BMW.WilliamsF1 Team

RaceMail

European Grand Prix at Nürburgring Preview– June 27-29 2003

Munich, June 20, 2003 ... The ninth round of the Formula One season brings the BMW WilliamsF1 Team back to Europe and the infamous Nürburgring. Set in Germany's Eifel region, the historic track combines tradition as well as modernization following modifications made to the circuit last year to meet revised safety standards. However, driver and machine are still faced with the ultimate circuit challenges of balance, brake stability and traction all need to be mastered and perfected in order to secure victory.

The team's recent qualifying and race performances in Monaco and Canada reflect a relative upsurge in the competitiveness of the FW25 – one that the team hope to maintain and develop for next weekend's race in order to consolidate their positions in the Drivers and Constructor's Championships.

Ralf Schumacher:

"I am really looking forward to going to the Nürburgring for next weekend's race partly because it is so close to Kerpen, where I grew up, but mainly because the FW25 is continually improving and producing good results. This has obviously been hugely motivating for everyone in the team as well as for myself."

"When I was younger I used to go to the Nürburgring as often as I could though now it's hard to believe that F1 cars used to race here before all the recent track modifications. There never used to be run off areas around the 20 kilometer lap so I imagine it was pretty terrifying to race a Formula One car there. I've raced at the Nürburgring seventeen times in my career with my first win in 1993 in a BMW powered Formula Junior car. Formula One podiums have been elusive but I'm hoping the recent developments we've made to the car will change that and I can come away with a good result."

Juan Pablo Montoya:

"The motivation within the team is better than ever at the moment after our encouraging performances in the last couple of races. Winning definitely creates a better atmosphere, which you could almost feel at the Silverstone test this week, and also provides a great environment to produce more good results."

Media contact:

WilliamsF1
Liam Clogger
Tel: +44(0) 1235 7777 00
liam.clogger@williamsf1.com

Silvia Hoffer
Tel: +44(0)7977 275 838
silvia.hoffer@williamsf1.com

BMW
Jörg Kottmeier
Tel: +49(0)1705666112
joerg.kottmeier@bmw.de

MAN MICHELIN ORIS OZ PPG WESTERN UNION
hp accenture Allianz Castrol FedEx NiQuitinCQ PETROBRAS REUTERS TUI

"We're therefore heading to Germany with an optimistic attitude – I especially enjoy this race as it's a great driver's circuit. Since the changes made for last year's race, there are more overtaking opportunities making it a more interesting race to drive as well as providing a better spectacle for the fans. Last year Ralf and I started from the front row of the grid and two years ago I came second, so I'm fairly confident we can achieve another solid finish."

Sam Michael (WilliamsF1, Chief Operations Engineer):

"Nürburgring is a maximum downforce circuit with really only one high speed section so good traction and slow speed grip are crucial. The Eifel is also notorious for its variable weather conditions – and often the decisive factor of the outcome of the race – so tire selection is critical."

"With relatively few overtaking opportunities, the race could very well be won or lost in the pits, choosing the best strategy is therefore essential. We've obviously made some headway with the FW25 – our recent increase in pace clearly demonstrates that – so we're fairly confident we can maintain the momentum throughout the European rounds and convert those improvements into points."

Mario Theissen (BMW Motorsport Director):

"The home race at the Nürburgring is naturally a special event for us. We are particularly keen therefore to continue our recent success there. The Eifel circuit places very different demands on the chassis than Monte Carlo and Montreal. If our car is quick next weekend, we will have validated the progress of the development work over the past few months. The BMW P83 also faces another tough test at this race. But I am confident that this is the strongest BMW engine yet and has also surpassed its predecessors in terms of reliability."

Facts and figures

- Despite extensive modifications made to the circuit for the 2002 Grand Prix, further alterations have been made to the final chicane as well as to the exit of the Mercedes Arena for this year's event. Consequently, the circuit has been lengthened by three meters, increasing length to 5.148 kilometers.

Media contact:

WilliamsF1
Liam Clogger
Tel: +44(0) 1235 7777 00
liam.clogger@williamsf1.com

Silvia Hoffer
Tel: +44(0)7977 275 838
silvia.hoffer@williamsf1.com

BMW
Jörg Kottmeier
Tel: +49(0)1705666112
joerg.kottmeier@bmw.de

MAN MICHELIN ORIS OZ PPG WESTERN UNION
hp accenture Allianz Castrol FedEx NiQuitinCQ PETROBRAS REUTERS TUI

- The Grand Prix circuit is located next to the old Formula One track – known as the North Loop – which boasts a gruelling lap distance of 22.83 kilometers. However, following Niki Lauda's horrific accident in 1976, the track's F1 licence was revoked and the Grand Prix was subsequently removed from the calendar on safety grounds.

- Today, touring car races are still held on the North Loop and members of the general public can pay a fee to drive a few laps in a private car on most days of the year.

- To date, WilliamsF1 have secured victory twice at the Nürburgring, both with Jacques Villeneuve in 1996 and 1997.

- In 2002, BMW WilliamsF1 drivers Ralf Schumacher and Juan Pablo Montoya lined up on the front row of the grid with Montoya on pole. However, Juan Pablo recorded a DNF following a collision with David Coulthard whilst lying in fourth place leaving Ralf as the sole point scorer for the team crossing the finishing line in fourth.

- In 1993, Ralf Schumacher won his first Formula race on the Nürburgring driving a Formula BMW Junior - that remains his only win on the circuit to date.

- The European Grand Prix was the first Formula One race to be held on the new track in 1984. The last German Grand Prix to be hosted at the Nürburgring was in 1985. A total of twenty-three German Grand Prix, seven European Grand Prix and two Luxembourg Grand Prix have been held on the circuit.

- The management of the Nürburgring are anticipating 300,000 spectators over the race weekend.

- The 2003 European Grand Prix will consist of 60 laps with a race distance of 308.863 kilometers. The race commences at 2:00 PM, local time, on Sunday June 29, 2003.

Media contact:

WilliamsF1
Liam Clogger
Tel: +44(0) 1235 7777 00
liam.clogger@
williamsf1.com

Silvia Hoffer
Tel: +44(0)7977 275 838
silvia.hoffer@williamsf1.com

BMW
Jörg Kottmeier
Tel: +49(0)1705666112
joerg.kottmeier@bmw.de

MAN MICHELIN ORIS OZ PPG WESTERN UNION
hp accenture Allianz Castrol FedEx NiQuitinCQ PETROBRAS REUTERS TNT

	Juan Pablo Montoya #3	**Ralf Schumacher #4**
DOB	20/09/75 – Bogota (COL)	30/06/75 – Hürth (DEU)
Nationality	Colombian	German
Residence	Monte Carlo (MCO)	Salzburg (AUT)
Marital status	Married to Connie	Married to Cora, one son (David)
Height	1.68 m	1.78 m
Weight	72 kg	73 kg
F1 debut	2001, Melbourne	1997, Melbourne
GP starts	42	108
Poles	10	3
Wins	2 (01 ITA, 03 MCO)	4 (01 SMR, CAN, DEU, 02 MYS)
Points (total)	112	210
Points 2003	31 (5th)	33 (4th)
Fastest laps	6	6

2003	**Qualifying**	**Race**	**Points**	**Qualifying**	**Race**	**Points**
Australian GP	3	2	8	9	8	1
Malaysian GP	8	12	0	17	4	5
Brazilian GP	9	DNF	0	6	7	2
San Marino GP	4	7	2	2	4	5
Spanish GP	9	4	5	7	5	4
Austrian GP	3	DNF	0	10	6	3
Monaco GP	3	1	10	1	4	5
Canadian GP	2	3	6	1	2	8

The BMW WilliamsF1 Team is currently third in the FIA Formula One World Championship Constructors' standings with 64 points

BMW Group In America

BMW of North America has been present in the United States since 1975. Since then, the BMW Group in the United States has grown to include marketing, sales and financial service organizations for the BMW and MINI brands and Rolls-Royce Motor Cars; DesignworksUSA, an industrial design firm in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Corp. in South Carolina is part of BMW Group's global manufacturing network and is the exclusive manufacturing plant for all Z4 roadster and X5 Sports Activity Vehicles. The BMW Group sales organization is represented in the U.S. through networks of 340 BMW car, 327 BMW Sports Activity Vehicle, 148 BMW Motorcycle retailers, and 70 MINI dealers. BMW (US) Holding Corp., the

Media contact:

WilliamsF1
Liam Clogger
Tel: +44(0) 1235 7777 00
liam.clogger@williamsf1.com

Silvia Hoffer
Tel: +44(0)7977 275 838
silvia.hoffer@williamsf1.com

BMW
Jörg Kottmeier
Tel: +49(0)1705666112
joerg.kottmeier@bmw.de

MAN MICHELIN ORIS PPG WESTERN UNION
hp accenture Allianz Castrol FedEx NiQuitinCQ PETROBRAS REUTERS TNT

BMW.WilliamsF1 Team

RaceMail

BMW Group's sales headquarters for North, Central and South America, is located in Woodcliff Lake, New Jersey.

Information about BMW Group products is available to consumers via the Internet at http://www.bmwusa.com http://www.bmwmotorradusa.com and http://www.miniusa.com

# # #

Journalist note: Information about the BMW Group and its products is available to journalists on-line at the BMW Group PressClub at the following address - www.press.bmwgroup.com.

# # #

Media contact:

WilliamsF1
Liam Clogger
Tel: +44(0) 1235 7777 00
liam.clogger@williamsf1.com

Silvia Hoffer
Tel: +44(0)7977 275 838
silvia.hoffer@williamsf1.com

BMW
Jörg Kottmeier
Tel: +49(0)1705666112
joerg.kottmeier@bmw.de

MAN MICHELIN ORIS OZ PPG WESTERN UNION
hp accenture Allianz Castrol FedEx NiQuitinCQ PETROBRAS REUTERS