

BMW
Rahal Letterman
Racing Team



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2009 BMW Rahal Letterman Racing Team Media Kit

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World Class

The BMW M3 Returns to the American Le Mans Series

The BMW Rahal Letterman Racing Team is set to write the next chapter in the BMW M3's illustrious racing history in North America, beginning with the Mobil 1 Twelve Hours of Sebring. Based on the fourth-generation BMW M3, the newest M3 race car was developed by BMW Motorsport in Munich. Its entry into the American Le Mans Series will be driven by a partnership between BMW of North America, LLC and Rahal Letterman Racing, which is co-owned by U.S. motorsport legend Bobby Rahal.

In the course of developing the race version of the BMW M3, BMW's engineers were faced with an ambitious task: to improve upon the sportiness of an already sporting car. However, a better base would be difficult to find – in standard form, the vehicle delivers powerful dynamics and sporting aesthetics.

The race version of the BMW M3 is clearly aimed at the top echelon of motorsport. As such, it is no surprise to discover that in the course of its development, begun in mid-2007, numerous Formula One™ techniques were applied. These include computational fluid dynamics (CFD) and wind-tunnel analyses, both of which have ensured the best possible aerodynamic package for the BMW M3.

BMW EfficientDynamics, a philosophy adopted by the BMW Group to maximize both performance and efficiency in everything it does, has been applied to the latest M3 GT2 race car. BMW EfficientDynamics makes more engine power by reducing internal friction to increase horsepower and reduce the cooling load. It is what BMW engineers can do with those gains that are at the heart of EfficientDynamics.

The dedicated focus of BMW Motorsport and the BMW Rahal Letterman Racing Team will see the newest M3 race car take to the track barely a year after the announcement about BMW's return to the ALMS. Car #90 is in the hands of drivers Bill Auberlen and Joey Hand, while Tommy Milner and Dirk Müller will be behind the wheel of car #92.

Watch the season unfold at bmwusa.com. For press information and images, go to press.bmwgroup.com.



Team History

The headquarters of Rahal Letterman Racing is one of the finest race-shop facilities of its type in the world of motorsports. Encompassing nearly 60,000 square feet of space in suburban Columbus, Ohio, it houses, in two adjacent buildings, all of the personnel and equipment necessary to develop, field and maintain Rahal Letterman Racing's American Le Mans Series and Formula BMW Americas programs, as well as the RLR/Andersen Racing Firestone Indy Lights effort and the BMW Mobile Traditions program, and in the past has housed the team's IndyCar, Champ Car, and Toyota Atlantic teams.

The building provides space for 65 race-team members and associates attending to Rahal's non-racing-related business enterprises. Each building features a lobby that houses a retired car from the team's livery and many of the trophies and images commemorating past triumphs. Individual areas of the shop are specialized for the preparation and maintenance of the race cars: the main race shop, located in the new building, is where mechanical work for the racing program is done; the composites area, where body panels are molded and created; the machine shop, where tools and parts are made; the fabrication area, where sheet-metal parts are formed; the shock room, where suspension testing and production are completed; and a paint booth, where the cars are finished and decaled.

Though purpose-built to house a state-of-the-art race shop, the original building was not always home to Rahal Letterman Racing. Built in 1984, the facility originally was designed for the Hilliard, Ohio-based Truesports racing team, whose driver, ironically, was an IndyCar youngster by the name of Bobby Rahal.

When the Truesports team disbanded in 1992, the then-new team owner/driver Rahal was, coincidentally, looking for a permanent home for a new racing operation he had inherited from the purchase of Indianapolis-based Patrick Racing. He leased the building and promptly moved his fledgling team there in November of that year.

Rahal Letterman Racing broke ground in 2001 on a multimillion-dollar, state-of-the-art, 22,000-square-foot race shop adjacent to the original location. The new race shop is the first phase of a planned 50,000-square-foot expansion that will comprise the team's headquarters for years to come.

It is from this campus that Rahal Letterman Racing has carved a niche as one of the prominent teams in North American motorsports.





Birthdate: October 12, 1968
Birthplace: Redondo Beach, CA
Residence: Redondo Beach, CA

Bill Auberlen - Car #90

BMW Highlights:

- 2004 – Rolex Sports Car Series Driver Championship, BMW M3
SPEED World Challenge Touring Driver Championship, BMW 325
- 2003 – SPEED World Challenge Touring Driver Championship, BMW 325
- 2001 – Won GT class at Petit Le Mans (with Boris Said and Hans Stuck), BMW M3 GTR
- 1998 – Scored first-ever BMW-powered prototype win in ALMS history, Laguna Seca
- 1997 – IMSA GTS-3 Driver Championship, BMW M3
Won GT class at Rolex 24 Hours of Daytona and 12 Hours of Sebring, BMW M3

Career Highlights:

- 2008 – Competed full-time in the Grand-Am Series Daytona Prototype division with Ruby Tuesday Racing, partnering with Joey Hand. Made 13 starts with seven top-10 finishes. Season-best result of second came at Homestead. Also scored podium finish with third-place run at New Jersey. Made eight starts in KONI Challenge with Turner Motorsports. Won at Miller Motorsports Park and earned four podium finishes in those 12 starts, including a second-place run at Watkins Glen. Had six top-10 results and finished tenth in the final point standings.
- 2007 – Ran a full season of ALMS competition partnering with Joey Hand in the GT2 class. Scored one podium finish, taking third at St. Petersburg. Earned five top-10 results. Made 14 starts in Grand-Am Daytona Prototype competition, scoring four top-10 runs capped by a win at Homestead. Made seven starts in the KONI GS class. Earned five podium finishes.
- 2006 – Made 10 starts in ALMS GT2 series, scoring three podiums paced by a runner-up finish at Road America. Had eight Grand-Am GT Series starts and six in the DP car. Finished a season-high third in the DP at Long Beach. Was fourth in points in the KONI Challenge GS class. Won at Lime Rock and Mid-Ohio on his way to five podium finishes. Ran one race in the SPEED World Challenge Touring Car series winning from the pole at Sebring.
- 2005 – Logged eight ALMS GT2 starts, scoring his first series victory in four years with a win at Atlanta. Ended the year as the runner-up at Laguna Seca. Earned seven top-10 finishes in eight starts. Made 13 Grand-Am GT starts, taking three wins, three poles and five podiums. Wins came at Fontana, Laguna Seca and Virginia International Raceway. Also finished fourth in KONI Challenge GS points, despite making just nine of 11 starts. Scored five victories, including three consecutive. Won at Santo Domingo, Watkins Glen, Trois-Rivières, Mid-Ohio and Phoenix. Made three starts in SPEED World Challenge Touring Car competition, winning twice. Won from pole at Lime Rock, won from the outside of the front row at Infineon, posting fastest race lap. Finished third at Sebring.
- 2004 – Was Grand-Am GT champion after taking five poles and eight victories in 12 starts. Set a series record by scoring six consecutive victories. Was named as a first-team All-American by the American Auto Racing Writers and Broadcasters Association. Won the SPEED World Challenge Touring Car series championship for the second consecutive season. Earned six top-five finishes in 10 starts, with wins at Sebring, Lime Rock and Infineon. Won each of those races from pole. Finished every race lap of the season. Won the KONI Challenge ST class race at Watkins Glen in his only series start of the year.
- 2003 – Won the SPEED World Challenge Touring Car series championship and finished second in the SPEED World Challenge GT series in the same season. Finished in the top four of every Touring Car race that year, earning victories at Sebring, Road Atlanta, San Juan and Infineon. His 79-point lead in the standings was the widest margin in series history. Finished second in the GT class that same year, 24 points behind the champion.

Career Highlights (Continued)

- 2003 – Won twice at Lime Rock and once at Infineon Raceway. Made four starts in the Rolex Series in its inaugural year of Daytona Prototype competition, winning one pole and finishing a season-high second at Daytona. Made four starts in ALMS competition, three of them coming as a last-minute substitute. Finished a season-best third at Infineon. Drove three different types of cars with two starts coming in a BMW M3.
- 2002 – Won Rolex GT Series championship partnering with Cort Wagner. Earned five consecutive victories with wins at Watkins Glen, Lime Rock, Watkins Glen for a second time, VIR and Mont-Tremblant. Had two poles and seven podium finishes. Competed full-time in the ALMS LMP900 class, partnering with former RLR IndyCar driver Bryan Herta. Finished a season-high third at Infineon and ended up ninth in the final standings. Had four top-five finishes, including a fifth at Petit Le Mans with Gunnar Jeannette.
- 2001 – Scored his first Petit Le Mans victory in the GT class, partnering with Boris Said and Hans Stuck in a BMW M3 GTR. Made six ALMS GT class starts with three top-five results. Made three SPEED World Challenge Touring Car series starts, winning at Lime Rock in his first start, coming from forty-fourth on the grid to win by 11 seconds. Was on pole at Portland. Made two Rolex GT Series starts, finishing second at Lime Rock.
- 2000 – Competed full-time in the ALMS Prototype class in a BMW V12 LMR. Scored podium results at Mosport and Las Vegas. Had eight top-five finishes and finished ninth in the overall standings. Made six Rolex Series starts in the GTU class. Earned victories at Lime Rock and Phoenix to finish ninth in the overall standings.
- 1999 – Made six starts in ALMS Prototype class in the BMW V12 LMR. Took a season-high second-place finish at Las Vegas and also earned a podium result at Laguna Seca. Finished ninth in the final driver standings. Finished fifth overall and fourth in LMP class at the 24 Hours of Le Mans in a BMW V12 LMR.
- 1998 – Made first appearance at the 24 Hours of Le Mans, partnering with Tim Sugden and Steve O'Rourke in a McLaren BMW. Finished fourth overall in what is still his best finish in the endurance classic. Scored BMW's first-ever prototype victory when he piloted a BMW-powered prototype to the win at Laguna Seca. Made three starts in USRRC competition, earning GT3 class wins at the 24 Hours of Daytona and Mid-Ohio. Finished seventh in points, despite making just three of five starts. Ran the 12 Hours of Sebring and was the fastest IMSA GTS-3 qualifier for the second consecutive year.
- 1997 – Won the IMSA GTS-3 Driver championship, running a BMW M3 for BMW Team PTG. Earned class wins at the 24 Hours of Daytona and the 12 Hours of Sebring. Was the fastest GTS-3 qualifier at Sebring. Piloted to fourth at Lime Rock Park in the IMSA WSC class. Made four starts in Toyota Atlantic competition finishing a season-best third at Nazareth. Started fourth and finished fifth in Toronto.
- 1996 – Competed in IMSA competition, scoring a season-high second-place finish in the GTS-2 class at Mosport. Also won the Peruvian Formula Three championship. Competed in the Toyota Atlantic season opener, starting on the outside of the front row and finishing fifth in Miami.
- 1995 – Earned his first class victory at the 12 Hours of Sebring, in the GT2 class. Made two Toyota Atlantic starts, starting third and finishing second in Miami in what would be his career-best Atlantic finish.



Birthdate: February 10, 1979
Birthplace: Sacramento, CA
Residence: Sacramento, CA

Joey Hand - Car #90

BMW Highlights:

2005 – Co-drove to BMW of North America's M3 racing program's fiftieth victory, BMW M3

2004 – Joined BMW of North America M3 racing program, finishing with six podiums and first GT class victory, BMW M3

Career Highlights:

2008 – Competed full-time in the Grand-Am Series Daytona Prototype division with Ruby Tuesday Racing, partnering with Bill Auberlen. Made 13 starts with seven top-10 finishes. Season-best result of second came at Homestead. Also scored podium finish with third-place run at New Jersey. Finished thirteenth in the final point standings. Also competed in the American Le Mans Series in the GT2 class. Made three starts.

2007 – Ran a full season of ALMS competition partnering with Bill Auberlen in the GT2 class. Scored one podium finish, taking third at St. Petersburg. Earned five top-10 results. Won the SPEED World Challenge Touring Car event at Mid-Ohio and also took two victories in just three starts of KONI Challenge GS class competition. Won at Miller Motorsports Park and Virginia International Raceway. Made two starts in a BMW 325i in SPEED World Challenge competition. Won at Mid-Ohio after starting fourth. Made two Grand-Am Daytona Prototype starts as well.

2006 – Competed full-time in the ALMS, partnering with Bill Auberlen in the BMW Team PTG M3 in the GT2 class. Earned three podium finishes topped by a runner-up result at Road America. Was on the pole at Mid-Ohio but ended up retiring early due to a harrowing end-over-end flip. Finished sixth in the ALMS GT2 series point standings. Also made five Grand-Am GT class starts. Made two KONI GS class starts, finishing in the top-five in both, including a third-place run at VIR.

2005 – Competed full-time in the Grand-Am GT Series with BMW Team PTG. Scored four victories, winning at Daytona, Mont-Tremblant, California Speedway and Barber Motorsports Park. Claimed eight podium finishes and placed fifth in the final point standings. Made two starts in KONI Challenge GT class with a best result of fifth at Laguna Seca.

2004 – Competed full-time in the Grand-Am GT Series with BMW Team PTG. Took six podium finishes topped by a win at Watkins Glen, which was his first Grand-Am victory. Partnered with Boris Said and placed eighth in the season GT standings.

2003 – Came back from 2002 injury to run a full season of Toyota Atlantic competition. Took 11 top-10 finishes away from his 12 starts, led by a second-place run in Portland. Finished seventh in the season standings.

2002 – Had his second year of Toyota Atlantic competition shortened by a back injury suffered in Long Beach. Was on pole in Long Beach, bested IndyCar Series race winner Ryan Hunter-Reay for the top qualifying spot. Came back from injury and made final four starts of the year. Finished on the podium at the season opener in Monterrey, Mexico. Won the series' Gilles Villeneuve Award.

2001 – First year of Toyota Atlantic competition. Had ten top-10 finishes in 12 starts paced by victories at Vancouver and Houston. Ended his season with four consecutive podium finishes, boosting him to third in the final season standings.

2000 – Won the prestigious Team USA Scholarship.

1999 – Won Star Mazda championship.



Birthdate: January 28, 1986
Birthplace: Washington, DC
Residence: Leesburg, VA

Tommy Milner - Car #92

BMW Highlights:

2005 – Drove to first GT class victory

2004 – Selected for Formula BMW USA Junior scholarship

Joined BMW Team PTG earning pole in first-ever start, BMW M3

Career Highlights:

2008 – Rejoined in the ALMS, making 11 starts including a pair with 2009 BMW stablemate Joey Hand. He and Hand earned the team's best finish of the season when they scored a third-place result at Laguna Seca. Finished with four top-fives and eight top-10s in the year. Also drove in five events of the SPEED World Challenge for Rahal Letterman Racing. He placed fourth in his debut race but saved the best for last, winning the pole at Road Atlanta on his way to a second-place finish.

2007 – Joined Rahal Letterman Racing as one of the drivers for the team's ALMS debut in the GT2 category. Partnered with Ralf Kelleners to earn five podiums in 12 starts, four of those coming in the final five races. Finished fourth in the season standings. Scored podium finish with Kelleners and Graham Rahal at Petit Le Mans. Season-best finishes of second came at Lime Rock and Road America.

2006 – Moved to the American Le Mans Series. At the 24 Hours of Le Mans, Milner joined Scott Maxwell and Gunnar Jeannette, but the group was forced to retire early due to an electrical issue. Posted a season-best fourth-place class finish at Mosport. Collected a second-straight fourth-place finish at Petit Le Mans. Finished the season with a fifth-place class finish at Mazda Raceway Laguna Seca.

2005 – Scored three wins and seven podium finishes while running for BMW Team PTG in the Rolex Series. Scored his first-ever class victory by winning at Laguna Seca in May. Started third and finished third in the GT class at Mont-Tremblant. Collected back-to-back podiums with a third-place class finish at Watkins Glen, then stretched the streak to three with a second-place result at Daytona. Won at Mid-Ohio, collected his second class win at Mid-Ohio and followed that with a second-place run at Phoenix. Claimed his third victory of 2005 by taking the checkers at Virginia International.

2004 – Was one of six scholarship winners for the inaugural season of the Formula BMW USA. He finished eighth in the championship and fourth overall in the Rookie Standings. Ran three races for BMW Team PTG driving the BMW M3 in the Rolex Series GT class. Collected a GT pole in his first start at Virginia International and followed with another pole position and a GT class win in the season finale at California Speedway.

2003 – Finished fifth in a Panoz GT Pro Series race at Road Atlanta.



Birthdate: November 18, 1975
Birthplace: Burbach, Germany
Residence: Monaco

Dirk Müller - Car #92

BMW Highlights:

2004, 2005, 2006 – Finished second in World Touring Car Championship (BMW 320i)

2004 – Winner, 24 Hours of Nürburgring, BMW M3 GTR

2002 – Earned F1™ test with BMW WilliamsF1 Team

Career Highlights:

2008 – Competed full-time in the ALMS, running his first full ALMS season since 2000. Scored his first series win since 2000 in just his second race, coming from fourth on the grid to win at St. Petersburg. Won by just 0.102 seconds at Long Beach to set a series record for closest GT2 race. Started fourth at Mid-Ohio and took the victory, then closed out the year with a win at Mazda Raceway Laguna Seca. Was fastest qualifier at Road America in a race where he finished third. Finished second in the final season standings with four wins and nine podiums. Also won the 24 Hours of Nürburgring from pole. Was on pole at the FIA GT event at Brno and finished fourth in the GT2 class.

2007 – Returned to the ALMS on a part-time basis, making seven starts. Set fastest GT2 race lap in three of the seven starts. Season-best finish of third came at Belle Isle. Placed in the top-five in five of the seven races. Ran full-time in the FIA GT and partnered with Toni Vilander to take the championship in the GT2 class, scoring six wins and three poles, including consecutive victories at Zhuhai, Silverstone and Bucharest to start the season. Clinched the title with a win at Zolder to end the year.

2006 – Finished second in the World Touring Car Championship to Andy Priaulx for a stunning third consecutive season, this time by a single point. The BMW pilot scored victories at Oschersleben, Brno, Valencia and Macau and closed to within a single point of the title with wins in two of the year's final three races in a BMW 320si.

2005 – Finished second in the World Touring Car Championship to Andy Priaulx, driving a BMW 320i. Earned victories at Spa, Imola and Monza. Scored six podium finishes. Finished second at the 24 Hours of Nürburgring in a BMW M3 GTR.

2004 – Finished second in the World Touring Car Championship to Andy Priaulx, driving a BMW 320i. Ended the year tied with Priaulx with 111 points, but lost the championship on a tie-breaker, due to Priaulx having won more races. Won at Magny-Cours, Brno and Spa. Also won the 24 Hours of Nürburgring in a BMW M3 GTR.

2003 – Placed fifth in the FIA European Touring Car Series (forerunner to the WTCC), running a BMW 320i. Had a streak of seven consecutive podium finishes during the middle of the year, and scored victories at Barcelona and Brno. Missed the season finale due to injury.

2002 – Placed fourth in the FIA Touring Car Series. Earned a pair of wins at Oschersleben and one at Donington Park in a BMW. His performance garnered him his first Formula 1™ test with BMW WilliamsF1 Team.

2001 – Was sixth in ALMS GT class in a BMW M3 GTR. Earned five podium finishes in his seven starts, topped by runner-up results at Mosport, Mid-Ohio, Mazda Raceway Laguna Seca and Road Atlanta. Was fastest qualifier in two events.

2000 – Dominated the ALMS GT class, winning at Sebring, Nürburgring, Sears Point and Adelaide. Set ALMS record with eight consecutive pole positions. Earned eight podiums in 12 starts.

1999 – Scored three wins in just eight ALMS GT class starts. Won at Mosport, Portland and Road Atlanta. Made his lone start at the 24 Hours of Le Mans, with a second-place finish.

BMW M3 Race Version

Weight:	2,745 lbs/1245 kg
Tank capacity:	23.7 gallons/90 liters
Chassis/body:	Unitary construction steel body with welded safety cell made of extremely rigid precision steel tubing; safety fuel tank in CRP sandwich tray; pneumatic four-stamp jack system
Aerodynamics:	Front fenders, rear apron, hood, roof, trunk lid, rear wing, front wings, and flared rear-wheel arches in CRP
Transmission:	Carbon-fiber clutch with hydraulic central slave cylinder; 6-speed sequential racing transmission with straight-cut, unsynchronized gears; additional oil/air cooler; quick shift system with ignition cut-out controlled by shifting force; mechanical limited slip differential with additional oil/air cooler
Front axle:	Based on production version, with increased wheel caster angle, enlarged track width and enhanced wheel camber; five-way adjustable shock absorbers; tubular stabilizer bar
Rear axle:	Based on production version, with enlarged track width and enhanced wheel camber; five-way adjustable shock absorbers, tubular stabilizer bar
Front brake system:	Six-piston aluminum brake calipers, inner-vented grey-cast iron brake disks, 14.9 in/378mm in diameter
Rear brake system:	Four-piston aluminum brake calipers, grey-cast iron brake disk, 14.0 in/355mm in diameter
Steering:	Rack-and-pinion steering with electro-hydraulic power
Wheels:	RAYS forged magnesium wheels, 18" x 12" front, 18" x 13" rear
Tires:	Dunlop



BMW P65 Engine

Type:	Eight cylinder, V-configuration
Capacity:	3999 cc
Bore x stroke:	92 x 75.2 mm/3.62 x 2.96 in
Max. output:	more than 450 bhp
Max. torque:	approx. 368 lb-ft/500 Nm
Cylinder block:	Aluminum cylinder block construction with bed plate lower section
Crankshaft:	Steel crankshaft
Pistons:	Forged skirt pistons
Conrods:	High-performance steel
Cylinder head:	Aluminum DOHC (Double Over Head Camshaft); four valves per cylinder
Valve train:	Four overhead chain-driven camshafts, valve actuation via rocker arms
Intake system:	Eight throttle valves, with load-charge optimized ram tubes
Exhaust system:	Headers, mufflers
Fuel system:	Single cylinder multi-point injection
Lubrication:	Dry sump lubrication
Cooling:	Water/air cooler and oil/water heat exchanger

Electrics/Electronics

Engine management:	BMW Motorsport ECU 408 with two high-performance micro-processors; individual cylinder injection and ignition; BMW Motorsport Lambda Controller Pit speed limiter, Quick Shift function; engine data memory system
Energy management:	Electric energy management and monitoring with BMW Motorsport POWER400 control unit, networking of all sensors and actuators through bus system
Wiring harness:	Weight optimized
Ignition coil:	Eight high-performance pencil coils with integrated ignition drivers
Spark plugs:	High-performance spark plugs
Cockpit:	Free programmable LCD Display with integrated shift indicators
Steering wheel:	Quick release multi-function steering wheel with integrated display unit



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2009 ALMS Racing Schedule		
March 18-22 10:35 am EDT	57th Mobil 1 12 Hours of Sebring presented by Fresh from Florida	Sebring, FL
April 03-05 1:20 pm EDT	Acura Sports Car Challenge of St. Petersburg	St. Petersburg, FL
April 16-18 4:10 pm PDT	Toyota Grand Prix of Long Beach	Long Beach, CA
May 15-17 1:00 pm MDT	Larry H. Miller Dealerships Utah Grand Prix presented by the Grand and Little America Hotels	Tooele, UT
July 17-18 2:05 pm EDT	American Le Mans Northeast Grand Prix	Lakeville, CT
August 06-08 2:10 pm EDT	Acura Sports Car Challenge	Lexington, OH
August 14-16 1:00 pm CDT	Road America 500	Elkhart Lake, WI
August 28-30 3:05 pm EDT	Mobil 1 presents Grand Prix of Mosport	Bowmanville, ON Canada
September 23-26 11:15 am EDT	Petit Le Mans	Braserton, GA
October 08-10 1:00 pm PDT	Monterey Sports Car Championships	Monterey, CA



World Class

BMW M3 Racing History

BMW of North America began its first racing program only days after its incorporation in March of 1975. With BAVARIAN MOTOR WORKS lettered across the top of the windshield, the overall win by a BMW Motorsport-prepared 3.0CSL at the 12 Hours of Sebring set the winning tone for the twists and turns of the next 30 years.

After the CSLs, the 70s ended with the 320 Turbo program that introduced BMW's move to a more refined, up-market model. Known affectionately as the "Flying Brick," the flame-throwing coupes delighted sports car racing fans with their signature exhaust fire. The program also added reams of data to BMW's turbocharging technology, information that would help a BMW-powered Brabham win the 1983 Formula One™ World Championship.

There were a few more fiery years in the late 1980s in IMSA's top prototype category with the BMW GTP. The very expensive program netted only one win, but added incalculable experience to BMW of North America. Back to production cars, BMW of North America sponsored a pair of second-generation M5s to an IMSA Supercar championship. When the second-generation BMW M3 debuted in 1995, the company was ready for a major effort in production-car racing.

From its debut, the first-generation BMW M3 swept through the racing circuits of Europe like wildfire. Winning the World Touring Car Championship in 1987, eight European Championships, and an additional 60 national titles, by 1992 the first-generation M3 became the most successful touring car of all time.

While the car was officially sold here, North American enthusiasts read about the BMW M3's racing triumphs with fervor, but reading was one thing – they wanted to see it. Beginning with the introduction of the second-generation M3, they got exactly what they wanted – in spades.

When the second-generation M3 debuted in 1995, the two BMW M3s that rolled off the BMW Team PTG race truck at the 1995 24 Hours of Daytona looked very much like they had come directly from the showroom. They were, however, surprisingly fast as longtime BMW driver Dieter Quester took the GTS-2 class pole. This was the beginning of a long and successful run for the second-generation BMW M3.

When the BMW M3s appeared at Daytona the next year, it was obvious that things were getting very serious. The BMW M3s almost leapt from the BMW Team PTG transporter. They were lower, wider and meaner. A second consecutive pole resulted in a podium finish (third) and the team knew they were finally on the right track. Later that season, in May, at Lime Rock Park, a 27-year-old Bill Auberlen joined the effort. Auberlen would go on to win more races in a BMW M3 than anyone in North America and grow to personify "The Ultimate Driving Machine.®" If the addition of Auberlen was the program's "tipping point," it was Sears Point Raceway, in July, that was the program's turning point. The team introduced its new, lighter, "sprint" BMW M3 and the car led a 1-2-3 BMW sweep. Three more wins garnered BMW the 1996 IMSA GTS-2 Manufacturers' title.



BMW M3 Racing History (Continued)

The next two years, 1997 and 1998, were arguably the most rewarding as, after serving notice the previous season, the BMW Team PTG M3s declared ownership of the GT class of sports car racing. Wins at the 24 Hours of Daytona and the 12 Hours of Sebring, plus six more victories, gave BMW its second Manufacturers' championship, as well as the Drivers' crown to Auberlen, and the Team title to BMW Team PTG. As it did on the street, the four-door sedan BMW M3 was an equal part of the team, adding win after win.

The winning continued in 1998 with victories at both Daytona and Sebring. Racing in two series simultaneously (USRRC and SportsCar), the BMW Team PTG M3s won seven more times, sweeping the Manufacturers', Drivers' and Team Championships.

New competition arrived in 1999, limiting the M3s success to wins and the ALMS Team Championship.

The 2000 12 Hours of Sebring saw the introduction of the all-new M3, but the competition continued to be strong and it was not until the tenth round, at Laguna Seca Raceway, that BMW Team PTG reached the top step of the podium. It was the new M3's only victory in a development season.

BMW was back on top in 2001 as two BMW Team PTG M3s combined with two BMW Motorsport M3s to dominate the ALMS GT class and sweep the Manufacturers', Team and Drivers' titles with the awesome, V8-powered M3 GTR. They proved a little too awesome, however, and racing rule changes made the car ineligible to return with the V8 engine.

After a hiatus in 2002 and a diversion to the SCCA's SPEED World Challenge Series in 2003, BMW Team PTG entered the Rolex Sports Car Series in 2004 and 2005. With new 6-cylinder- powered M3s, BMW Team PTG won 10 of 12 races to win the 2004 Manufacturers', Team and Drivers' Championships. The next year saw seven more wins with the team missing another Manufacturers' title by only seven points.

Returning to the ALMS for its final season in 2006, the M3s worked hard against competition with larger engines. In an unfamiliar role as underdog, the BMW Team PTG M3s reached the podium three times, showing that even as a six-year-old design, the M3 could still compete with more modern, powerful machinery.

When the checkered flag fell on the last race of the 2006 season, BMW of North America wrote the final page of the most successful chapter to date of its 31-year motorsport story. From 1995 through 2006, BMW of North America's M3 racing program drove to 53 wins in 118 races entered, adding 14 championship trophies to corporate display cases and a shine on the roundel like never before.

Major BMW M3 Racing Milestones:

1987	E30 M3 – World Touring Car Championship
1988-92	E30 M3 – 60 National Touring Car Championships
1996	E36 M3 – IMSA GTS-2 Championship
1997	SportsCar GTS-3 Championship (Sebring & Daytona wins)
1998	SportsCar GT3 Championship (Sebring & Daytona wins)
1998	USRRC GT3 Championship
2001	ALMS GT Championship
2004	Rolex Sports Car Series GT Championship
2004-5	First and second overall, 24 Hours of Nürburgring, M3 GTR

2009 BMW Rahal Letterman Racing Team Directory

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Chief Mechanic: Greg Cates

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Information about the 2009 BMW Rahal Letterman Racing Team and images can be found at press.bmwgroup.com.

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