

# 2017 IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP.

BMW MOTORSPORT MEDIA INFORMATION.



Sheer  
Driving Pleasure



powered by 



# INTRODUCTION.



This is an interactive Media Information. Click on the tabs below for example to choose a specific chapter.

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 2017, the successful collaboration between BMW Motorsport and the Rahal Letterman Lanigan Racing team entered its ninth year. 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. Last year, BMW Motorsport embarked on a new chapter in American motor racing, with the launch of the BMW M6 GTLM. The new car replaced the successful BMW Z4 GTLM and demonstrated its huge potential with three podium finishes. The team

and drivers are looking to back up those results and achieve more success for BMW Motorsport in North America in the 2017 season.

As well as established IWSC drivers Bill Auberlen and John Edwards, Martin Tomczyk and Alexander Sims will also take on the high-class opposition in the GTLM class, which includes Chevrolet, Ferrari, Ford and Porsche. Tomczyk, who bid farewell to the DTM last year, remains an important part of the BMW family, while at the same time embarking on a new chapter in his motorsport career. Sims is a genuine GT specialist. The biggest success of his career to date came in 2016, in the form of victory at the 24 Hours of Spa-Francorchamps. Auberlen and Sims share the cockpit of the number 25 BMW M6 GTLM during the season. As in the past two years, they will be supported at endurance races by DTM drivers Augusto Farfus and Bruno Spengler. The quartet has the special honour of driving the 19<sup>th</sup> BMW Art Car – designed by US artist John Baldessari – at the opening round of the season in Daytona. For this special event it will bear the number 19.

Tomczyk and Edwards, who has already gained experience in the IWSC, will alternate at the wheel of the number 24 car throughout the 2017 season.





Kuno Wittmer and Nick Catsburg will support them at endurance races.

In addition to BMW Team RLL, Turner Motorsport will field a BMW M6 GT3 in the GTD class of the IWSC. As he did last year, BMW works driver Jens Klingmann will be at the wheel of the number 96 car. In Daytona, American Justin Marks will be

at his side, who returns to Team Principal Will Turner's outfit. His most recent outings for Turner Motorsport came alongside Auberlen in the 2005 Continental Tire Sports Car Challenge. The duo will receive support from BMW DTM driver Maxime Martin and former BMW Motorsport Junior Jesse Krohn at the opening round of the 2017 IWSC season. The 2017 season kicks off on 28<sup>th</sup>/29<sup>th</sup> 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.





# ABOUT THE IWSC.

The IMSA WeatherTech SportsCar Championship was formed 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).



The IWSC has 12 events on the race calendar for 2017. On seven 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 five remaining weekends. In total, the P class consists of ten races, the PC class eight, the GTLM class 11, and the GTD class 12. 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.



# CARS: BMW M6 GTLM AND BMW M6 GT3.



BMW Motorsport introduced a brand-new GT racing car to the racetracks of this world last year, in the form of the BMW M6 GTLM, which replaced the BMW Z4 GTLM and saw the manufacturer embark on a new chapter in North American GT racing. This was a special milestone in a special year for BMW, which celebrated its centenary in 2016.

The new GT racing car soon caught the eye in the IMSA WeatherTech SportsCar Championship: Bill Auberlen and Dirk Werner finished runner-up in the number 25 car in only the second race of the season, in Sebring. This was followed by two third places in Watkins Glen and Road America. Often it was only a lack of the necessary good luck that denied them a maiden victory and more podium finishes in North America. In contrast, the sister model in the GTD class of the IWSC – the BMW M6 GT3, which was also newly-developed – did have that little bit of luck required to taste success. Turner Motorsport claimed two class victories with the new car in 2016.

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 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 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.

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. 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 included performance tests and endurance runs. The BMW M6 GT3's win at the 24 Hours of Spa-Francorchamps in its debut season shows that this focus

already paid off. Compared to 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 powertrain further lowers the centre of gravity, thus improving performance. The transaxle gearbox ensures weight is distributed perfectly between the front and rear axles.

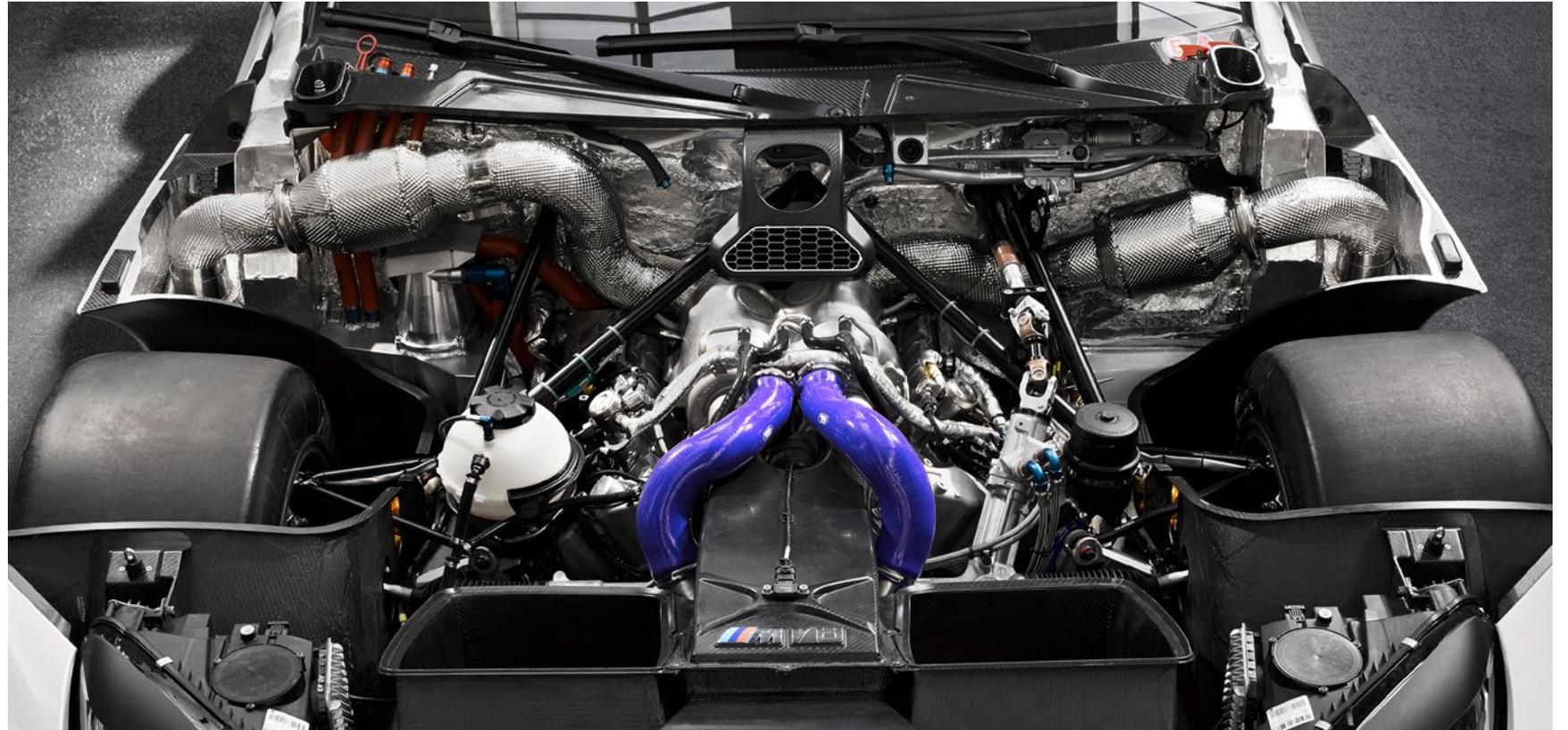


# THE “HEART” OF THE BMW M6 GTLM AND BMW M6 GT3: THE P63 ENGINE.

The “heart” of the two GT racing cars – the BMW M6 GTLM and BMW M6 GT3 – is without doubt the engine. Its internal name: P63. Its racing performance: up to 585 hp, depending on the Balance of Performance (BoP) within the respective racing series. Development work on the engine for the GT versions of the BMW M6 began in spring 2014. The first runs on the test stands took place in December of the same year, while the BMW M6 GT3 underwent its first test in Dingolfing on 31<sup>st</sup> January 2015. One year later, the new car made its race debut at the 24 Hours of Daytona in January 2016.

The P63 racing engine is a 4.4-litre, V8 with TwinPower Turbo technology, which was adapted from the production engine with only minimal changes. The production engine from the BMW M6 provided the perfect basis for these modifications.

Even when developing the production engine, its future use in motor racing was also taken into account. For example, con rods, pistons and crankshaft are designed to be strong enough to be suitable for long use in races. The oil sump lubrication in the production car can easily be replaced for race outings with a dry sump lubrication, whereby the engine is installed 200 millimetres lower, thus lowering the car’s centre of gravity. The positioning of the starter motor and alternator can also be adjusted without any problems. A highly efficient direct fuel injection is already used in the production car, while the turbochargers are identical. Besides the use of racing engine



electronics, only minor modifications were made beyond those mentioned above.

The major improvement over the predecessor in the BMW Z4 GT3 – the P65 – is the significantly greater potential

of the engine. The P65 was derived from a 430-hp induction engine used in the BMW M3, the performance of which was increased to about 550 hp for its outings at the racetracks of this world. In comparison, the P63 is also considerably more robust, as the production engine was designed for roughly 600 hp.



# A BMW M6 GTLM AS A WORK OF ART: THE 19<sup>TH</sup> BMW ART CAR IN ACTION IN DAYTONA.



also moving from two- to three-dimensional art. A challenge I did enjoy," said John Baldessari at the world debut of the car at the Art Basel art fair on 30<sup>th</sup> November. As well as Baldessari, a jury of renowned art experts also selected Cao Fei to design a BMW Art Car. The BMW M6 GT3 designed by the Chinese artist will be the 18<sup>th</sup> BMW Art Car and will be in action at the FIA GT World Cup in Macau at the end of 2017.

As a committed minimalist, Baldessari, the oldest BMW Art Car designer to date, worked with the colours red, yellow, blue and green and with his monochrome dots, he left his familiar colourful marks on the M6 GTLM as well. Baldessari's ironic play on the multi-dimensionality of the race car as an art object is most obvious in the graphic reflection of the car in profile. And with "FAST" as a central typographic element the artist boldly transports the power of the BMW Art Car to its outside, and makes it visually accessible for the viewers both at the racetrack and the museum.

It is the continuation of a tradition that dates back more than 40 years: a very special BMW M6 GTLM will be the focus of attention at the opening round of the 2017 IMSA WeatherTech SportsCar Championship, the 24 Hours of Daytona. The 19<sup>th</sup> BMW Art Car has been designed by American conceptual

artist John Baldessari and will take to the racetrack in Florida.

"I have done only one work in my life involving a car before, and that was an image of a car. So for the BMW Art Car project I entered uncharted territory, not just in terms of the subject, but

"The ideas all came at once: for instance, the red dot on the roof, so you can see it from above, FAST on one side and a picture of the car on the other side. I like the ambiguity, having two-dimension and three-dimension at the same time. Considering the car as an icon of contemporary life, my concept turned out playfully satirical, but it also highlights some





of the trademark ideas that I use. So you can say, the BMW Art Car is definitely a typical Baldessari and the fastest artwork I ever created," explained the artist, who was born in 1931.

Ludwig Willisch, President and CEO, BMW of North America, said: "It is an honour to add this new masterpiece by John Baldessari to the BMW Art Car Collection today. As one of the most important contemporary artists working today, John joins an incredible group from Calder and Hockney to Warhol and Koons that has contributed to this collection over the past forty years. He has used his signature aesthetic combining color, shapes and text to create a visually stunning work which will stand out at both the museum and on the racetrack in Daytona early next year."

Since 1975, a total of 17 international artists have been creating BMW Art Cars on the basis of contemporary

BMW automobiles. The collection was inaugurated when French race car driver and art aficionado Hervé Poulain in collaboration with the then current BMW Motorsport Director Jochen Neerpasch asked his artist friend Alexander Calder to design a car. The result was a BMW 3.0 CSL, which in 1975 was raced at the 24 Hours of Le Mans and became an instant favourite with the spectators. It was the birth of the BMW Art Car collection, which went on to include works by such artists as Frank Stella, Roy Lichtenstein, Andy Warhol, Robert Rauschenberg and David Hockney.

Many of these unique cars also saw action on the motor racing scene. The 17<sup>th</sup> and most recent artist to contribute to the collection was Jeff Koons in 2010. Ten days after the BMW M3 GT2 he designed was unveiled at the Centre Pompidou in Paris, the car competed at the 24 Hours of Le Mans.

BMW Motorsport Director Jens Marquardt said: "It is fantastic to be able to continue the tradition of the BMW Art Car series with the BMW M6 GT3. Motorsport and the BMW Art Cars have always been closely associated. Our racing cars, in one-off designs from renowned artists, enjoy cult status among the public. I am confident this will also be true of the works of art created by Cao Fei and John Baldessari. It goes without saying that we want to challenge for victories with the BMW M6 GT3. This combination of art and performance on the racetrack is truly unique."

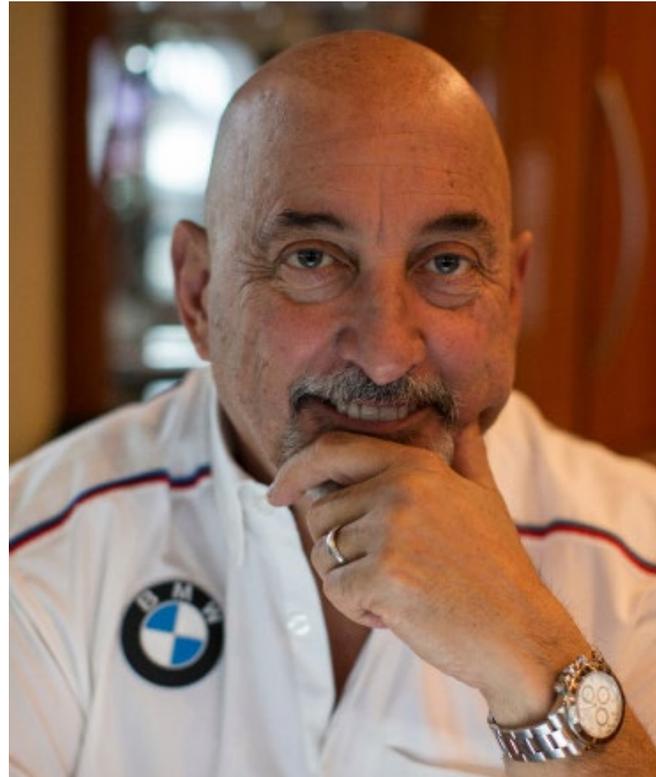
Bill Auberlen, Alexander Sims, Augusto Farfus and Bruno Spengler will share the cockpit of the BMW M6 GTLM at the race in Daytona.



# GTLM CLASS: BMW TEAM RLL.

BMW Team RLL has been able to count on the support of BMW Motorsport since 2009. The cooperation has already seen three generations of car enjoy success on the racetracks of 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. Another car made a successful debut last year, in the form of the BMW M6 GTLM. Bobby Rahal's team made it onto the podium three times. Only bad luck in qualifying sessions and the races themselves denied them more success.

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.



# #19 BILL AUBERLEN.

## FACTS & FIGURES.

**Date of birth** 12<sup>th</sup> October 1968

**Place of birth** Redondo Beach (USA)

## CAREER.

<b>2016</b>	7 <sup>th</sup> place GTLM class IMSA WeatherTech SportsCar Championship
<b>2015</b>	2 <sup>nd</sup> place GTLM class United SportsCar Championship
<b>2014</b>	8 <sup>th</sup> place GTLM class United SportsCar Championship
<b>2013</b>	4 <sup>th</sup> place GT class American Le Mans Series
<b>2011</b>	3 <sup>rd</sup> place GT class American Le Mans Series
<b>2010</b>	3 <sup>rd</sup> place GT class American Le Mans Series
<b>2004</b>	1 <sup>st</sup> place GRAND-AM Series GT class 1 <sup>st</sup> place Speed World Challenge Touring Car Series
<b>2003</b>	1 <sup>st</sup> place Speed World Challenge Touring Car Series
<b>2002</b>	1 <sup>st</sup> place Rolex GT Series
<b>1997</b>	1 <sup>st</sup> place IMSA GTS-3 Championship
<b>1995</b>	1 <sup>st</sup> place GT2 class 12h race Sebring



Bill Auberlen has already contested more than 250 races for BMW, and has enjoyed great success. 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 in 2015. The BMW M6 GTLM made its debut in the North American series last year – another major challenge for the American, and a test that he passed with flying colours. It may have had to settle for seventh place overall, but with two podium finishes over the course of the season – including at the iconic 12 Hours of Sebring – the foundation had been laid for future successes. As such, Auberlen has grand plans for his ninth season together with BMW Team RLL, which he will contest alongside Alexander Sims. He expects the BMW M6 GTLM to claim its first wins in America in 2017. The Californian 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.



# #19 ALEXANDER SIMS.

## FACTS & FIGURES.

**Date of birth** 15<sup>th</sup> March 1988

**Place of birth** London (Great Britain)

## CAREER.

**2016** 1<sup>st</sup> place 24h Spa-Francorchamps

**2015** 3<sup>rd</sup> place Formula 3 Macau Grand Prix

2<sup>nd</sup> place British GT Championship

**2014** 3<sup>rd</sup> place British GT Championship

A new face in this year's squad of drivers at BMW Team RLL is that of Alexander Sims. Together with Bill Auberlen, he will take on the strong opposition in the IWSC at the wheel of the BMW M6 GTLM. He made his first appearances in single seater racing in 2006, gaining experience in Formula BMW. Since then his career path has seen him rise through the ranks in various single seater series. At the same time, Sims also began competing in endurance races in 2012. He competed in the European Le Mans Series in an LMP2 prototype. 2014 was the first year Sims took part in the Nürburgring 24 Hours for BMW Motorsport. He also competed for Team Ecurie



Ecosse in the Blancpain Endurance Series and the British GT Championship. Last year, Sims contested the entire season in the Blancpain GT Series for ROWE Racing, alongside Philipp Eng. The absolute highlight of his season was victory at the 24-hour race at Spa-Francorchamps, which he claimed together with Eng and DTM driver Maxime Martin in the BMW M6 GT3's debut year. Therefore, the stage is perfectly set for what promises to be an exciting 2017 in the IWSC.



# #19 AUGUSTO FARFUS.

## FACTS & FIGURES.

**Date of birth** 3<sup>rd</sup> September 1983

**Place of birth** Curitiba (Brazil)

## CAREER.

<b>2016</b>	16 <sup>th</sup> place DTM
<b>2015</b>	12 <sup>th</sup> place DTM
<b>2014</b>	13 <sup>th</sup> place DTM
<b>2013</b>	2 <sup>nd</sup> place DTM
<b>2012</b>	7 <sup>th</sup> place DTM, Rookie of the Year
<b>2011</b>	1 <sup>st</sup> place 24 Hours of Dubai
<b>2010</b>	1 <sup>st</sup> place Nürburgring 24 Hours
<b>2009</b>	3 <sup>rd</sup> place FIA WTCC
<b>2008</b>	6 <sup>th</sup> place FIA WTCC
<b>2007</b>	4 <sup>th</sup> place FIA WTCC
<b>2006</b>	3 <sup>rd</sup> place FIA WTCC
<b>2005</b>	4 <sup>th</sup> place FIA WTCC
<b>2004</b>	6 <sup>th</sup> place FIA ETCC



Augusto Farfus has high hopes for the 2017 motorsport season. Having been plagued by bad luck last year, he is determined to return to winning ways. After all, he has proven many times in the past that he belongs right up there with the very best. Whether in the DTM, in which Farfus will contest his sixth season for BMW Motorsport in 2017, or on the endurance scene – the Brazilian is a guarantee for success. Having narrowly missed out on a class victory at the 24 Hours of Daytona alongside Bill Auberlen, Dirk Werner and his DTM colleague Bruno Spengler, he was a key member of the same quartet that ensured the BMW M6 GTLM enjoyed a successful debut last year. The dream scenario for 2017 would be victory – this time with Bill Auberlen and Alexander Sims. Farfus, who lives with his family in Monaco during the European racing season, will also do battle for points and victories in the DTM again. After three wins and second place in the championship in 2013, he is hungry for more success in the touring car series this year.



# #19 BRUNO SPENGLER.



## FACTS & FIGURES.

**Date of birth** 23<sup>rd</sup> August 1983

**Place of birth** Schiltigheim (France)

## CAREER.

**2016** 15<sup>th</sup> place DTM

**2015** 5<sup>th</sup> place DTM

2<sup>nd</sup> place 24 Hours of Daytona

**2014** 11<sup>th</sup> place DTM

**2013** 3<sup>rd</sup> place DTM

**2012** 1<sup>st</sup> place DTM

**2011** 3<sup>rd</sup> place DTM

**2010** 3<sup>rd</sup> place DTM

**2009** 4<sup>th</sup> place DTM

**2008** 5<sup>th</sup> place DTM

**2007** 2<sup>nd</sup> place DTM

**2006** 2<sup>nd</sup> place DTM

**2005** 1<sup>st</sup> place Formula Renault North America

2<sup>nd</sup> place Formula Renault Germany



Bruno Spengler is now one of the longest-serving DTM drivers in the field. In recent years, however, the Canadian, who crowned BMW's return to the DTM in 2012 with the Drivers' title, has also cut a fine figure on the GT racing scene. He made his debut at the 24 Hours of Daytona in the BMW Z4 GTLM in 2015, narrowly missing out on class victory alongside Bill Auberlen, Dirk Werner and fellow DTM driver Augusto Farfus. He also shared a cockpit with Timo Glock and Alex Zanardi at the 24 Hours of Spa-Francorchamps and, at the final round of the ADAC GT Masters, made a vital contribution to BMW Sports Trophy Team Schubert winning the Team title. Spengler was back in the USA in 2016, where he started successfully in the new BMW M6 GTLM. He, Auberlen and Werner finished runner-up at the second race of the season, the 12 Hours of Sebring. Spengler also made his debut in the Australian GT Championship with a guest start in the BMW M6 GT3, showing once again that his driving ability transcends the DTM.



# #24 MARTIN TOMCZYK.



## FACTS & FIGURES.

**Date of birth** 7<sup>th</sup> December 1981

**Place of birth** Rosenheim (Germany)

## CAREER.

<b>2016</b>	21 <sup>st</sup> place DTM
<b>2015</b>	19 <sup>th</sup> place DTM
<b>2014</b>	6 <sup>th</sup> place DTM
<b>2013</b>	19 <sup>th</sup> place DTM
<b>2012</b>	8 <sup>th</sup> place DTM
<b>2011</b>	1 <sup>st</sup> place DTM
<b>2007</b>	3 <sup>rd</sup> place DTM
<b>2006</b>	4 <sup>th</sup> place DTM
<b>2004</b>	5 <sup>th</sup> place DTM
<b>1999</b>	1 <sup>st</sup> place Portuguese Formula ADAC
<b>1998</b>	2 <sup>nd</sup> place BMW ADAC Formula Junior Cup



Every ending is a new beginning – this is almost certainly what Martin Tomczyk was thinking last year when he announced his retirement from the DTM to try his luck on the GT racing scene. For the man from Rosenheim, who did battle for titles and race wins in the DTM for 16 years, this marked the end of a long chapter in his motorsport career. The absolute highlight of that career so far: winning the DTM in 2011. Tomczyk has enjoyed much success between his DTM debut in 2001 and his farewell in 2016, but he has also been through some difficult phases when things have not gone entirely to plan for Tomczyk. However, the Bavarian, who most recently drove for BMW Team Schnitzer, never even considered giving up. As well as his title win in 2011, he also claimed seven race wins and took his place on the podium on 28 occasions. However, Tomczyk is no newcomer to GT racing. Having finished sixth with Schubert Motorsport at the 24-hour classic at the Nürburgring in both 2013 and 2014, he drove the BMW M6 GT3 at the 24-hour races at the Nürburgring and Spa-Francorchamps last year. He also supported BMW Motorsport Junior Jesse Krohn on two race weekends in the ADAC GT Masters. Tomczyk recharges his batteries ahead of the demanding races at his home in Rosenheim, where he lives with his wife Christina and their two children.



# #24 JOHN EDWARDS.

## FACTS & FIGURES.

**Date of birth** 11<sup>th</sup> March 1991

**Place of birth** Louisville (USA)

## CAREER.

**2016** 9<sup>th</sup> place GTLM class IMSA WeatherTech SportsCar Championship

**2015** 5<sup>th</sup> place GTLM class United SportsCar Championship

**2014** 7<sup>th</sup> place GTLM class United SportsCar Championship

**2013** 7<sup>th</sup> place GT class American Le Mans Series

**2009** 1<sup>st</sup> place Atlantic Championship

**2008** 1<sup>st</sup> place Star Mazda Championship



Despite being so young, John Edwards goes into his fourth complete season with BMW Team RLL in 2017. This year, however, he will race alongside Martin Tomczyk for the first time. The American had spent the previous two years battling for points and victories in America together with Lucas Luhr, during which time he enjoyed many a success. The maiden victory with the BMW Z4 GTLM at Laguna Seca in 2015 was followed by another podium in Road America last year – this time in the new BMW M6 GTLM. However, Edwards had shown well before this that he has motorsport in his blood. On 17<sup>th</sup> 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.



# #24 KUNO WITTMER.

## FACTS & FIGURES.

**Date of birth** 6<sup>th</sup> September 1982

**Place of birth** Hudson (Canada)

## CAREER.

<b>2015</b>	1 <sup>st</sup> place GTD class 24 Hours of Daytona
	10 <sup>th</sup> place GTD class United SportsCar Championship
<b>2014</b>	1 <sup>st</sup> place GTLM class United SportsCar Championship
<b>2013</b>	5 <sup>th</sup> place GT class American Le Mans Series
<b>2005</b>	1 <sup>st</sup> place Canadian Honda Series
<b>1999</b>	Rookie of the Year, Canadian Formula Ford Championship



Canadian Kuno Wittmer, who lives in Montréal, competes for BMW Team RLL in the IWSC for the first time in 2016. Two years before, 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 supported 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. Last year, Wittmer also obtained his racing permit for the legendary Nürburgring-Nordschleife at the wheel of a BMW M235i Racing.



# #24 NICK CATSBURG.

## FACTS & FIGURES.

<b>Date of birth</b>	15 <sup>th</sup> February 1988
<b>Place of birth</b>	Amersfoort, The Netherlands

## CAREER.

<b>2016</b>	2 <sup>nd</sup> place GTD class Daytona 24 Hours
<b>2015</b>	1 <sup>st</sup> place 24h Spa-Francorchamps
<b>2012</b>	3 <sup>rd</sup> place Dutch GT Championship
<b>2010</b>	1 <sup>st</sup> place Mégane Trophy Eurocup



In 2015, Dutchman Nick Catsburg claimed his first major endurance success with victory at the 24 Hours of Spa-Francorchamps in the BMW Z4 GT3. He also raced in the FIA World Touring Car Championship, the Pirelli World Challenge and the Blancpain Sprint Series. Since 2011 he has started in BMW racing cars in a variety of international racing series and 24-hour races. In 2013, together with Marc VDS Racing, he took the team title in the Blancpain Endurance Series. He is also regularly in action for BMW Motorsport on the Nürburgring's Nordschleife, where he has already tasted victory. Catsburg also drove the BMW M6 GT3 in the iconic street race in Macau in 2016.



# GTD CLASS: TURNER MOTORSPORT.



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, Cameron and Markus Palttala clinched the Team title.

2016 saw Will Turner embark on a new adventure with BMW Motorsport. He fielded two new BMW M6 GT3s in the GTD class of the IMSA WeatherTech SportsCar Championship. And with great success. His crew won two races, claiming the first victory for the BMW M6 GT3 in North America at the Canadian Tire Motorsport Park. At the wheel for both wins: BMW works driver Jens Klingmann. He made his debut in North America in 2016 and will race for Turner Motorsport again in Daytona. He will share duties at the wheel of the number 96 BMW M6 GT3 with American Justin Marks. Marks is by no means a stranger to Will Turner and his team. They won five races together in the 2005 Continental Tire Sports Car Challenge, ending the season in third place overall. At his side back then: Bill Auberlen, now a BMW works driver. Klingmann and Marks receive back-up at the 24-hour race from BMW DTM driver Maxime Martin and former BMW Motorsport Junior Jesse Krohn, who both drove for Turner Motorsport in Daytona in 2016.



# GTD CLASS: TURNER MOTORSPORT.



## #96 JENS KLINGMANN.

## #96 JUSTIN MARKS.

## #96 MAXIME MARTIN.

## #96 JESSE KROHN.

### FACTS & FIGURES.

**Date of birth** 6<sup>th</sup> July 1990  
**Place of birth** Heidelberg, Germany

### CAREER.

**2016** 6<sup>th</sup> place GTD class  
 IMSA WeatherTech SportsCar Championship

**2015** 3<sup>rd</sup> place ADAC GT Masters  
 4<sup>th</sup> place 24h Daytona  
 4<sup>th</sup> place 12h Sebring

**2007** 1<sup>st</sup> place Formula BMW Germany  
 3<sup>rd</sup> place Formula BMW World Final  
 “Motorsport Talent of the Year”  
 Deutsche Post Speed Academy

### FACTS & FIGURES.

**Date of birth** 25<sup>th</sup> March 1981  
**Place of birth** St. Louis, USA

### CAREER.

**2016** NASCAR Xfinity Series  
 with Chip Ganassi Racing

**2015** NASCAR Xfinity Series  
 with Chip Ganassi Racing

**2013** Debut in NASCAR Sprint Cup

**2008** Craftsman Truck Series,  
 Rookie of the Year

**2005** 3<sup>rd</sup> place Continental Tire Sports  
 Car Challenge

### FACTS & FIGURES.

**Date of birth** 20<sup>th</sup> March 1986  
**Place of birth** Uccle, Belgium

### CAREER.

**2016** 8<sup>th</sup> place DTM  
 1<sup>st</sup> place 24h Spa-Francorchamps

**2015** 7<sup>th</sup> place DTM  
 2<sup>nd</sup> place 24h Nürburgring

**2014** 7<sup>th</sup> place DTM  
 4<sup>th</sup> place 24h Nürburgring

**2013** 6<sup>th</sup> place ALMS  
 3<sup>rd</sup> place Blancpain Endurance Series  
 2<sup>nd</sup> place 24h Nürburgring

### FACTS & FIGURES.

**Date of birth** 3<sup>rd</sup> September 1990  
**Place of birth** Nurmijärvi, Finland

### CAREER.

**2016** ADAC GT Masters  
 VLN Endurance Championship

**2015** 2<sup>nd</sup> place GTE class  
 European Le Mans Series

**2014** BMW Motorsport Junior of the Year

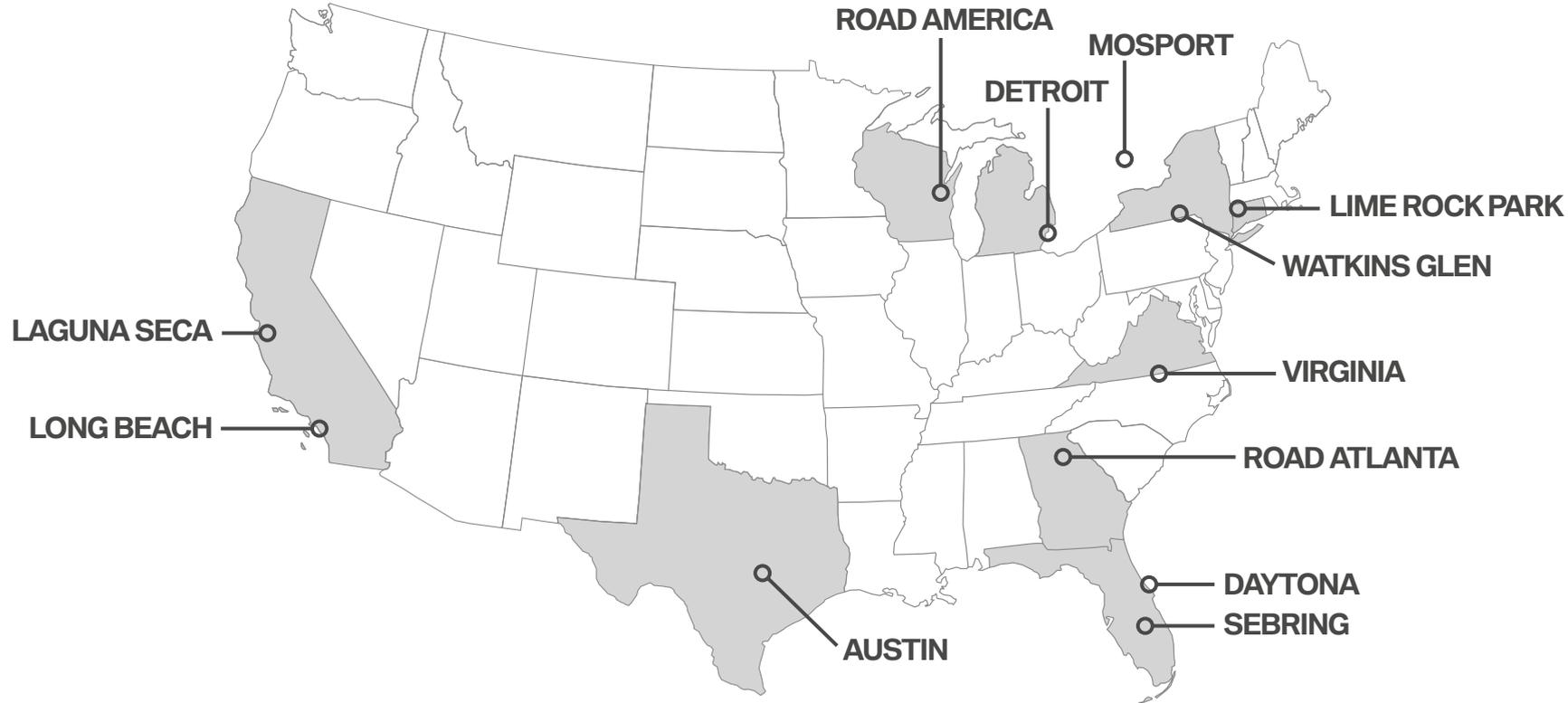
**2013** 3<sup>rd</sup> place Porsche GT3 Cup Finland

**2011** 1<sup>st</sup> place Camaro Cup Finland

**2008** 1<sup>st</sup> place Formula Renault 2.0 Finland  
 1<sup>st</sup> place Formula Renault 2.0 NEZ

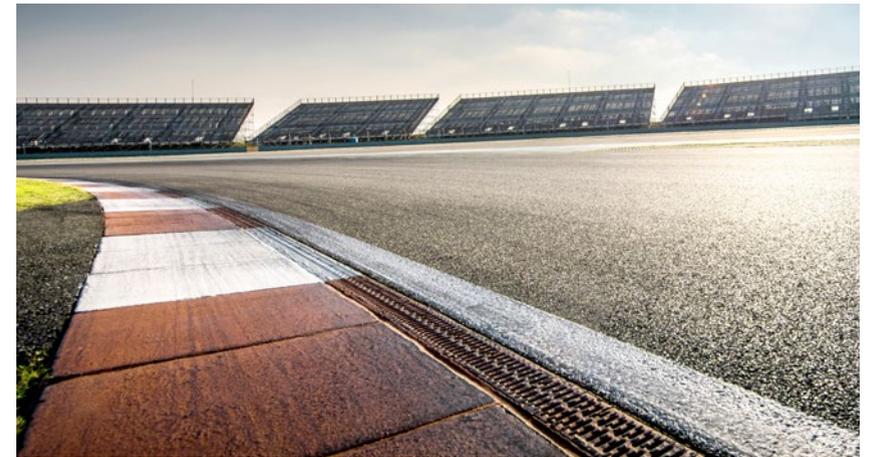


# ALL THE RACES IN THE 2017 IWSC SEASON.



The IMSA WeatherTech SportsCar Championship (IWSC) will stick with its tried-and-tested concept in 2017. The race calendar consists of the same venues as last year, and once again includes the most iconic racetracks in North America. The only change is to the order, in which the circuits are visited. The IWSC season again comprises 12 events in 2017. The GTD class will start in all of the races for the first time, including a debut in Long Beach. As in 2016, the GTLM class will start in 11 races, taking a break in Detroit. The P class will sit out two races, leaving it with ten, while the PC class will race eight times.

## RACE CALENDAR.



<b>28<sup>th</sup>/29<sup>th</sup> January 2017</b>	Daytona (US)
<b>18<sup>th</sup> March 2017</b>	Sebring (US)
<b>8<sup>th</sup> April 2017</b>	Long Beach (US) – only P, GTLM and GTD classes
<b>6<sup>th</sup> May 2017</b>	Austin (US)
<b>3<sup>rd</sup> June 2017</b>	Detroit (US) – only P, PC and GTD classes
<b>2<sup>nd</sup> July 2017</b>	Watkins Glen (US)
<b>9<sup>th</sup> July 2017</b>	Mosport (CA)
<b>22<sup>nd</sup> July 2017</b>	Lime Rock Park (US) – only GTLM and GTD classes
<b>6<sup>th</sup> August 2017</b>	Road America (US)
<b>27<sup>th</sup> August 2017</b>	Virginia (US) – only GTLM and GTD classes
<b>24<sup>th</sup> September 2017</b>	Laguna Seca (US) – only P, GTLM and GTD classes
<b>7<sup>th</sup> October 2017</b>	Road Atlanta (US)



# 2017 RACE CALENDAR.



## DAYTONA.

28<sup>th</sup>/29<sup>th</sup> January

CIRCUIT DATA.	
<b>Name</b>	Daytona International Speedway
<b>Location</b>	Daytona, Florida
<b>Length</b>	3.56 miles
<b>Race duration</b>	24 hours
<b>Number of corners</b>	12
<b>2016 GTLM result</b>	5 <sup>th</sup> place, 11 <sup>th</sup> place
<b>2016 GTD result</b>	5 <sup>th</sup> place, 22 <sup>nd</sup> place

The 24 Hours of Daytona once again forms the opening round of the season in the IMSA WeatherTech SportsCar Championship. The classic endurance race has been held at the Daytona International Speedway, where the grandstands had been updated ahead of the 2016 season, since 1966. BMW Team RLL finished fifth with the number 25 car when the new BMW M6 GTLM made its debut. Turner Motorsport achieved exactly the same position with the new BMW M6 GT3.

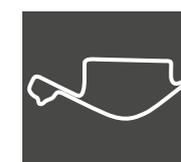


## SEBRING.

18<sup>th</sup> March 2017

CIRCUIT DATA.	
<b>Name</b>	Sebring International Raceway
<b>Location</b>	Sebring, Florida
<b>Length</b>	3.7 miles
<b>Race duration</b>	12 hours
<b>Number of corners</b>	17
<b>2016 GTLM result</b>	2 <sup>nd</sup> place, 6 <sup>th</sup> place
<b>2016 GTD result</b>	2 <sup>nd</sup> place, 7 <sup>th</sup> place

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. Last year, the new BMW M6 GT racing cars claimed two second places, courtesy of BMW Team RLL, with drivers Bill Auberlen, Dirk Werner and Bruno Spengler, and Turner Motorsport with Ashley Freiberg, Bret Curtis and Jens Klingmann. BMW Team RLL had previously secured the first pole position for the BMW M6 GTLM.



## LONG BEACH.

8<sup>th</sup> April 2017

CIRCUIT DATA.	
<b>Name</b>	Long Beach Street Circuit
<b>Location</b>	Long Beach, California
<b>Length</b>	1.968 miles
<b>Race duration</b>	1:40 hours
<b>Number of corners</b>	11
<b>2016 GTLM result</b>	5 <sup>th</sup> place, 10 <sup>th</sup> place
<b>2016 GTD result</b>	–

BMW Team RLL did not enjoy the same success in 2016 as they had done the previous year at the spectacular street circuit on the roads of Long Beach, when Bill Auberlen and Dirk Werner claimed their first victory in the IWSC. The team from Hilliard did secure its second pole position in a row, but a drive-through penalty in the race meant they ultimately had to settle for fifth. The GTD class starts there for the first time in the history of the IWSC.

# 2017 RACE CALENDAR.



## AUSTIN.

6<sup>th</sup> May 2017

CIRCUIT DATA.	
<b>Name</b>	Circuit of the Americas
<b>Location</b>	Austin, Texas
<b>Length</b>	3.4 miles
<b>Race duration</b>	2:40 hours
<b>Number of corners</b>	20
<b>2016 GTLM result</b>	4 <sup>th</sup> place, 7 <sup>th</sup> place
<b>2016 GTD result</b>	1 <sup>st</sup> place, 14 <sup>th</sup> place

With its challenging layout, the Circuit of the Americas has rapidly established itself on the race calendars of both Formula One and the IWSC. The Austin round of the IWSC has a new place in the 2017 schedule. Instead of the penultimate race in autumn, the ultra-modern circuit in Texas will host the IWSC as early as spring. 2016 saw Bret Curtis and Jens Klingmann claim a second win of the season in the GTD class for Turner Motorsport, having finished third and second in previous years. BMW Team RLL, who won here in 2015, finished fourth and seventh.



## DETROIT.

3<sup>rd</sup> June 2017

CIRCUIT DATA.	
<b>Name</b>	Detroit Belle Isle
<b>Location</b>	Detroit, Michigan
<b>Length</b>	2.35 miles
<b>Race duration</b>	1:40 hours
<b>Number of corners</b>	14
<b>2016 GTLM result</b>	–
<b>2016 GTD result</b>	9 <sup>th</sup> place, 11 <sup>th</sup> place

As in the past 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. Turner Motorsport had to settle for ninth and eleventh in the GTD class last year.



## WATKINS GLEN.

2<sup>nd</sup> July 2017

CIRCUIT DATA.	
<b>Name</b>	Watkins Glen International
<b>Location</b>	Watkins Glen, New York
<b>Length</b>	3.4 miles
<b>Race duration</b>	6 hours
<b>Number of corners</b>	11
<b>2016 GTLM result</b>	3 <sup>rd</sup> place, 8 <sup>th</sup> place
<b>2016 GTD result</b>	10 <sup>th</sup> place, 13 <sup>th</sup> place

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. In 2016, BMW Team RLL finished third for the second year in a row here to notch up its second podium finish of the season. In contrast, Lady Luck deserted 2014 winners Turner Motorsport in the GTD class. Neither of the team's two BMW M6 GT3s finished the race, and the cars were ultimately classified in tenth and 13<sup>th</sup>.

# 2017 RACE CALENDAR.



## MOSPORT.

9<sup>th</sup> July 2017

CIRCUIT DATA.	
<b>Name</b>	Canadian Tire Motorsport Park
<b>Location</b>	Bowmanville, Ontario, Kanada
<b>Length</b>	2.459 miles
<b>Race duration</b>	2:40 hours
<b>Number of corners</b>	10
<b>2016 GTLM result</b>	4 <sup>th</sup> place, 9 <sup>th</sup> place
<b>2016 GTD result</b>	1 <sup>st</sup> place, 13 <sup>th</sup> place

Mosport has had a permanent place in the annals of BMW motorsport since 10<sup>th</sup> July 2016: Bret Curtis and Jens Klingmann won the GTD class to present the BMW M6 GT3 with its maiden victory in North America. Bill Auberlen and Dirk Werner narrowly missed out on the podium, finishing fourth. The number 25 car came home ninth after experiencing technical issues. 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.



## LIME ROCK PARK.

22<sup>nd</sup> July 2017

CIRCUIT DATA.	
<b>Name</b>	Lime Rock Park
<b>Location</b>	Lakeville, Connecticut
<b>Length</b>	1.50 miles
<b>Race duration</b>	2:40 Hours
<b>Number of corners</b>	7
<b>2016 GTLM result</b>	7 <sup>th</sup> place, 9 <sup>th</sup> place
<b>2016 GTD result</b>	6 <sup>th</sup> place, 7 <sup>th</sup> place

Lime Rock Park was not a happy stomping ground for teams supported by BMW Motorsport in 2016. Both the BMW M6 GTLMs fielded by BMW Team RLL were taken out by the same rival car at the 2.5-kilometre racetrack in the Litchfield Hills, to the northwest of Connecticut. Turner Motorsport finished sixth and seventh in the GTD class. Unlike the first two IWSC outings in Lime Rock Park, only the two GT classes will go in search of points there in 2017.



## ROAD AMERICA.

6<sup>th</sup> August 2017

CIRCUIT DATA.	
<b>Name</b>	Road America
<b>Location</b>	Elkhart Lake, Wisconsin
<b>Length</b>	4.048 miles
<b>Race duration</b>	2:40 hours
<b>Number of corners</b>	14
<b>2016 GTLM result</b>	3 <sup>rd</sup> place, 8 <sup>th</sup> place
<b>2016 GTD result</b>	7 <sup>th</sup> place, 9 <sup>th</sup> place

Road America is another iconic racetrack on the IWSC calendar, and has been a happy stomping ground for BMW Team RLL in the past. Bobby Rahal's team won in Elkhart Lake in 2009, 2010 and 2012. Last year, John Edwards and Lucas Luhr, in the number 100 BMW M6 GTLM, produced an impressive fightback to finish third and take their first podium of the season. Their team-mates in the second BMW M6 GTLM came home eighth. The two Turner Motorsport BMW M6 GT3s finished seventh and ninth in the GTD class.

# 2017 RACE CALENDAR.



## VIRGINIA (VIR).

27<sup>th</sup> August 2017

CIRCUIT DATA.	
<b>Name</b>	Virginia International Raceway
<b>Location</b>	Danville, Virginia
<b>Length</b>	3.27 miles
<b>Race duration</b>	2:40 hours
<b>Number of corners</b>	17
<b>2016 GTLM result</b>	5 <sup>th</sup> place, 8 <sup>th</sup> place
<b>2016 GTD result</b>	9 <sup>th</sup> place, 12 <sup>th</sup> place

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. As in 2016, only the two GT classes will start here this year. Last year, BMW Team RLL finished fifth and – after losing a wheel and receiving a drive-through penalty - eighth. In the GTD class, the two Turner Motorsport cars were classified in ninth and – after failing to finish – 12<sup>th</sup>.



## LAGUNA SECA.

24<sup>th</sup> September 2017

CIRCUIT DATA.	
<b>Name</b>	Mazda Raceway Laguna Seca
<b>Location</b>	Monterey, California
<b>Length</b>	2.238 miles
<b>Race duration</b>	2:40 hours
<b>Number of corners</b>	11
<b>2016 GTLM result</b>	9 <sup>th</sup> place, 10 <sup>th</sup> place
<b>2016 GTD result</b>	5 <sup>th</sup> place, 12 <sup>th</sup> place

The event at the Laguna Seca Raceway, located on the city limits of Monterey Bay in North California and boasting the famous Corkscrew corner, has been moved back from spring and now forms the penultimate round of the season. BMW Team RLL is desperate to banish the memories of last year’s ninth and tenth places, and will hope instead to repeat the one-two of 2015.



## ROAD ATLANTA.

7<sup>th</sup> October 2017

CIRCUIT DATA.	
<b>Name</b>	Road Atlanta
<b>Location</b>	Braselton, Georgia
<b>Length</b>	2.54 miles
<b>Race duration</b>	1000 miles/10 hours
<b>Number of corners</b>	12
<b>2016 GTLM result</b>	6 <sup>th</sup> place, 9 <sup>th</sup> place
<b>2016 GTD result</b>	4 <sup>th</sup> place, 10 <sup>th</sup> 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 20<sup>th</sup> year, the new champion is crowned at the end of this 1000-mile marathon. BMW Team RLL went into the final round of the 2016 season looking for at least a podium finish, but ultimately had to settle for sixth place due to technical issues. The team’s second car was forced to retire and was classified in ninth place. One of the two Turner Motorsport cars also failed to see the chequered flag, while the number 97 car narrowly missed out on a podium finish in fourth place.

# YOUR CONTACT PARTNERS FOR THE IWSC.

## 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

### Jörg Kottmeier

Telephone: +49 89 382 234 01  
Mobile: +49 170 566 61 12  
Email: joerg.kottmeier@bmw.de



### Ingo Lehbrink

Telephone: +49 89 382 760 03  
Mobile: +49 176 203 402 24  
Email: ingo.lehbrink@bmw.de

### Thomas Plucinsky

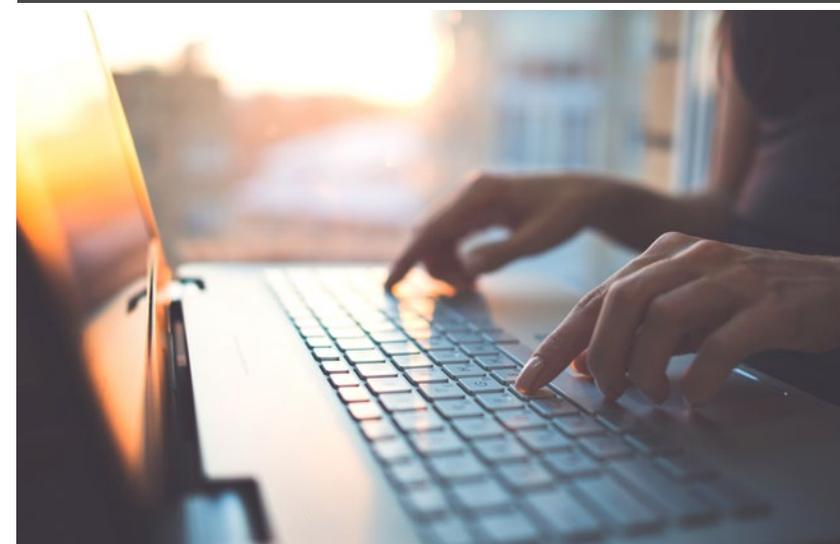
Telephone: +1 201 307 37 83  
Email: thomas.plucinsky@bmwna.com

### Bill Cobb

Telephone: +1 215 431 72 23  
Email: billcobbcommunications@yahoo.com

- You can receive media information in German and English in various email formats (text, PDF, HTML).
- 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.
- You can find the latest BMW Motorsport media information after each race, as well as media guides at the start of the season, online at: **www.press.bmwgroup.com/global**
- Race reports will be sent on the day after the IWSC races.
- You can also find copyright-free images for editorial purposes online at: **www.press.bmwgroup.com/global**
- Results and the latest news are available on the official BMW Motorsport website at **www.bmw-motorsport.com**

### DIGITAL PLATFORMS BMW MOTORSPORT.



[www.bmw-motorsport.com](http://www.bmw-motorsport.com)



[www.facebook.com/bmwmotorsport](https://www.facebook.com/bmwmotorsport)



[www.youtube.com/bmwmotorsport](https://www.youtube.com/bmwmotorsport)



[www.twitter.com/bmwmotorsport](https://www.twitter.com/bmwmotorsport)



[www.instagram.com/bmwmotorsport](https://www.instagram.com/bmwmotorsport)



# SIDE BY SIDE.

## 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 (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**

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.



# SIDE BY SIDE.

## OFFICIAL PARTNERS / OFFICIAL SUPPLIER.



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

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

Founded in Slovenia 25 years ago by former motorcycle racer Igor Akrapovič the brand has grown to international prominence through the successful support of leading racing teams.



Suspension Components Made in Germany: H&R has Suspension components for more than 2,000 different vehicles – probably one of the biggest offering anywhere in the world. Also, H&R develops and produces shock absorbers, wheel spacers, sway bars and other suspension components for customers around the globe.

For testing of new materials and technologies, H&R has participated for many years in top international motorsport events. This experience goes directly into development and production. H&R also manufactures technical springs, such as compression springs, tension springs, torsion and flat form springs.

H&R stands for premium-quality, innovative products that are made in Germany in stringent compliance with the quality assurance standards of DIN EN ISO 9001:2008.



Michelin has been involved in motorsport for more than 100 years as the leading tire manufacturer worldwide. Recently, for instance, the French company revolutionized Endurance racing worldwide by reducing dramatically the quantity of tires 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 brand with the Michelin Man has been a reliable racing sports partner of BMW for years.



PUMA is one of the world's leading Sports Brands, designing, developing, selling and marketing footwear, apparel and accessories. For over 65 years, PUMA has established a history of making fast product designs for the fastest athletes on the planet. PUMA offers performance and sport-inspired lifestyle products in categories such as Football, Running and Training, Golf, and Motorsports. It engages in exciting collaborations with renowned design brands to bring innovative and fast designs to the sports world. The PUMA Group owns the brands PUMA, Cobra Golf and Dobotex. The company distributes its products in more than 120 countries, employs more than 11,000 people worldwide, and is headquartered in Herzogenaurach/Germany.

For more information, please visit [www.puma.com](http://www.puma.com).

