

2016 IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP.

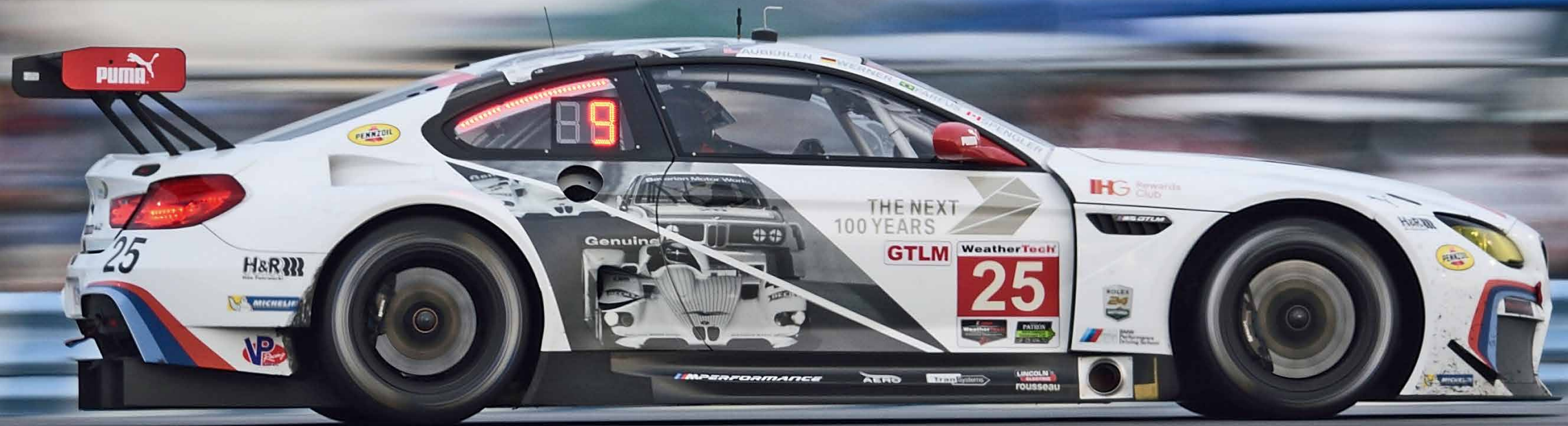
BMW MOTORSPORT MEDIA INFORMATION.

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INTRODUCTION.

North America's top racing series for sports cars goes into the new season with a new title. A new title sponsor has seen the United SportsCar Championship (USCC) renamed the IMSA WeatherTech SportsCar Championship (IWSC) in 2016. However, the philosophy of the series remains the same. The IWSC 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. 2015 marked the 40th anniversary of this success. BMW Motorsport and the Rahal Letterman Lanigan Racing team now enter the eighth 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. BMW Team RLL narrowly missed out on capping the anniversary of BMW of North America in 2015 with more titles. With three races and a host of podiums to its name, it finished runner-up in the Driver, Team and Manufacturer competitions in the GTLM class. 2016 now sees the BMW works team embark on a new chapter in its history, as the new BMW M6 GTLM replaces the BMW Z4 GTLM as the car of choice in the IWSC.

In order to ensure that the new car is able to compete at the head of a high-class GTLM field, featuring the likes of Chevrolet, Ferrari, Ford and Porsche, BMW Team RLL has opted for continuity in its driver line-up. The regular crews



for the two BMW M6 GTLMs remain unchanged from last year. Bill Auberlen and Dirk Werner share the cockpit of the number 25 car. They will be supported at endurance races by BMW DTM drivers Augusto Farfus and Bruno Spengler. As in 2015, John Edwards and Lucas Luhr are the regular drivers at the wheel of the second car, which bears the number 100 in recognition of BMW's 100th birthday. They will receive back-up at endurance races from Graham Rahal and the only new face in the squad, Kuno Wittmer. The Canadian is no newcomer to North American racing, however, having already proven his class by winning the 2014 USCC Drivers' Championship in the GTLM class.

As well as BMW Team RLL, Turner Motorsport will also field two BMWs in the IWSC. Team principal Will Turner's outfit competes with two new BMW M6 GT3s in the GTD class. BMW works driver Jens Klingmann and Bret Curtis will contest the entire season in the number 96 BMW M6 GT3. The duo will be supported at endurance races by Ashley Freiberg and BMW DTM driver Marco Wittmann. Like last year, the number 97 car will be shared by Michael Marsal and Markus Palmtala. They will be joined at endurance races by BMW DTM driver Maxime Martin and BMW Motorsport Junior Jesse Krohn.

The 2016 season kicks off on 30th/31st January with the iconic 24 Hours of Daytona. This will be followed by more classics, including the 12 Hours of Sebring, the 6 Hours of Watkins Glen, and the season-ending "Petit Le Mans" in Road Atlanta. In total, 11 races will be held for both the GTLM and GTD classes between the end of January and the start of October.



ABOUT THE IWSC.

The IMSA WeatherTech SportsCar Championship was formed under the name United SportsCar Championship (USCC) in 2014 by merging GRAND-AM Road Racing and the American Le Mans Series (ALMS). The championship is backed by the North American motorsport association, IMSA (International Motor Sports Association). After two seasons, the USCC has a new title sponsor this year, and with it a new name.

The IWSC has 12 events on the race calendar for 2016. On eight of the 12 weekends, around 50 cars will be on the starting grid, and will compete against each other in a total of four classes: Prototype Class (P), Prototype Challenge (PC), Gran Turismo Le Mans (GTLM) and Gran Turismo Daytona (GTD). Not all classes will start at the four remaining weekends. In total, the Prototype class consists of ten rounds. All other categories feature 11 rounds. In the GTLM class, in which BMW Team RLL competes, only GT cars homologated by IMSA in accordance with the ACO regulations are permitted. In the GTD class, which includes Turner Motorsport, GT cars that comply with the GT3 regulations are permitted to take part.



THE NEXT GENERATION OF GT CARS. BMW M6 GTLM AND BMW M6 GT3.



In 2016, BMW Motorsport introduces a brand-new GT racing car to its works involvement, in the form of the BMW M6 GTLM. The new car replaces its predecessor the BMW Z4 GTLM and heralds a new chapter in North American GT racing. A special milestone in a special year for BMW, as the manufacturer celebrates its 100th anniversary in 2016.

“The BMW M6 GTLM has all the essential ingredients to be competitive and thrill fans in the USA and Canada from the word go”, said BMW Motorsport Director Jens Marquardt. “We are very much looking forward to continuing our works commitment at the highest level and to adding another successful chapter to the history of BMW Motorsport in

North American motor racing. BMW of North America and racing quite simply belong together – and it goes without saying that it will remain that way in the future. Many of our customers and fans in North America are also BMW M enthusiasts. That makes it all the nicer to be able to field another car from our sportiest line of products, in the form of the BMW M6 GTLM.”





The GT3 version of the BMW M6 had to be modified for the GTLM version, in order to comply with the ACO regulations which apply in the GTLM class of the IWSC. Even while developing the GT3 car, BMW Motorsport already took into account the changes that would be required to make it possible to start in the GTLM class. That made it considerably easier to derive the GTLM car. The BMW Motorsport engineers have been working closely with the BMW Team RLL – BMW works team in North America since 2009 - in Munich to implement the modifications as efficiently as possible. Unlike the BMW M6 GT3, the BMW M6 GTLM must not have ABS. At 1,250 kg when empty, the BMW M6 GTLM is also about 50 kilograms lighter and has a slightly longer wheelbase. The dimensions of the wheels and tyres are also different to those on the

BMW M6 GT3, as is the tank capacity. The BMW M6 GTLM achieves far faster lap times than the BMW M6 GT3, primarily because of the Michelin tyres specified in the regulations for the GTLM class.

The BMW M6 GT3 has replaced the BMW Z4 GT3, which had been in action since 2010, and will be run by many privateer teams within the BMW Sports Trophy in a host of championships around the world, as well as at iconic events like the 24-hour races at the Nürburgring and Spa-Francorchamps.

“With the BMW M6 GT3, our customers can look forward to thoroughbred racing technology,” said BMW Motorsport Director Jens Marquardt. “I am confident that we will continue

the successful racing tradition of BMW M and BMW Motorsport with the BMW M6 GT3 from 2016. The BMW M6 GT3 is BMW’s most economic GT racing car ever: with significantly lower running costs than its predecessor, the BMW Z4 GT3 – and all that while at the same time increasing performance. And let’s not forget the design: with its athletic lines, the BMW M6 GT3 is a real eye-catcher, which makes it very clear to everyone that BMW Motorsport is competing with a real racer in 2016.”

The production version of the BMW M6 Coupé provided BMW Motorsport with the perfect basis, on which to develop the GT racing car. The BMW M6 GTLM and the BMW M6 GT3 incorporated all the experience that BMW Motorsport had



gained with the successful predecessors. As a result, the new GT racing cars feature numerous improvements, particularly when it comes to driveability and economy. They are powered by a 4.4-litre V8 engine with M TwinPower Turbo technology, which has been modified for its race outings. The power unit has dry sump lubrication and generates up to 585 hp. The aerodynamic properties of the chassis have been optimised in the BMW wind tunnel.

The heart of the BMW M6 GTLM and the BMW M6 GT3, its engine, has been transferred from the production car with only minor modifications. Furthermore, the car sets new benchmarks when it comes to safety – with a completely re-designed front, a large distance to the safety cage, and the driver's seat oriented well towards the centre of the car. Further technical characteristics of the BMW M6 GTLM and the BMW M6 GT3 are the drive concept, six-speed sequential racing transmission, and high-performance motorsport electronics. The aerodynamic properties of the chassis have been optimised in the BMW wind tunnel.

Priority was given to ensuring maximum driver safety. To offer the drivers of the BMW M6 GTLM and the BMW M6 GT3 as much protection as possible against the effects of an accident, BMW Motorsport itself developed and produced the FIA-approved safety cell in accordance with the very latest safety standards. The engineers also placed great importance on efficiency and ease of maintenance, as well as reliability, which is particularly crucial at the 24-hour classics.



The cars have completed more than 20,000 kilometres of testing. That includes performance tests and endurance runs. Furthermore, the cars were developed specifically with the performance window agreed by the FIA for 2016 in mind. As such, they will be significantly more competitive than the BMW Z4 GTLM and BMW Z4 GT3. The development process focused on handling, ergonomics and safety. In designing the interior,

top priority was given to safety, ergonomics, ensuring controls are easily visible and accessible, and intuitive operation. The low position of the power train further lowers the centre of gravity, thus improving performance. The transaxle gearbox ensures weight is distributed perfectly between the front and rear axles.

TECHNICAL SPECIFICATIONS.

BMW M6 GTLM		BMW M6 GT3
DIMENSIONS		
Length	4,944 mm	4,944 mm
Width	2,046 mm	2,046 mm
Wheelbase	2,910 mm	2,901 mm
Weight	Under 1,250 kg (without driver, depending on regulations)	Under 1,300 kg (without driver, depending on regulations)
ENGINE		
Model	Based on the S63 production engine and slightly modified for the specific requirements of motorsport; with M TwinPower turbo technology	Based on the S63 production engine and slightly modified for the specific requirements of motorsport; with M TwinPower turbo technology
Type	V8	V8
Capacity	4,395 ccm	4,395 ccm
Output	Up to 585 hp (depending on classification)	Up to 585 hp (depending on classification)
Oil supply	Oil system, based on dry sump, specifically developed by BMW Motorsport	Oil system, based on dry sump, specifically developed by BMW Motorsport
CHASSIS		
	- Self-supporting steel chassis	- Self-supporting steel chassis
	- Welded safety cage in line with latest FIA standards	- Welded safety cage in line with latest FIA standards
	- Carbon-fibre crash structure at front and CFRP crash element at rear	- Carbon-fibre crash structure at front and CFRP crash element at rear
WHEELS/TYRES		
Wheels	FA: 12.5 x 18 inch, RA: 13 x 18 inch	FA / RA: 13 x 18 inch
Tyres	FA: 300/680 x 18 inch, RA: 310/710 x 18 inch	FA / RA: 310/710 x 18 inch



TECHNICAL SPECIFICATIONS.

BMW M6 GTLM

BMW M6 GT3

DRIVER AIDS

- Motorsport traction control

- Motorsport ABS

- Motorsport traction control

SUSPENSION

- Double wishbone axle at front and rear

- Double wishbone axle at front and rear

- Anti-roll bar on front and rear axle (adjustable from exterior)

- Anti-roll bar on front and rear axle (adjustable from exterior)

- Adjustable shock absorbers at front and rear

- Adjustable shock absorbers at front and rear

TRANSMISSION

- Low position powertrain

- Low position powertrain

- Transaxle gearbox

- Transaxle gearbox

- Mechanical differential lock

- Mechanical differential lock

Sequential electronic transmission

Sequential electronic transmission

TANK

- FT3 safety tank

- FT3 safety tank

- Capacity: up to 120 litres (depending on regulations /BoP)

- Capacity: up to 120 litres (depending on regulations /BoP)

BRAKES

- 6-piston, fixed calliper at front

- 6-piston, fixed calliper at front

- 4-piston, fixed calliper at rear

- 4-piston, fixed calliper at rear



GTLM CLASS: TEAM & DRIVERS.

BMW TEAM RLL.

FACTS & FIGURES.	
Founded	1992
Website	www.rahall.com
Team owners	David Letterman, Mike Lanigan, Bobby Rahal
Headquarters	Hilliard, Ohio

When the BMW M6 GTLM gets the season underway at the 24-hour race in Daytona on 30th January 2016, it will be the third time that BMW Team RLL and BMW Motorsport have fielded a new generation of car together in North America. It all began in 2009, when team principal Bobby Rahal competed for the first time with BMW works power and the BMW M3 GT2. BMW Team RLL went on to win five titles with the BMW M3 GT between 2010 and 2012. This car was succeeded by the BMW Z4 GTE, which claimed two race wins in 2013. In 2015, as the BMW Z4 GTLM, it won three races in the United SportsCar Championship (USCC), which was launched in 2014. BMW Motorsport and BMW Team RLL won their biggest titles together in 2010 and 2011. The BMW M3 GT was instrumental in the team winning the Team and Manufacturer competitions

in the GT class in 2010, and the title treble in the Driver, Team and Manufacturer championships in 2011. In 2015, Rahal's team narrowly missed out on giving the BMW Z4 GTLM the perfect send-off, finishing runner-up in the Driver, Team and Manufacturer competitions.

Team Principal Bobby Rahal is an icon on the American motorsport scene, and has also enjoyed international fame and fortune over the course of his career. In 1992 he became the only person in motorsport to win the ChampCar World Series as a driver in his own team. He had previously won the title in the renowned single-seater series in North America on two occasions – but just in the cockpit, not as the owner of the team. His career as a racing driver also includes victories at the legendary Indy 500, the 24 Hours of Daytona and the 12 Hours of Sebring. In 2004 he proved he could also be successful as a team owner when his driver Buddy Rice won the Indy 500. Rahal is one of just three people ever to have triumphed in Indianapolis as a driver and team owner.

However, Rahal does not lead BMW Team RLL on his own. The RLL in the team name stands for the three owners: Rahal, TV presenter David Letterman, who has been involved with the team since 1996, and businessman Mike Lanigan. The team is based in Hilliard, Ohio. The operation is run from there in close cooperation with BMW of North America and BMW Motorsport.



MILESTONES.	
2015	2 nd place GTLM class USCC Driver, Team and Manufacturer classification
2013	2 nd place GT class ALMS Driver, Team and Manufacturer classification
2012	2 nd place GT class ALMS Team classification 3 rd place Manufacturer classification
2011	1 st place GT class ALMS Driver, Team and Manufacturer classification
2010	1 st place GT class ALMS Team and Manufacturer classification
2009	3 rd place GT class ALMS Team and Manufacturer classification

GTLM CLASS: TEAM & DRIVERS.

BMW TEAM RLL.



BILL AUBERLEN. #25

FACTS & FIGURES.	
Born	12 th October 1968 in Redondo Beach, California
Residence	Redondo Beach, California

Born in the USA – the combination of Bill Auberlen and BMW all but guarantees success on the racetrack, particularly in new cars. The American, who has contested more than 250 races with cars from Munich – including the Le Mans-winning BMW V12 LMR and equally iconic BMW M3 GTR – has a knack of being the first to win with new models. For example, he was at the wheel of the BMW M3 GT when it claimed its maiden win in 2009. Four years later he recorded the first victory with the new BMW Z4 GTE. Together with Dirk Werner, he was responsible for BMW's first success in the USCC last year. Because of this, Bill Auberlen, now in his eighth season with BMW Team RLL, is the perfect man for the new BMW M6 GTLM's first season. However, the American has his sights set on more than the first victory with a new car, which could come as soon as the season-opening 24-hour classic in Daytona, where he has recently finished runner-up twice. The main goal is the title in the IWSC, which he narrowly



missed out on last year, finishing runner-up alongside Dirk Werner. Auberlen is a motorsport all-rounder, whose talents transcend driving – a discipline in which he won

the touring car class in the Speed World Challenge in 2003 and 2004, and won a record six races in a row en route to the GT title in the 2004 GRAND-AM Series. Away from his motorsport career, he also develops fast motor boats and high-performance motorcycles.

CAREER.	
2015	2 nd place GTLM class United SportsCar Championship
2013	4 th place GT class American Le Mans Series
2011	3 rd place GT class American Le Mans Series
2010	3 rd place GT class American Le Mans Series
2004	1 st place GRAND-AM Series GT class 1 st place Speed World Challenge Touring Car Series
2003	1 st place Speed World Challenge Touring Car Series
2002	1 st place Rolex GT Series
1997	1 st place IMSA GTS-3 Championship
1995	1 st place GT2 class Sebring 12 Hours



DIRK WERNER. #25

FACTS & FIGURES.	
Born	25 th May 1981 in Hanover, Germany
Residence	Würzburg, Germany
Website	www.dirk-werner.net

Back in the USA – Dirk Werner’s return to his second sporting home could hardly have panned out any better. After leaving the DTM and a year of endurance racing in Europe, the likeable father returned to North America as a BMW works driver in 2015. He wasted little time in claiming BMW’s first win in the USCC in Long Beach, in only his third race alongside his new and old partner Bill Auberlen. This was followed by a second victory in Austin. At the end of the season, Werner came up just ten points short of crowning his comeback with the Driver title. Werner’s latest involvement with BMW Team RLL was something of a homecoming for the German. Back in 2011, he and Auberlen had finished third in the GT Driver Championship in the American Le Mans Series with the BMW M3 GT. In 2010, a dream came true for Werner when he became a BMW works driver on the back of outstanding performances far from home in America. He became the first non-American



to win the title in the North American GRAND-AM Series twice in 2007 and 2009. In 2012, Werner finally returned to perform in front of the motorsport fans in his native Germany, when he

was part of BMW’s return to the DTM. In his first year in the series, he won the Team title with BMW Team Schnitzer and the Manufacturers’ title with BMW, which was successfully defended in 2013. His sights are now set on adding to his collection of titles in the IWSC.

CAREER.	
2015	2 nd place GTLM class United SportsCar Championship
2014	2 nd place Spa-Francorchamps 24 Hours
2012	9 th place DTM
2009	1 st place GT class GRAND-AM Series
2007	1 st place GT class GRAND-AM Series
	1 st place 24 Hours of Dubai
	1 st place Silverstone 24 Hours
2006	1 st place Porsche Carrera Cup
	1 st place Silverstone 24 Hours

AUGUSTO FARFUS.

#25

FACTS & FIGURES.

Born	3 rd September 1983 in Curitiba, Brazil
Residence	Monaco
Website	www.farfus.com

The 2015 USCC season was extremely successful for BMW works driver Augusto Farfus, who claimed a podium and ended the season 15th overall in the GTLM class, despite only making three starts. Having previously competed for Turner Motorsport in Daytona, the Brazilian returned to the American endurance classic in 2015, where he provided valuable support to BMW Team RLL in the BMW Z4 GTLM. He finished runner-up alongside Bill Auberlen, Dirk Werner and his DTM colleague Bruno Spengler, narrowly missing out on victory at the 24 Hours of Daytona. He has been part of the same quartet at the iconic race in Florida this season – but this time with the new BMW M6 GTLM, which also represented a new challenge for Farfus. The man from Curitiba in Brazil, who lives with his family in Monaco during the European season, has proven just how fast he is on the endurance circuit, including at the Nürburgring and Spa-Francorchamps.



2016 sees Farfus start his fifth season with BMW Motorsport in the DTM. In 2013 he won three races and finished runner-up twice in the popular touring car series to finish second in the Drivers' Championship.

CAREER.

2015	2 nd place Daytona 24 Hours
	4 th place Nürburgring 24 Hours
2013	2 nd place DTM
2012	7 th place DTM, Rookie of the Year
2011	1 st place Dubai 24 Hours
2010	1 st place Nürburgring 24 Hours
2009	3 rd place FIA WTCC
2006	3 rd place FIA WTCC
2003	1 st place F3000 Euro Series



BRUNO SPENGLER.

#25

FACTS & FIGURES.	
Born	23 rd August 1983 in Schiltigheim, France
Residence	Möhlín, Switzerland
Website	www.brunospengler.com

Bruno Spengler is primarily known in motorsport circles as a DTM driver. In 2016, he competes for his 12th season in the touring car series, and his fifth with BMW Motorsport. Last year, however, the BMW works driver, who crowned BMW's DTM comeback in 2012 with the Drivers' title, also cut a fine figure in GT cars. He drove alongside Timo Glock and Alex Zanardi at the 24 Hours of Spa-Francorchamps, and was instrumental in securing the Team title for BMW Sports Trophy Team Schubert at the season finale of the ADAC GT Masters. Twelve years after winning the title in Formula Renault North America in 2002, the Canadian, who was born in France, was back in action on the American continent in 2015 – and he almost won the class on his debut at the 24 Hours of Daytona. Spengler and his fellow drivers, Bill Auberlen, Dirk Werner and DTM colleague Augusto Farfus, finished runner-up in the GTLM class at the wheel of the BMW Z4 GTLM fielded by



BMW Team RLL. Therefore, it should come as no surprise that the popular Canadian once again supported the team from Hilliard at the endurance classic, which kicked off the 2016 season.

CAREER.	
2015	5 th place DTM
	2 nd place Daytona 24 Hours
2013	3 rd place DTM
2012	1 st place DTM
2011	3 rd place DTM
2010	3 rd place DTM
2007	2 nd place DTM
2006	2 nd place DTM
2002	1 st place Formula Renault North America

JOHN EDWARDS.

#100

FACTS & FIGURES.	
Born	11 th March 1991 in Louisville, Kentucky
Residence	Jackson, Wyoming
Website	www.johnedwardsracing.com

John Edwards' youthful exuberance perfectly complements the experience of Lucas Luhr, with whom Edwards will once again share the cockpit of the number 100 BMW M6 GTLM in 2016. This will be Edwards' third full season with BMW Team RLL, and his record already speaks for itself. Three podiums alongside Dirk Müller in 2014 were followed last year by victory in Laguna Seca with Luhr. Edwards, who has been setting records since he was just a boy, now has his sights set on more success. On 17th January 2004, at the age of just 12, he won a round of the Skip Barber Series in Daytona to become the youngest person ever to win a single-seater race at that time. From there he headed to Europe, where he raced in Formula Renault in 2005 and 2006 and became the youngest driver in history to earn an FIA racing licence. After returning to North America in 2007, Edwards initially competed in more single-seater races, before switching to touring cars and sports cars.



He made his first appearances for BMW Team RLL in 2013, when he stood in for Joey Hand in a number of races. His first victory in the American Le Mans Series came alongside Dirk Müller at Lime Rock Park in the same year. He was also successful at the wheel of a BMW M3 in 2014, finishing runner-up and helping team-mate Trent Hindman to the Drivers' title in the Continental Tire Sports Car Challenge.

CAREER.	
2015	5 th place GTLM class USCC
2014	7 th place GTLM class United SportsCar Championship
2013	7 th place GT class American Le Mans Series
2009	1 st place Atlantic Championship
2008	1 st place Star Mazda Championship

LUCAS LUHR. #100

FACTS & FIGURES.	
Born	22 nd July 1979 in Koblenz, Germany
Residence	Ermatingen, Switzerland
Website	www.lucas-luhr.com

Lucas Luhr is the only world champion in the BMW Team RLL driver line-up for the 2016 IWSC season, and an absolute expert when it comes to North American endurance racing. Born in Koblenz but now living in Switzerland, Luhr's greatest success came in the form of victory in the 2011 FIA GT1 World Championship. However, he also won six Drivers' titles between 2002 and 2012 in the American Le Mans Series, the predecessor to the IWSC. This success came in GT cars, as well as LMP2 and LMP1 prototypes. He wasted little time in demonstrating his speed in his first season with BMW Team RLL, claiming one of the team from Hilliard's three victories in 2015 alongside John Edwards. His immense wealth of experience with a diverse range of racing cars promises to be hugely beneficial for the team following the switch to the new BMW M6 GTLM. Luhr, who spent one season in the DTM back in 2007, joined the BMW family in 2014. In his first year with the



Munich-based manufacturer, he raced for BMW Sports Trophy Team Schubert at the Nürburgring 24 Hours and BMW Sports Trophy Team Marc VDS in Spa-Francorchamps, before returning

to North America with BMW Motorsport. Over the course of his career, he has claimed overall or class victories at all the major endurance classics, including the 24 Hours of Le Mans, the Nürburgring, Daytona and the 12 Hours of Sebring – not forgetting his victory with the BMW Z4 GT3 at the 24 Hours of Spa-Francorchamps in 2015.

CAREER.	
2015	5 th place GTLM class United SportsCar Championship 1 st place Spa-Francorchamps 24 Hours
2012	1 st place LMP1 class, American Le Mans Series
2011	1 st place FIA GT1 World Championship 1 st place Nürburgring 24 Hours
2008	1 st place LMP1 class, American Le Mans Series
2006	1 st place LMP2 class, American Le Mans Series 1 st place Nürburgring 24 Hours
2003	1 st place GT class, American Le Mans Series



KUNO WITTMER. #100

FACTS & FIGURES.	
Born	6 th September 1982 in Hudson, Canada
Residence	Montréal, Canada

Kuno Wittmer is new to BMW Team RLL in 2016. However, the 33-year-old Canadian from Montréal is far from an unknown quantity in the IWSC. In the very first year since the American Le Mans Series and GRAND-AM Series were merged to form the USCC, Wittmer won two races and claimed six podium finishes on his way to the inaugural GTLM title in 2014. His team subsequently withdrew from the series in 2015, reducing him to occasional outings in the GTD class. Despite this, he still managed to achieve a prestigious class victory at the opening round of the season – the 24 Hours of Daytona. The Canadian will support regular duo John Edwards and Lucas Luhr for BMW Team RLL in Daytona and at other selected endurance races. Wittmer, whose grandfather Kuno and father Patrick were also racing drivers, claimed his first victory in the North American Street Stock Championship at the age of 16. In 1999 he was crowned “Rookie of the Year” in the Canadian



Formula Ford Championship. He later switched to sports cars where, after a brief guest appearance in the 2011 ADAC GT Masters, his race outings have included the 24 Hours of Le Mans.

CAREER.	
2015	1 st place GTD class, 24 Hours of Daytona
	10 th place GTD class, USCC
2014	1 st place GTLM class, USCC
2013	5 th place GT class, American Le Mans Series
2005	1 st place Canadian Honda Series
1999	Rookie of the Year, Canadian Formula Ford Championship

GRAHAM RAHAL. #100

FACTS & FIGURES.	
Born	4 th January, 1989 in Columbus, Ohio
Residence	Indianapolis, Indiana
Website	www.grahamrahal.com

Graham Rahal has lent his considerable talent to BMW Team RLL at the opening round of the IWSC – the 24 Hours of Daytona – for the past two seasons, so it went without saying that he would return to support the team again in 2016. Not just because he is the son of team principal Bobby Rahal, but also because the 27-year-old is an extremely fast driver, who enjoyed the best year of his extensive career in 2015. Racing for his father’s team in the IndyCar Series, he won in Fontana and Lexington on his way to fourth place overall come the end of the season. Rahal junior had had to wait seven long years for a win in the IndyCar Series, after arriving on the scene with a bang, courtesy of victory on his debut in St. Petersburg in 2008. Just 19 at the time, he is the youngest driver ever to win an IndyCar race. Only three drivers before him had won on their debut. As well as the talent he inherited from his father, Rahal also enjoyed a very fine racing education.



In 2004 he was one of the first Formula BMW USA Juniors, finishing third in the World Final.

CAREER.	
2015	4 th place IndyCar Series
2011	1 st place 24 Hours of Daytona
2008	Wins debut IndyCar race
2004	7 th place Formula BMW USA
	3 rd place Formula BMW World Final

GTD CLASS: TEAM & DRIVERS.

TURNER MOTORSPORT.

FACTS & FIGURES.	
Founded	1993
Website	www.turnermotorsport.com
Team owner	Will Turner
Team headquarters	Amesbury, Massachusetts



BMW is an affair of the heart for Will Turner. He himself contested well over 100 races in BMW racing cars before going on to manage one of the most successful BMW customer teams in the world, in the form of Turner Motorsport – and he also runs an extremely successful business, selling BMW tuning parts in North America and all over the world. Few people are as closely associated with the BMW brand as Turner. He formed his tuning company Turner Motorsport in 1993, since when he has developed it into one of the largest BMW tuning companies in North America. To demonstrate the expertise of his staff, he tests the parts himself in his own racing cars. This has seen him consistently enjoy major success in over 300 races in the USA and Canada since 2003. Turner Motorsport started out in the Speed World Challenge, winning the title in 2003 and 2004. This was followed by more titles in the Grand-Am Cup and Continental Tire Sports Car Challenge. Turner’s car of choice: the BMW M3.

When the United SportsCar Championship (USCC) made its debut in 2014, Will Turner was in the thick of the action, making his first appearance in GT racing. Success was not long in coming: Dane Cameron won the Driver Championship in the GTD class, at the wheel of a BMW Z4 GT3, while Turner Motorsport and Markus Palttala clinched the Team title. 2016 sees Will Turner embark on a new adventure with BMW Motorsport. He will field two new BMW M6 GT3s in the GTD class of the IMSA WeatherTech SportsCar Championship.

His regular drivers from the past few years – Michael Marsal, Markus Palttala and Bret Curtis – will receive prominent support from BMW works drivers. Jens Klingmann will contest the entire season for the team from Amesbury, Massachusetts. BMW DTM drivers Marco Wittmann and Maxime Martin will also be in action, as will BMW Motorsport Junior Jesse Krohn. Ashley Freiberg completes the driver line-up in 2016 and will be the first lady ever to race for Turner Motorsport.

MILESTONES.	
2014	1 st place GTD class USCC Driver and Team classification
2011	1 st place Continental Tire Sports Car Challenge, Driver and Team classification
2007	1 st place ST class Grand-Am Cup, Driver classification
2006	1 st place GS class Grand-Am Cup, Driver and Team classification
2004	1 st place Speed World Challenge, Driver classification
2003	1 st place Speed World Challenge, Driver classification

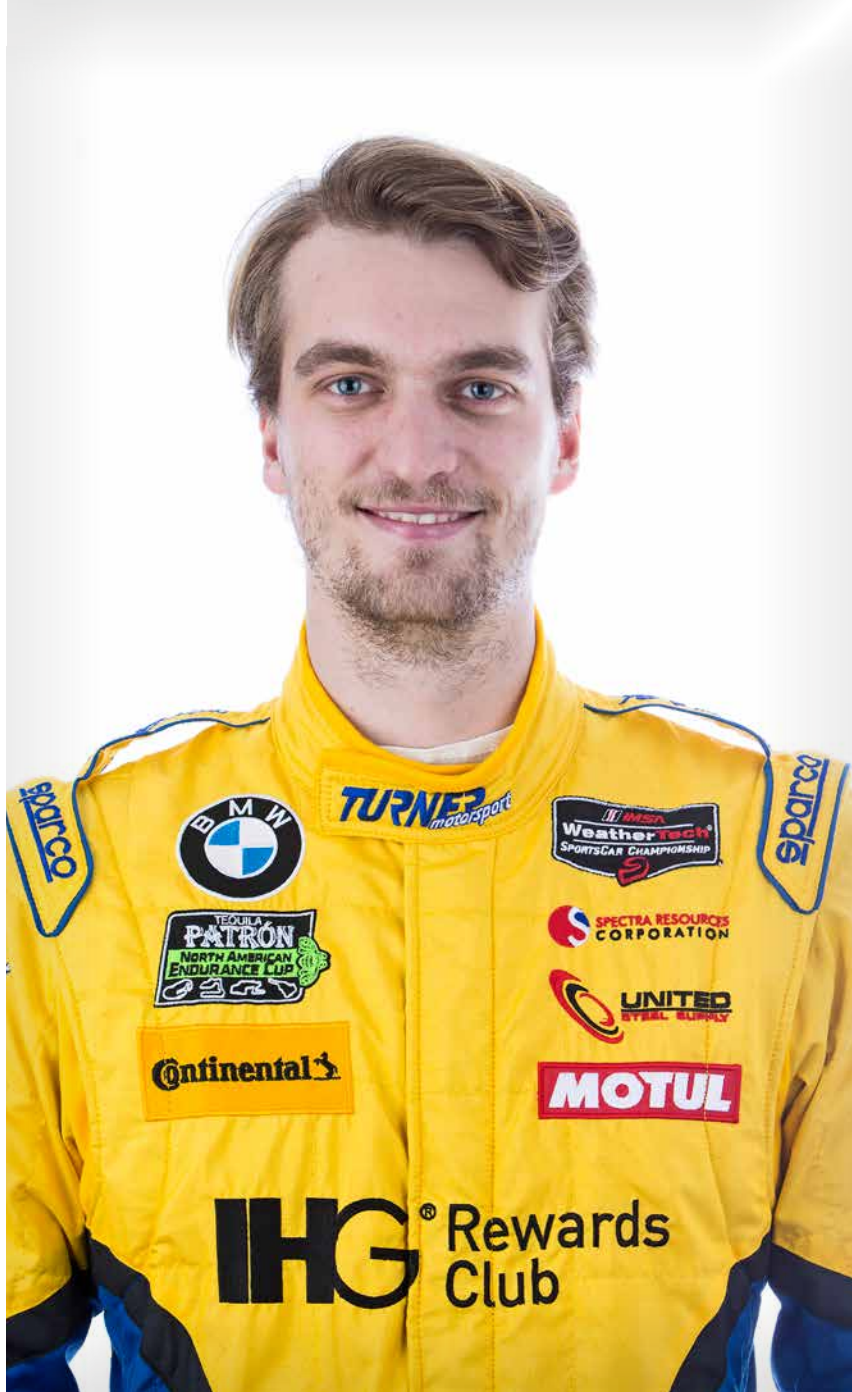
JENS KLINGMANN.

#96

FACTS & FIGURES.

Born	16 th July 1990 in Heidelberg, Germany
Residence	Ermatingen, Switzerland

Jens Klingmann faces a new challenge this year: after two complete seasons in the ADAC GT Masters, and his first outings at endurance races within the USCC in 2015, the BMW works driver heads across the pond to America. Driving a BMW M6 GT3 for Turner Motorsport, he will contest the entire IWSC season in the GTD class. Klingmann finished fourth in the GTLM class in Daytona and Sebring last year, and even made it onto the podium in Road Atlanta, courtesy of a fine second place. Will Turner's team is not only getting an outstanding racing driver, but will also benefit from the experience Klingmann gained during the development of the new BMW M6 GT3, in which he was heavily involved for almost a year. Klingmann learned his trade in the talent factory that was Formula BMW. He was named "Rookie of the Year" in Germany in 2006, before taking the next step with nine wins and the title in 2007. As well as several outings at the Nürburgring 24 Hours, he primarily made a name for himself in the ADAC GT Masters, where he finished third overall in 2015.



He only missed out on sharing second place with team-mate Dominik Baumann because he was unable to take part in the season finale of the ADAC GT Masters, as he was in action for BMW Team RLL at the "Petit Le Mans" in Road Atlanta.

CAREER.

2015	3 rd place ADAC GT Masters
	4 th place Daytona 24 Hours
	4 th place Nürburgring 24 Hours
2014	6 th place Nürburgring 24 Hours
	9 th place ADAC GT Masters
2010	5 th place ADAC GT Masters
2009	1 st place Lamborghini Blancpain Super Trofeo
2007	1 st place Formula BMW Germany
	3 rd place Formula BMW World Final
	"Motorsport Talent of the Year" in the Deutsche Post Speed Academy

BRET CURTIS.

#96

FACTS & FIGURES.

Born	13 th December 1966 in Valencia, California, USA
Residence	Austin, Texas, USA

For Bret Curtis, racing is actually nothing more than a hobby – but one that the 49-year-old American practices with the utmost professionalism. The successful businessman from the steel industry, who only started racing in 2009, faces his biggest challenge to date in 2016. Together with Turner Motorsport he will contest the entire IWSC season in the new BMW M6 GT3. Curtis will share the cockpit of the number 96 car with BMW works driver Jens Klingmann. Promotion for the man from Austin is reward for his fine performances last year, when he raced for Will Turner’s team in a BMW Z4 GT3 in the Pirelli World Challenge. After 17 races and two podium finishes, Curtis ended the season an impressive fifth in the GTA class. He has also taken part in several renowned endurance races, including the 24-hour races in Le Mans, Spa, Daytona and Dubai, as well as the 12 Hours of Sebring, at which he finished runner-up in the LMP2 class in 2012. He also finished second overall at the 12 Hours of Bathurst in Australia in the same year.



CAREER.

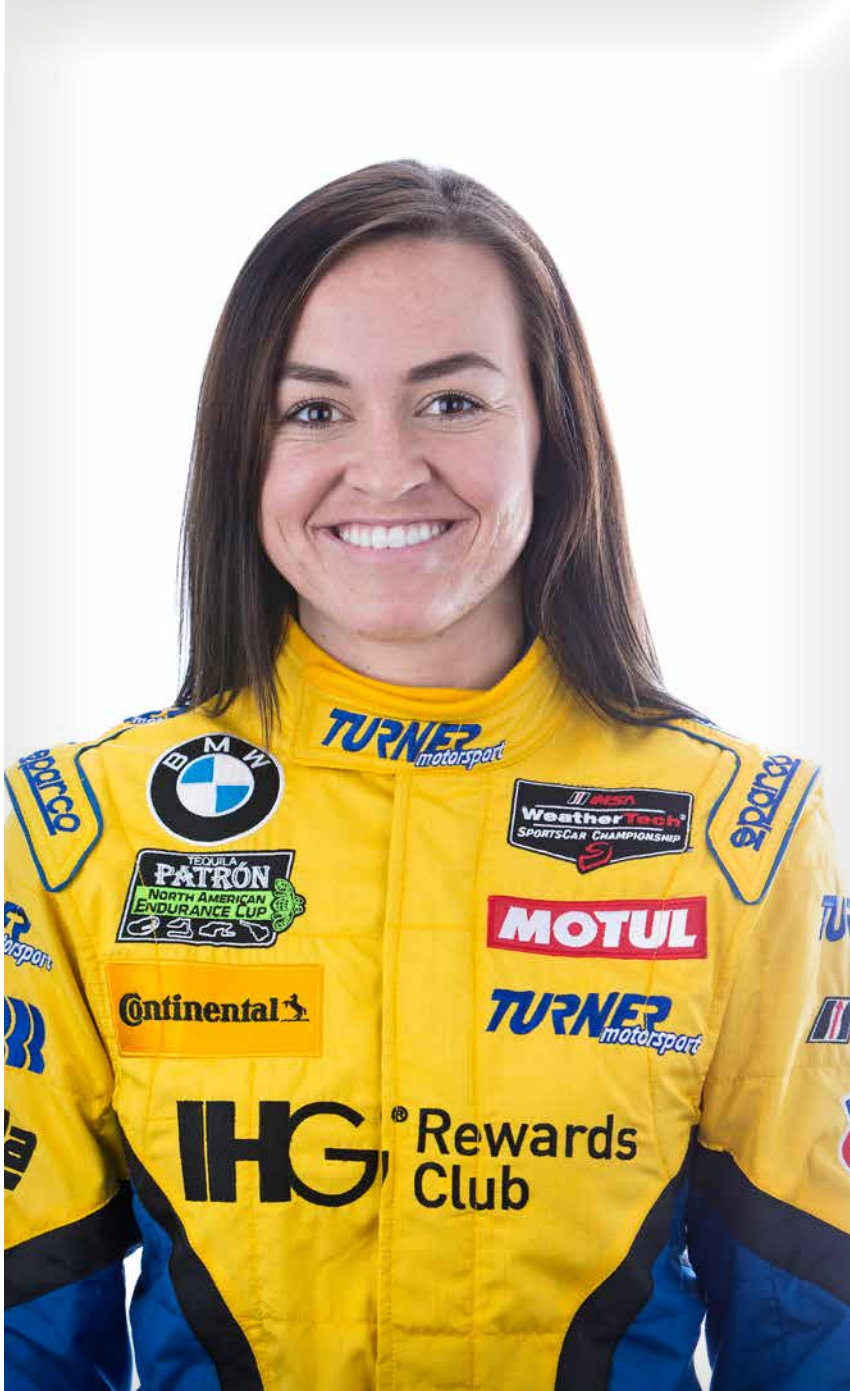
2015	5 th place GTA class, Pirelli World Challenge
2012	2 nd place LMP2 class, 12 Hours of Sebring
	2 nd place 12-hour race in Bathurst
	1 st place GTC class, 6-hour race at Laguna Seca



ASHLEY FREIBERG. #96

FACTS & FIGURES.	
Born	22 nd November 1991 in Homer Glen, Illinois, USA
Residence	Bondville, Vermont, USA
Website	www.ashleyfracing.com

The only woman in the Turner Motorsport driver line-up for the 2016 IWSC is no slouch. Twenty four-year-old Ashley Freiberg will take her place in the number 96 BMW M6 GT3 at this year's three endurance aces in Daytona, Sebring and Road Atlanta, where she will support regular drivers Jens Klingmann and Bret Curtis. She will make her debut at the opening round of the season in Daytona. Freiberg, whose fitness programme includes cyclo-cross races, was called up into the scholarship squad and made a Brand Ambassador for BMW of North America in 2015, and raced in the Continental Tire Sports Car Challenge alongside BMW Motorsport Junior Trent Hindman in a BMW M3. She ended a season of highs and lows with victory in Road Atlanta. In 2014, Ashley Freiberg became the first lady to win a CTSCC race in Daytona. The year before, she had achieved the same feat in the IMSA GT3 Cup Challenge.



Freiberg was also the first female overall winner in the national Skip Barber Series in 2010.

CAREER.	
2015	8 th place Continental Tire Sports Car Challenge Scholarship driver with BMW of North America
2014	1 st victory by a lady in the Continental Tire Sports Car Challenge
2013	9 th place IMSA GT3 Challenge 1 st victory by a lady in the IMSA GT3 Challenge
2010	1 st place Skip Barber Summer Series 1 st place Skip Barber Winter Series 1 st overall victory by a lady in a national Skip Barber Series



MARCO WITTMANN.

#96

FACTS & FIGURES.	
Born	24 th November 1989 in Fürth, Germany
Residence	Fürth, Germany
Website	www.marco-wittmann.com

GT racing is by no means uncharted territory for Marco Wittmann, the 2014 DTM champion. He made his first appearance at the Nürburgring 24 Hours in 2012, back in the days when he was still test and development driver for BMW Motorsport, and promptly finished ninth at the first attempt. Incidentally, that was alongside Jens Klingmann, with whom he shared the cockpit of the number 96 BMW M6 GT3 when he competed for Turner Motorsport at this year's 24 Hours of Daytona. Wittmann had already gained experience with the new car for the GTD class of the IWSC at the iconic racetrack in Florida, having taken part in the official tests in November 2015. However, the qualified chassis builder, who took his first steps in motorsport in Formula BMW, is truly at home in the DTM, in which he was crowned champion in 2014. Having dominated that year, he set his sights on defending



the title in 2015. However, that was not to be in a year in which such highs as the first BMW win of the season in Zandvoort and second place in Moscow were coupled with a number of low points. Wittmann eventually finished sixth overall at the end of a testing season. Wittmann's car at the Nürburgring 24 Hours, which was run by BMW Sports Trophy Team Schubert, was unable to finish the race.

CAREER.	
2015	6 th place DTM
2014	1 st place DTM ADAC Motorsport Athlete of the Year
2013	8 th place DTM, Rookie of the Year
2012	Test and development driver for BMW Motorsport 9 th place Nürburgring 24 Hours
2011	2 nd place Formula 3 Euro Series
2010	2 nd place Formula 3 Euro Series
2008	2 nd place Formula BMW Europe

MICHAEL MARSAL.

#97

FACTS & FIGURES.

Born	17 th April 1988 in Fort Worth, Texas, USA
Residence	Bedford, New York, USA

Michael Marsal made an impressive start in his first season with Turner Motorsport. Back in 2010 he partnered long-time BMW works driver Joey Hand in a BMW M3 in the Continental Tire Sports Car Challenge. He won two races, claimed seven podiums and narrowly missed out on the title, ending his rookie season in second place. In the following years, the American not only impressed in this series, but also showed his speed in GT and prototype classes. In 2012 he finished fourth overall in the LMP1 class of the American Le Mans Series. In 2014 he finished runner-up in the PC class at the 24 Hours of Daytona. One year later, he returned to Will Turner's team, where he partnered Markus Palttala in the GTD class in the number 97 BMW Z4 – the same number, with which he had been so successful in 2010. Marsal ended the season in ninth place, having won one race alongside champion Dane Cameron, who had returned for his only appearance of the season. This year, Marsal and Palttala line up for another crack in the BMW M6 GT3 – the number 97, of course.



CAREER.

2015	9 th place GTD class, USCC
2014	2 nd place PC class, 24 Hours of Daytona
2012	4 th place American Le Mans Series
2010	2 nd place Continental Tire Sports Car Challenge



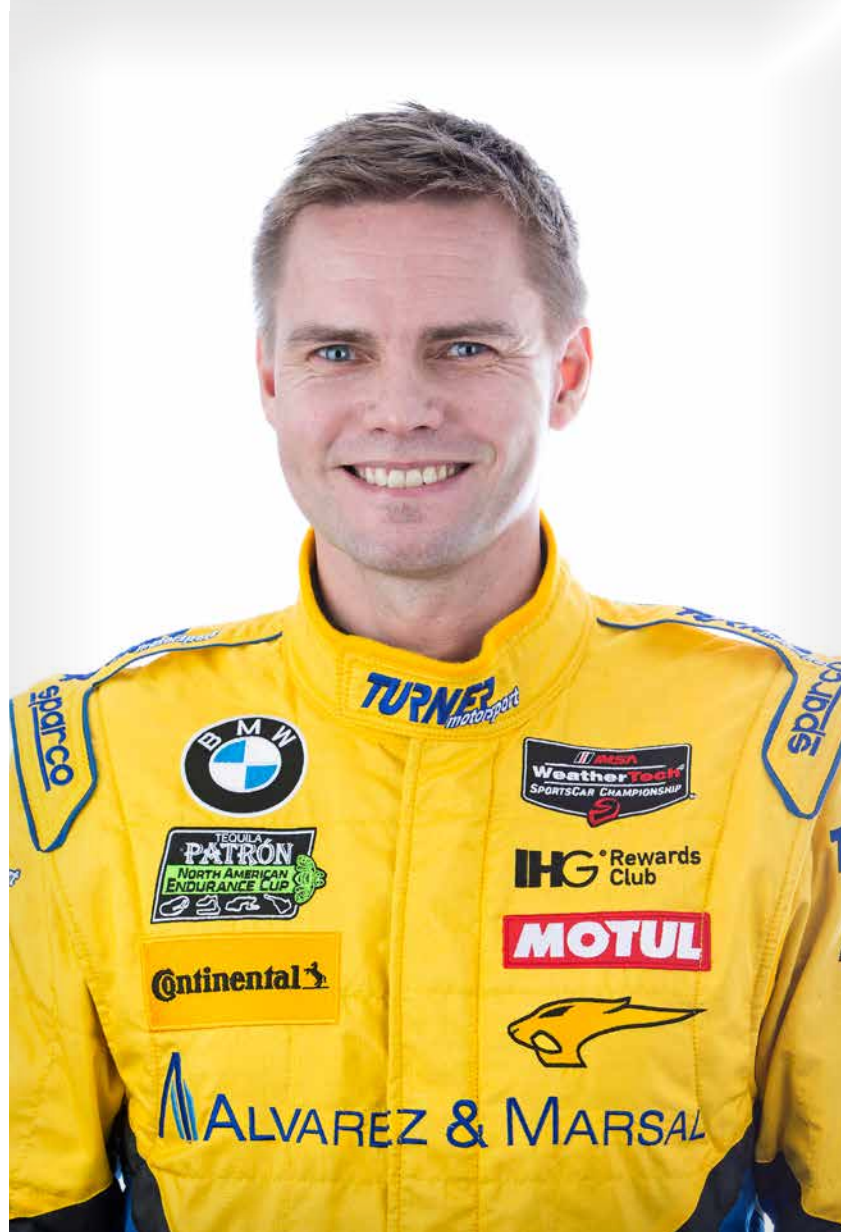
MARKUS PALTTALA.

#97

FACTS & FIGURES.

Born	16 th August 1977 in Nakkila, Finland
Residence	Eupen, Belgium
Website	www.markuspalttala.com

Markus Palttala started out in touring cars. Since then, however, he has enjoyed success on the endurance circuit for more than a decade. The Finn, who now lives in Belgium, has twice finished runner-up in the Blancpain Endurance Series, and also has a third place in the GTE-AM class of the World Endurance Championship to his name. His first major victory came last year. Alongside Lucas Luhr and Nick Catsburg in a BMW Z4 GT3 run by BMW Sports Trophy Team Marc VDS, he won the 24 Hours of Spa-Francorchamps. He also finished runner-up in the endurance classic at the Nürburgring. Palttala is now in his third year with Turner Motorsport in North America, where, like last year, he will contest the entire 2016 season alongside Michael Marsal in the number 97 BMW M6 GT3. In 2015, Palttala finished 11th overall in the GTD class in the USCC. When the number 97 car did get its only win of the season at Lime Rock Park, he was sitting the race out to allow former



team-mate Dane Cameron an outing. Together with Cameron, Palttala had won the Team title for Will Turner's outfit in 2014, thanks largely to four race wins. The Driver title only went to

Cameron because Palttala had missed the race in Indianapolis. Nevertheless, come the end of the season Palttala was the big winner in the BMW Sports Trophy Drivers' Competition, for which he was rewarded with a test drive in the BMW M4 DTM.

CAREER.

2015	1 st place 24 Hours of Spa-Francorchamps
	2 nd place Nürburgring 24 Hours
2014	6 th place GTD Driver classification, USCC
	1 st place BMW Sports Trophy Drivers Competition
2013	3 rd place GTE-AM class, FIA World Endurance Championship
2012	2 nd place Blancpain Endurance Series
2011	2 nd place Blancpain Endurance Series
2005	3 rd place Le Mans Series



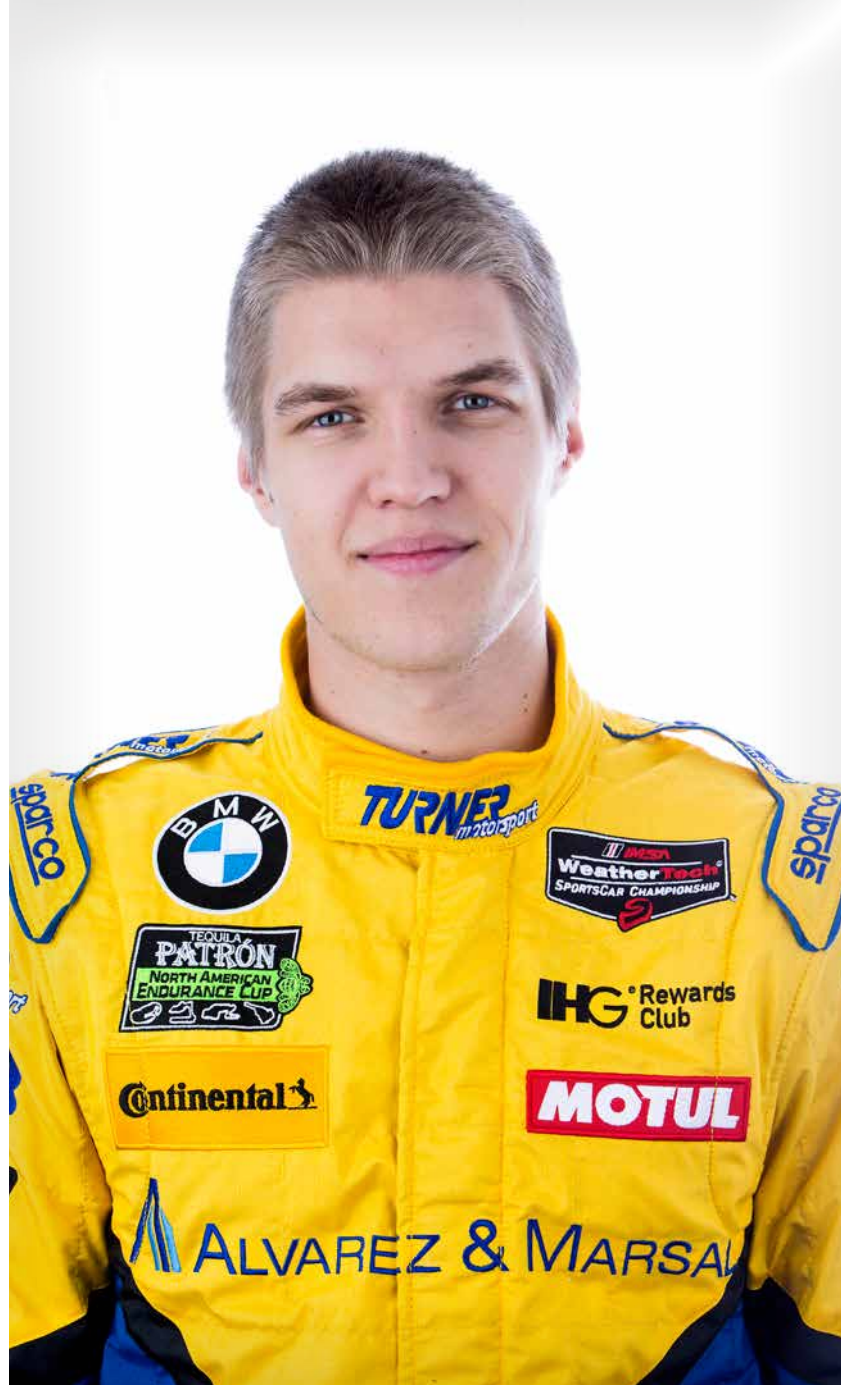
JESSE KROHN.

#97

FACTS & FIGURES.

Born	3 rd September 1990 in Nurmijärvi, Finland
Residence	Helsinki, Finland
Website	www.jessekrohn.com

His third year as a BMW Motorsport Junior took Jesse Krohn to North America as a racing driver for the first time. The Finn bolstered the driving line-up for the number 97 BMW M6 GT3 of Turner Motorsport at the traditional opener to the IWSC season – the 24 Hours of Daytona. One of his team-mates was his experienced compatriot Markus Palttala, who also manages this talented young driver. Krohn impressed on BMW's new junior programme in 2014, and was named Junior of the Year. His reward was a busy race schedule for the 2015 season. As well as contesting much of the VLN season in a BMW Z4 GT3 on the Nürburgring-Nordschleife, winning one of his five races and finishing on the podium in a further three, the Finn also drove a BMW Z4 GTE for the Marc VDS Racing team in the GTE class of the European Le Mans Series, in which he was second overall after five events. He also gave the team a



very emotional send-off in its final race in Estoril, winning the class alongside long-time BMW works driver Andy Priaulx.

CAREER.

2015	2 nd place GTE class, European Le Mans Series
2014	BMW Motorsport Junior of the Year
2013	3 rd place Porsche GT3 Cup Finland
2011	1 st place Camaro Cup Finland
2008	1 st place Formula Renault 2.0 Finland
	1 st place Formula Renault 2.0 NEZ
	1 st place Formula Renault 2.0 Estonia

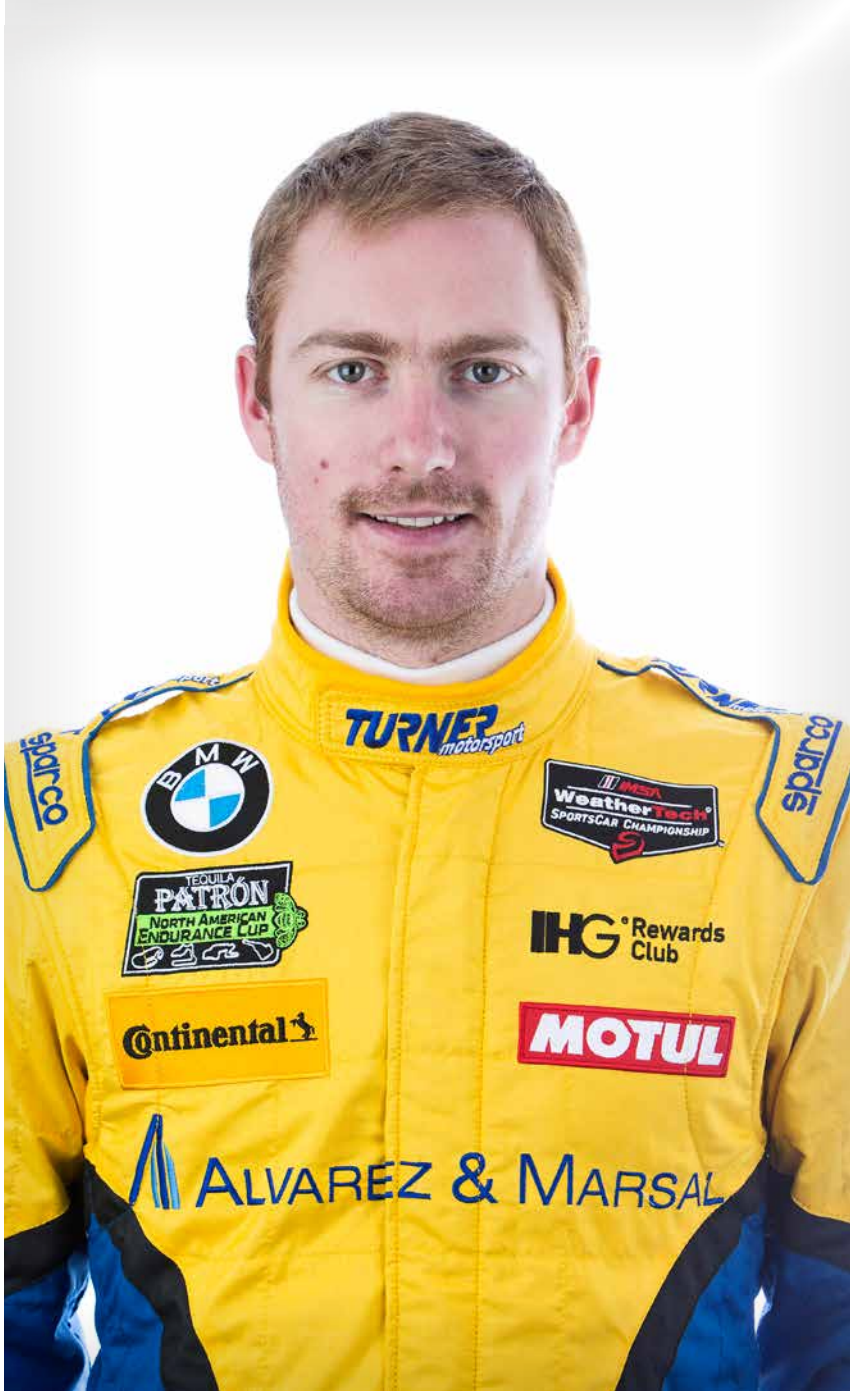


MAXIME MARTIN.

#97

FACTS & FIGURES.	
Born	20 th March 1986 in Uccle, Belgium
Residence	Monaco
Website	www.maximemartin.be

Maxime Martin has established himself as a BMW works driver in the DTM, but he still feels right at home in GT cars. No wonder: his promotion to the DTM, where he has won one race in each of his first two seasons, came on the back of a host of consistently impressive endurance races in various BMW cars and series. One such race, which will live long in the memories of those who witnessed it, was his gala performance at the Nürburgring in 2013, when he clocked incredible times on a wet track to catapult his team into second place – a position he repeated in the Eifel Mountains in 2015. This year, before the DTM season got underway, Martin supported Turner Motorsport in the GTD class at the opening round of the IWSC season – the 24 Hours of Daytona. America is not new territory for the flying Belgian, who only followed his successful father Jean-Michel into motorsport at the age of 18. He contested a complete season in the American Le Mans

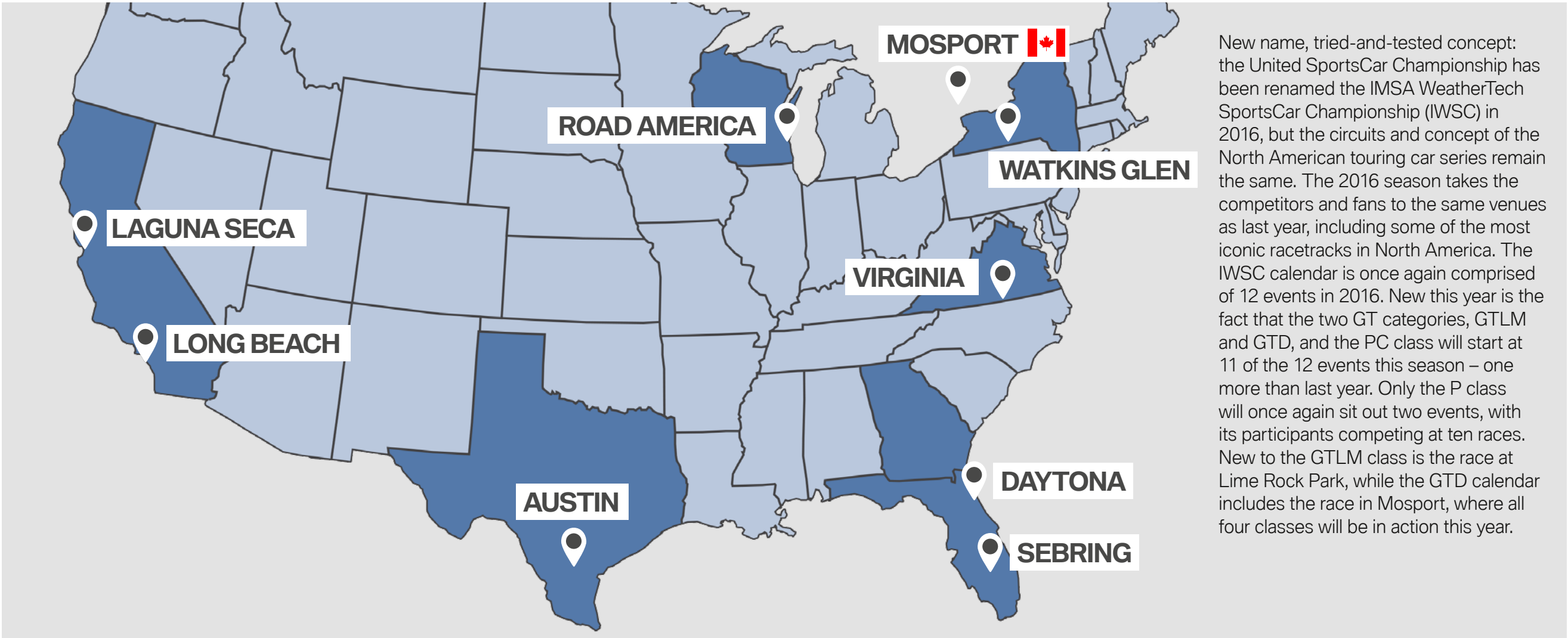


Series for BMW Team RLL in 2013, ending the year in sixth place overall.

CAREER.	
2015	7 th place DTM
	2 nd place Nürburgring 24 Hours
2014	7 th place DTM
	4 th place Nürburgring 24 Hours
2013	6 th place ALMS
	3 rd place Blancpain Endurance Series
	2 nd place Nürburgring 24 Hours
2012	2 nd place Blancpain Endurance Series
	4 th place ADAC GT Masters
2011	6 th place FIA GT1 World Championship
2010	2 nd place GT3 class, 24 Hours of Spa-Francorchamps
2009	1 st place GT3 class, 24 Hours of Spa-Francorchamps



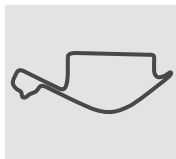


ALL THE RACES IN THE 2016 IWSC SEASON.




30 th – 31 th January DAYTONA	19 th March SEBRING	16 th April LONG BEACH	1 st May LAGUNA SECA	3 rd July WATKINS GLEN	10 th July MOSPORT	7 th August ROAD AMERICA	28 th August VIRGINIA	17 th September AUSTIN	1 st October ROAD ATLANTA
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ALL RACES AT A GLANCE.

	DAYTONA. 30 th /31 st January 2016		SEBRING. 19 th March 2016		LONG BEACH. 16 th April 2016
<p>As it has for the previous two years, the 24 Hours of Daytona once again forms the opening round of the season in the renamed IMSA WeatherTech SportsCar Championship. The classic endurance race has been held at the Daytona International Speedway, where the grandstands have been updated ahead of the 2016 season, since 1966. As it did first time round in 2014, BMW Team RLL finished runner-up with the number 25 car at the second attempt last year.</p>		<p>The 12 Hours of Sebring is the second classic at the start of the IWSC season. The 12-hour race has been held at the Sebring International Raceway, an airfield circuit, since 1952. BMW Team RLL finished fourth last year, narrowly missing out on another podium result in Florida. The team from Hilliard had previously won in Sebring in 2011 and 2012, and finished third in 2014.</p>		<p>Last year, the spectacular street circuit on the roads of Long Beach was the venue of the long-awaited first victory for BMW Team RLL in the USCC. It came courtesy of Bill Auberlen and the returning Dirk Werner in the number 25 car. Long Beach had always been a happy stomping ground for the BMW Z4 GTLM, producing a victory in 2013 and second place in 2014.</p>	
CIRCUIT DATA.		CIRCUIT DATA.		CIRCUIT DATA.	
Name Daytona International Speedway		Name Sebring International Raceway		Name Long Beach Street Circuit	
Location Daytona, Florida		Location Sebring, Florida		Location Long Beach, California	
Length 3.56 miles		Length 3.7 miles		Length 1.968 miles	
Race duration 24 hours		Race duration 12 hours		Race duration 1:40 hours	
Number of corners 12		Number of corners 17		Number of corners 11	
2015 GTLM result 2 nd place, 4 th place		2015 GTLM result 4 th place, 8 th place		2015 GTLM result 1 st place, 5 th place	
2015 GTD result 12 th place		2015 GTD result 8 th place		2015 GTD result –	

ALL RACES AT A GLANCE.




LAGUNA SECA.

1st May 2016

Lucas Luhr and John Edwards, at the wheel of the number 24 car, took their cue from their team-mates to claim their first victory in the USCC at the Laguna Seca Raceway in 2015. Bill Auberlen and Dirk Werner finished second to complete a one-two for BMW Team RLL at the track on the city limits of Monterey Bay in Northern California, which features the famous Corkscrew corner. Turner Motorsport was unable to repeat its victory from 2014, finishing tenth in the GTD class.

CIRCUIT DATA.	
Name	Mazda Raceway Laguna Seca
Location	Monterey, California
Length	2.238 miles
Race duration	2:40 hours
Number of corners	11
2015 GTLM result	1 st place, 2 nd place
2015 GTD result	10 th place




DETROIT.

4th June 2016

As in the past two years, the GTLM class will not compete in Michigan, in consideration of the official test for the 24 Hours of Le Mans, which takes place simultaneously. However, Turner Motorsport will be in action with the BMW M6 GT3, and is looking to mount a serious challenge after two sixth places.

CIRCUIT DATA.	
Name	Detroit Belle Isle
Location	Detroit, Michigan
Length	2.35 miles
Race duration	1:40 hours
Number of corners	14
2015 GTLM result	–
2015 GTD result	6 th place



WATKINS GLEN.

3rd July 2016

Watkins Glen is regarded as one of the most exciting racetracks in the world and has enjoyed cult status since its time as a Formula One circuit. Between 1971 and 1980, the US Grand Prix in Watkins Glen was extremely popular among drivers, teams and fans alike. Following Turner Motorsport’s victory in the GTD class of the 6-hour race in 2014, the number 25 car finished third in the GTLM class to claim another podium result last year.

CIRCUIT DATA.	
Name	Watkins Glen International
Location	Watkins Glen, New York
Length	3.4 miles
Race duration	6 hours
Number of corners	11
2015 GTLM result	3 rd place, 8 th place
2015 GTD result	9 th place

ALL RACES AT A GLANCE.



MOSPORT.

10th July 2016



LIME ROCK PARK.

23rd July 2016



ROAD AMERICA.

7th August 2016

The Canadian Tire Motorsport Park is an old-school North American racetrack. From 1967 to 1977, the circuit was the venue for the Canadian Formula One Grand Prix. The high-speed track always demands a healthy portion of courage from drivers. In 2015, BMW Team RLL finished runner-up in the GTLM class to claim the podium result it had so narrowly missed out on the previous year. Turner Motorsport returns to Canada in the GTD class after a year away, and is looking to carry on where it left off with an excellent third place in 2014.

CIRCUIT DATA.	
Name	Canadian Tire Motorsport Park
Location	Bowmanville, Ontario, Canada
Length	2.459 miles
Race duration	2:40 hours
Number of corners	10
2015 GTLM result	2 nd place, 4 th place
2015 GTD result	–

After Turner Motorsport claimed its first win of the season at the first USCC race to be staged at Lime Rock Park in 2015, 2016 sees the GTLM class compete for the first time at the racetrack in Litchfield Hills, to the northwest of Connecticut. The circuit is two and a half kilometres of pure driving pleasure. John Edwards was victorious there for BMW Team RLL in 2013, winning the GT class in the American Le Mans Series at the wheel of a BMW Z4 GTE.

CIRCUIT DATA.	
Name	Lime Rock Park
Location	Lakeville, Connecticut
Length	1.50 miles
Race duration	2 hours
Number of corners	7
2015 GTLM result	–
2015 GTD result	1 st place

Road America is another iconic track on the IWSC calendar, and has often been kind to BMW Team RLL in the past. Bobby Rahal's team won in Elkhart Lake in 2009, 2010 and 2012. After second place in 2014, however, the team had to settle for fifth and sixth last year. Turner Motorsport also suffered a set-back last season, following its victory the year before.

CIRCUIT DATA.	
Name	Road America
Location	Elkhart Lake, Wisconsin
Length	4.048 miles
Race duration	2:40 hours
Number of corners	14
2015 GTLM result	5 th place, 6 th place
2015 GTD result	10 th place

ALL RACES AT A GLANCE.



VIRGINIA (VIR).

28th August 2016



AUSTIN.

17th September 2016



ROAD ATLANTA.

1st October 2016

Steeped in tradition, the Virginia International Raceway made its first appearance on the ALMS calendar in 2012, and also formed one of the venues for the two years of the USCC. Since it was opened in 1957, “America’s Motorsport Resort” has lived up to its reputation as the most challenging course in North America. Both BMW Team RLL and Turner Motorsport narrowly missed out on a podium finish in their classes in 2015.

CIRCUIT DATA.	
Name	Virginia International Raceway
Location	Danville, Virginia
Length	3.27 miles
Race duration	2:40 hours
Number of corners	17
2015 GTLM result	4 th place, 5 th place
2015 GTD result	4 th place

The Circuit of the Americas has rapidly established itself on the Formula One calendar and the IWSC schedule, thanks to its demanding layout. The ultra-modern circuit in Austin offers an attractive mixture of inclines, declines, fast and slow corners, and long straights. Bill Auberlen and Dirk Werner kept their title hopes alive there in 2015 with their second win of the season. Turner Motorsport went one better than its third place in 2014, finishing runner-up in the GTD class.

CIRCUIT DATA.	
Name	Circuit of the Americas
Location	Austin, Texas
Length	3.4 miles
Race duration	2:40 hours
Number of corners	20
2015 GTLM result	1 st place, 7 th place
2015 GTD result	2 nd place

The GT and sports car season traditionally draws to a close in Georgia. The “Petit Le Mans” in Road Atlanta is one of the most prestigious endurance races in North America. Now in its 19th year, the new champion is crowned at the end of this 1000-mile marathon. Last year, fourth place was only good enough to secure the runner-up spot in the championship for Bill Auberlen and Dirk Werner. Their team-mates in the number 24 car finished runners-up to take fifth place in the overall standings.

CIRCUIT DATA.	
Name	Road Atlanta
Location	Braselton, Georgia
Length	2.54 miles
Race distance/duration	1000 miles/10 hours
Number of corners	12
2015 GTLM result	2 nd place, 4 th place
2015 GTD result	11 th place

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PRESS SERVICE.

BMW Motorsport reports on the events of the IMSA WeatherTech SportsCar Championship via up-to-date press releases and on all of its digital platforms. If you have any further questions, please do not hesitate to contact one of the following contacts.

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- If you wish to request changes to the distribution list, please send an email to: **bmw@bs-plus.de**.
- IWSC previews will be sent out on the Tuesday of the week ahead of the race weekends.
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SIDE BY SIDE.

PREMIUM TECHNOLOGY PARTNER.



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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.

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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 (IWSC) and the 24-hour race at the Nürburgring-Nordschleife in 2016, it will be joined by Shell as its new Premium Technology Partner. From 2015, Shell is also the only recommended supplier of

genuine BMW engine oil and BMW’s only recommended oil supplier for aftermarket engine oils.

Royal Dutch Shell plc

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