobby Rahal and his BMW Team RLL outfit made their debut in what was at the time the American Le Mans Series back in 2009. Since then, they have won numerous races and five titles in the GT class.

2018 marked the debut season of the BMW M8 GTE. With two GTLM class wins it proved to be a success. 2019 starts with an absolute highlight: at the Daytona 24 Hours, BMW works driver and brand

ambassador Alessandro Zanardi will be at the wheel of the #24 BMW M8 GTE. Thanks to the great work of the BMW Motorsport engineers in adapting the cockpit to Zanardi's special needs, he is able to share the cockpit with the regular BMW Team RLL drivers John Edwards, Jesse Krohn as well as Australian Chaz Mostert. Connor De Phillippi and Tom Blomqvist will compete the IMSA season in the #25 BMW M8 GTE. In Daytona, Blomqvist will be replaced by Augusto Farfus. Further drivers for the 24-hour classic are Philipp Eng and Colton Herta.

BMW Customer Racing Team Turner Motorsport will field one BMW M6 GT3 in the GTD class. Drivers for the entire season will be BMW of North America ambassador Bill Auberlen and Robby Foley. In Daytona they will be supported by BMW works driver Jens Klingmann and Dillon Machavern.

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THE BMW M8 GTE.

TECHNICAL DATA.



/// DIMENSIONS.

Length
(without rear wing) 4,999 mm (splitter to rear bumper)

Width (with mirrors) 2,235 mm

Height 1,161 mm (variable)

Wheelbase 2,880 mm

/// ENGINE.

Type V8 engine with BMW TwinPower Turbo Technology

Capacity 3,981 cc

Number of cylinders 8

V angle 90°

Bore 89 mm

Stroke 80 mm

Cylinder spacing 98 mm

Engine speed approx. 7,000 rpm

/// BODYWORK.

Composite body with carbon core and DMSB-approved safety roll cage

CFRP outer shell with quick-change concept

/// CHASSIS.

Double wishbones for front and rear axle

Four-way adjustable shock absorbers at front and rear

Anti-roll bars with quick adjustment

/// POWER TRANSMISSION.

Six-speed sequential motorsport gearbox

Electric paddle shift system

Limited slip differential

CFRP drive shaft

Sachs carbon-fibre clutch

/// ELECTRONICS.

BMW Motorsport in-house developed software functions for engine, gearbox and driver assistance

Steering wheel with 16 buttons and seven dials

Rear-view camera system with object recognition

High-performance headlights with OSRAM LED elements

Live telemetry system for vehicle monitoring

/// WHEELS/TYRES.

Rims: 12.5 x 18 inch on the front axle, 13 x 18 inch on the rear axle

Michelin tyres: 30/68 R18 on the front axle, 31/71 R18 on the rear axle

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BMW TEAM RLL.

Founded 1992

Team Principal Bobby Rahal

Headquarters Hilliard (USA)

Partner of BMW since 2009

/// HIGHLIGHTS.

2018 6th place GTLM class Driver standings, 2 class wins

2017 2nd place GTLM class Driver, Team and Manufacturer standings

2015 2nd place GTLM class Driver, Team and Manufacturer standings

2013 2nd place GT class Driver, Team and Manufacturer standings

2012 2nd place GT class Team standings, 3rd place Manufacturer standings

2011 1st place GT class Driver, Team and Manufacturer standings

2010 1st place GT class Team and Manufacturer standings



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DRIVERS FOR THE DAYTONA 24 HOURS.

#24
BMW M8 GTE.



JOHN EDWARDS.

Date of birth 11th March 1991

Place of birth Louisville (USA)

Residence Davidson (USA)

BMW driver since 2013

/// CAREER.

2013-2018 IMSA Series with BMW Team RLL, 3 class wins

2010-2013 GRAND-AM Series

2009 1st place Atlantic Championship

2008 1st place Star Mazda Championship

2005 Formula Renault, youngest driver to ever hold a FIA license

2004 Skip Barber Formula Dodge Race Series, youngest winner in open wheel road racing history



JESSE KROHN.

Date of birth 3rd September 1990

Place of birth Nurmijärvi (FIN)

Residence Helsinki (FIN)

BMW driver since 2014

/// CAREER.

2018 IMSA Series with BMW Team RLL, 1 podium

1st place GT class Asian Le Mans Series

2017 IMSA Series with Turner Motorsport, 1 class win

Promotion to BMW works driver

2015 2nd place GTE class European Le Mans Series

2014-2016 BMW Motorsport Junior

2011 1st place Camaro Cup Finland

2008 1st place Formula Renault 2.0 Finland

1st place Formula Renault 2.0 NEZ

1st place Formula Renault 2.0 Estonia

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DRIVERS FOR THE DAYTONA 24 HOURS.

#24
BMW M8 GTE.



ALESSANDRO ZANARDI.

| | |
|-------------------------|-------------------------------|
| Date of birth | 23 rd October 1966 |
| Place of birth | Bologna (ITA) |
| Residence | Padua (ITA) |
| BMW driver since | 2003 |

/// CAREER.

| | |
|------------------|--|
| 2018 | Guest start in the BMW M4 DTM in Misano |
| 2016 | Italian GT Championship, 1 win |
| 2015 | 24h Spa-Francorchamps |
| 2005-2009 | FIA WTCC, 4 wins |
| 2003 | Return to motorsport in a modified BMW 320i |
| 2001 | Loses both legs in an accident at the CART race at the Lausitzring |
| 1999 | Formula One |
| 1998 | 1 st place CART championship |
| 1997 | 1 st place CART championship |
| 1991-1994 | Formula One |



CHAZ MOSTERT.

| | |
|-------------------------|-----------------------------|
| Date of birth | 10 th April 1992 |
| Place of birth | Melbourne (AUS) |
| Residence | Gold Coast (AUS) |
| BMW driver since | 2017 |

/// CAREER.

| | |
|-------------|--|
| 2018 | 6 th place Supercars Championship, 1 win |
| | 3 rd place Petit Le Mans with BMW Team RLL |
| | 12h Bathurst with BMW Team Schnitzer, pole position |
| | 1 st place 6h Buriram in the BMW M6 GT3 |
| 2017 | 5 th place Supercars Championship, 1 win |
| | 1 st place Pirtek Endurance Cup |
| 2016 | 1 st place Bathurst 6 Hour |
| 2015 | Supercars Championship, 5 wins, 10 pole positions |
| 2014 | 1 st place Bathurst 1000 |
| 2010 | 1 st place Australian Formula Ford Championship |

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DRIVERS FOR THE DAYTONA 24 HOURS.

#25
BMW M8 GTE.



CONNOR DE PHILLIPPI.

| | |
|-------------------------|--------------------------------|
| Date of birth | 25 th December 1992 |
| Place of birth | Murrieta (USA) |
| Residence | Charlotte (USA) |
| BMW driver since | 2018 |

/// CAREER.

| | |
|-------------|---|
| 2018 | 6 th place IMSA Series, 2 class wins |
| 2017 | 1 st place 24h Nürburgring |
| | 1 st place GTD class Petit Le Mans |
| | 2 nd place GTD class 24h Daytona |
| | 3 rd place ADAC GT Masters |
| 2016 | 1 st place ADAC GT Masters |
| 2013 | Porsche Carrera Cup Deutschland, Rookie of the Year |



AUGUSTO FARFUS.

| | |
|-------------------------|--------------------------------|
| Date of birth | 3 rd September 1983 |
| Place of birth | Curitiba (BRA) |
| Residence | Monaco (MON) |
| BMW driver since | 2007 |

/// CAREER.

| | |
|------------------|--|
| 2018 | 1 st place FIA GT World Cup Macau |
| 2013 | 2 nd place DTM, 3 wins |
| 2012-2018 | DTM, 4 wins, 13 podiums, 6 pole positions |
| 2010 | 1 st place 24h Nürburgring |
| 2009 | 3 rd place FIA WTCC |
| 2006 | 3 rd place FIA WTCC |
| 2003 | 1 st place F3000 |
| 2001 | 1 st place Formula Renault 2.0 |

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DRIVERS FOR THE DAYTONA 24 HOURS.

#25
BMW M8 GTE.



PHILIPP ENG.

| | |
|-------------------------|--------------------------------|
| Date of birth | 28 th February 1990 |
| Place of birth | Salzburg (AUT) |
| Residence | Mondsee (AUT) |
| BMW driver since | 2016 |

/// CAREER.

| | |
|-------------|---|
| 2018 | 1 st place 24h Spa-Francorchamps |
| | 9 th place DTM, Rookie of the Year |
| 2017 | 4 th place ADAC GT Masters, 1 win |
| 2016 | 1 st place 24h Spa-Francorchamps |
| 2015 | 1 st place Porsche Supercup |
| | 1 st place Porsche Carrera Cup Deutschland |
| 2014 | 1 st place Porsche Carrera Cup Deutschland |
| 2007 | 1 st place Formula BMW World Final |



COLTON HERTA.

| | |
|-------------------------|-----------------------------|
| Date of birth | 30 th March 2000 |
| Place of birth | Valencia (USA) |
| Residence | Valencia (USA) |
| BMW driver since | 2018 |

/// CAREER.

| | |
|-------------|---|
| 2018 | BMW NA Motorsport Junior |
| | 2 nd place Indy Lights Series |
| 2017 | 3 rd place Indy Lights Series |
| 2016 | 3 rd place Euroformula Open Championship |
| 2015 | 3 rd place MSA Formula series |

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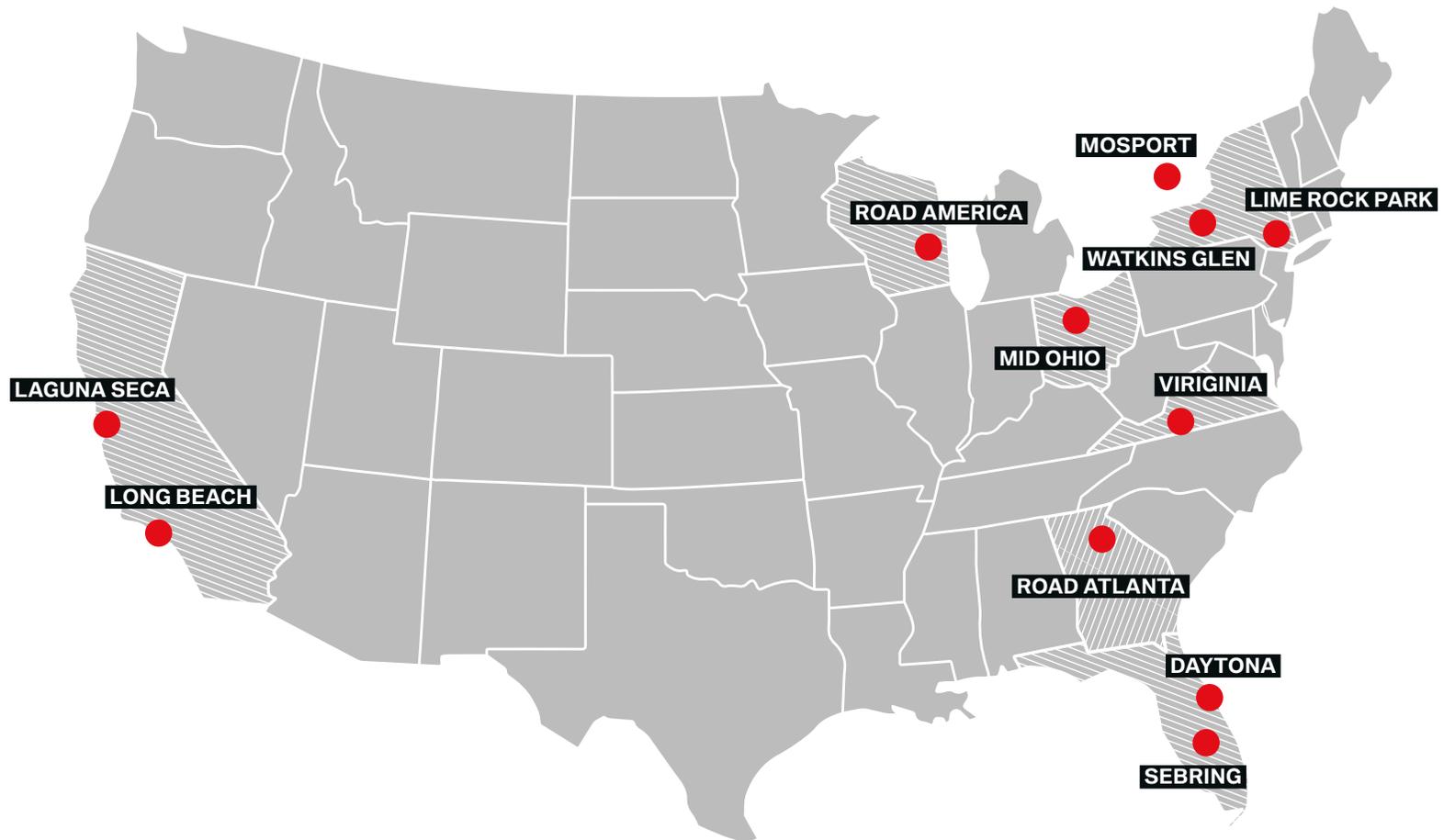
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RACE CALENDAR.

GTLM CLASS RACES.

26th-27th January Daytona (USA)

16th March Sebring (USA)

13th April Long Beach (USA)

5th May Mid-Ohio (USA)

30th June Watkins Glen (USA)

7th July Mosport (CAN)

20th July Lime Rock Park (USA)

4th August Road America (USA)

25th August Virginia (USA)

15th September Laguna Seca (USA)

12th October Road Atlanta (USA)

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ALESSANDRO ZANARDI'S ROAD TO DAYTONA.

AN INTERVIEW WITH ALESSANDRO ZANARDI.

Alessandro, Daytona is not just a race, it is one of the most important 24-hour races in the world. What do you think about Daytona?

■ ALESSANDRO ZANARDI: "Daytona is a race that, when I was racing in the United States, many of my colleagues and rivals were engaged in as its dates never clashed with any of the Indycar championship races because it is very early in the season. I never had the opportunity for some reason to have a taste of it myself but hearing my colleagues talking about the event, how great it is, their excitement, what they had to say about it, got me very curious about it and it was a really long, long time ago when I said: down the road, sooner or later, I want to be at Daytona. So to finally have the opportunity to go there, not only just to be part of it but to go there with a very competitive machine, to represent BMW to the best of my ability as a driver and as a brand ambassador, it's fantastic."

You enjoyed an overwhelming welcome in the paddock and by the US fans.

■ ZANARDI: "I of course knew that it was going to be special but frankly I was not expecting it to be this special. The enthusiasm of the fans for the cars running is already sky high but whenever I was going by for some reason I could detect an even more explosive spark of enthusiasm. People were sincerely



happy and joyful to see me going round. And all the ones who had the opportunity to come and say something to me did not hide that at all. They were very, very warm in their comments and encouraging at the same time and respectful. I am very, very touched by the support I have been receiving."

And how about working with BMW Team RLL?

■ ZANARDI: "Every single member of the

team, starting from the BMW M Motorsport guys who came from Munich to support and the guys who live here and are a full-time part of the BMW Team RLL organisation, is very professional but also excited. You can tell that they are all very, very happy to be here, they are totally dedicated and you can see the passion for what they do."

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COCKPIT WORK: "A BIT LIKE JIMI HENDRIX".

The BMW M Motorsport engineers compare him to a drummer, while Alessandro Zanardi himself says: "I feel a bit like Jimi Hendrix." The manner in which the BMW works driver controls the BMW M8 GTE is comparable to a virtuoso performance. Together with BMW M Motorsport, Zanardi has developed a special system that allows him to accelerate with a throttle ring on the steering wheel but also allows him to brake by hand, by using a brake lever.

"When we started to think about what I would need to drive the car longer in distance in an endurance race, the idea was for sure to forget the legs and to do everything with my hands," explains Zanardi. That was the genesis of a plan to install a brake lever instead of the brake pedal that he pushed by moving his hips and applying pressure through his artificial leg. This lever is mounted on the transmission tunnel and connected to the brake. Zanardi accelerates by using a throttle ring on the steering wheel, primarily with his left hand. He can change gear with a shift paddle on the steering wheel. There is also a switch on the brake lever that allows him to shift down when braking into turns.

The new system endured its first serious test during a race when Zanardi guested in the DTM at Misano in August. With success:



driving the modified BMW M4 DTM, Zanardi secured a spectacular fifth place in Sunday's race. Based on the experience gathered in Misano, the BMW M Motorsport engineers and Zanardi then began to optimise the system for the 24 Hours of Daytona. That's why there is a new horn-like extension on the left-hand side of the steering wheel now: "When I put a lot of lock approaching left-hander turns I have difficulties to reach the throttle. This extension will grant me the possibility to operate the throttle if I have to, leaning up against something solid which is been shaped in this particular way."

Zanardi has to complete – and be able to coordinate – extremely complex processes in every turn:

“ When you press the lever with your hand, on the same time you have to have a different feel with your fingers. So your muscles are doing one thing, and other muscles are doing another thing. This is incredibly complicated. Probably, it will be easier for a guitar player, someone who is used to use his hands in a different way. And while I am doing this, my head is basically focused on applying the right amount of pressure but I am kind flipping the throttle as I need to feel a little bit of power but at the same time I am steering with the left hand. So every single muscle is dedicated to handle a particular operation and synchronise this all. And then I have to change something if something goes wrong – if the car goes sideways or you go a little deep into the corner and you lock the front wheel. Then I have to reduce a little bit the pressure and maybe downshift a second longer. Well, at times it gets complicated. ”

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ALESSANDRO ZANARDI'S ROAD TO DAYTONA.

DRIVER CHANGE: "IT'S A DANCE".



Alessandro Zanardi asks for a dance at the 24 Hours of Daytona: that is what he is calling the driver change between him and his team-mates in the #24 BMW M8 GTE. The moves between Zanardi, John Edwards, Jesse Krohn and Chaz Mostert have been choreographed and practiced down to the last detail. "It is a dance in which the important thing is getting all the steps in exactly the right order and in the limited time that you have

available," explains Zanardi. "So we can't give away a single second."

To guarantee this, Zanardi, the other drivers and the entire BMW Team RLL are continually collaborating on the perfect procedure for the pit stops. The team has used the previous test drives intensively for this purpose, and the practice will continue at the race weekend. Success is already becoming apparent.

"Naturally, we had to align some procedures with my special requirements, and the other drivers have to do a bit of extra work for me, but it is going very well and is a great deal of fun," said Zanardi, emphasising: "We are already better than I would ever have thought possible."

This is how the driver change between Zanardi and his team-mates takes place: Zanardi sits on the pit wall and waits for the arriving car. Then he swings himself next to the car on the floor and pulls himself in as soon as his team-mate has got out and put Zanardi's seat insert in position. The team-mate then helps him buckle up. The steering wheel is changed, which is handed over by an additional, IMSA approved mechanic. When getting out, Zanardi first pulls himself out of the car and then onto the pit wall. Then when he is behind the pit wall he will return to his wheelchair.

Maximum safety is top priority here as well, and the entire driver change is geared up for that. To ensure that Zanardi can exit the danger zone in the pit lane as quickly as possible after getting out of the car, IMSA has also allowed the additional mechanic to close the safety net and door. Normally, the drivers getting out take care of these tasks. Zanardi doesn't have to do this, he is allowed to exit the pit over the pit wall during that time.

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EVOLUTION OF DRIVING SYSTEMS.

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Alessandro Zanardi has enjoyed success in BMW race cars for many years. Just two years after his crash in a CART race at the Lausitzring, which resulted in the loss of both legs, he was back driving a specially modified BMW 320i in the 2003 European Touring Car Championship. Since then, he has raced for BMW M Motorsport in various series. In the process, he and the BMW M Motorsport engineers have been continually perfecting the systems that allow him to race. From the BMW 320i, the BMW Z4 GT3 and the BMW M6 GT3 to the BMW M4 DTM and the BMW M8 GTE: an overview of the continual further development of the modifications to Zanardi's BMW race cars.

BMW 320i and BMW 320si (2003-2009): Modified brake pedal, attached to the artificial leg; steering wheel with ring for accelerating; gears changed using H gear lever, operated with right hand

BMW Z4 GT3 – Blancpain GT Series (2014): Modified brake pedal, attached to the artificial leg; steering wheel with ring for accelerating; gears changed using shift paddles on steering wheel

BMW Z4 GT3 – 24h Spa (2015): New, very thin brake pedal added to the pedal box and inserted into the prosthetic leg like a pin; steering wheel with ring for accelerating; gears

changed using shift paddles on steering wheel; clutch-by-wire system with clutch paddles

BMW M6 GT3 (2016): Thin brake pedal, similar to 24h Spa; steering wheel with ring for accelerating; gears changed using shift paddles on steering wheel; newly-developed centrifugal clutch

BMW M4 DTM and BMW M8 GTE (2018-2019): Hand-operated brake lever for braking; steering wheel with ring for accelerating; upshift via paddle on steering wheel, downshift via button on brake lever, centrifugal clutch

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PREMIUM TECHNOLOGY PARTNER.



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

We also provide technical and business support to customers. We offer lubricant-related services in addition to our product range. These include: Shell LubeMatch –the market leading product on-line recommendation tool, Shell LubeAdvisor - helps customers to select the right lubricant through highly trained Shell technical staff as well as online tools, and Shell LubeAnalyst - an early warning system that enables customers to monitor the condition of their equipment and lubricant, helping to save money on maintenance and avoid potential lost business through equipment failure. Shell’s world-class technology works to deliver value to our customers. Innovation, product application and technical collaboration are at the heart of Shell lubricants. We have leading lubricants research centres in China, Germany, Japan (in a joint venture with Showa Shell), and the USA. We invest significantly in technology and work closely with our customers to develop innovative lubricants. We have a patent portfolio with 150 + patent series for lubricants, base oils and greases; more than 200 scientists and lubricants engineers dedicated to lubricants work in our research and development department.

Customer benefits include lower maintenance costs, longer equipment life and reduced energy consumption. One of the ways we push the boundaries of lubricant technology is by working closely with top motor racing teams such as Scuderia Ferrari. Shell scientists will also work alongside BMW Motorsport engineers to develop high-performance oils for use in BMW Motorsport race cars. This development will be on-going during testing and the course of each respective race season. These technical partnerships enable us to expand our knowledge of lubrication science and transfer cutting-edge technology from the racetrack to our commercial products. When BMW Motorsport races in the DTM, the IMSA WeatherTech SportsCar Championship, the FIA World Endurance Championship, the Intercontinental GT Challenge and the 24-hour race at the Nürburgring Nordschleife in 2019, it will be joined by Shell as its Premium Technology Partner. From 2015, Shell is also the only recommended supplier of genuine BMW engine oil and BMW’s only recommended oil supplier for aftermarket engine oils.

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

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PREMIUM PARTNER.



ZF is a global leader in driveline and chassis technology as well as active and passive safety technology. The company has a global workforce of 146,000 with approximately 230 locations in some 40 countries. In 2017, ZF achieved sales of €36.4 billion. ZF is one of the largest automotive suppliers worldwide. ZF allows vehicles to see, think and act. The company invests more than six percent of its sales in research and development annually – in particular for the development of efficient and electric drivelines and also in striving for a world without accidents. With its broad portfolio, ZF is advancing mobility and services in the automobile, truck and industrial technology sectors.

ZF and BMW enjoy a historic partnership at the highest level, because nowhere else can ZF demonstrate the capacity of its components better than in motorsport. ZF collaborates with BMW on the road car range, but also develops customised racing clutches and shock absorbers for the DTM and the 24h races in Daytona and at the Nürburgring as Premium Partner BMW M Motorsport. The experience gained in racing is used in research and development work for the automotive industry, providing many advantages for each and every BMW driver.

OFFICIAL PARTNER.



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

Available for a range of BMW models as aftermarket products, Akrapovič exhausts enhance performance, torque and sound. The systems are available in titanium or stainless steel, with exquisite carbon fibre or titanium tailpipes.

Founded in 1991 by former motorcycle racer Igor Akrapovič, the brand has grown to international prominence through the successful support of leading racing teams.

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OFFICIAL PARTNER.



H&R Spezialfedern GmbH & Co. KG is one of the world's leading manufacturers of high-quality suspension components with applications for over 3,000 vehicle models.

H&R stands for an intensive technology transfer from international motorsports to the development of innovative suspension components for road vehicles. Leading teams from Formula 1, DTM, the long-distance classics Le Mans and Nürburgring as well as other racing series rely on H&R technology, and so does the automotive industry.

Around 100 employees develop and produce height adjustable springs, sport springs, shock absorbers, sport and coilover suspensions, wheel spacers, stabilizers and electronic lowering systems. H&R also manufactures compression and tension springs for industrial applications. H&R quality products are manufactured 100 percent in Germany. H&R is represented by its own subsidiary in North America.

OFFICIAL SUPPLIER.



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

OFFICIAL SUPPLIER.



PUMA is one of the world's leading sports brands, designing, developing, selling and marketing footwear, apparel and accessories. For over 65 years, PUMA has been producing the most innovative products for the fastest athletes on the planet. PUMA offers performance and sportinspired lifestyle products in categories such as football, running and training, golf, and motorsport. PUMA engages in exciting collaborations with renowned designers like STAPLE, STAMPD and TRAPSTAR to bring innovative and fast designs to the sports world. The PUMA Group owns the brands PUMA and COBRA Golf as well the subsidiary Dobotex. PUMA distributes its products in more than 120 countries, employs more than 13,000 people worldwide and is headquartered in Herzogenaurach/Germany.

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MEDIA CONTACT.



Ingo Lehbrink

Spokesperson BMW Group Motorsport
Phone: +49 (0)176 – 203 40 224
E-mail: ingo.lehbrink@bmw.de

Benjamin Titz

Head of BMW Group Design,
Innovations & Motorsports Communications
Phone: +49 (0)179 – 743 80 88
E-mail: benjamin.titz@bmw.de

Matthias Schepke

Spokesperson Alessandro Zanardi
Phone: +49 (0)151 – 601 90 450
E-mail: matthias.schepke@bmw.de

Thomas Plucinsky

Phone: +1 201 307 37 83
Email: thomas.plucinsky@bmwna.com

Bill Cobb

Phone: +1 215 295 31 15
Email: billcobbcommunications@yahoo.com

Media Website.

<http://www.press.bmwgroup.com/global>

BMW Motorsport on the web.

