BMW
Media Information

BMW Motorsport.

2013 American Le Mans Series Media Information.

Motorsport

American Le Mans Series Media Information. Contents.

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Foreword. Jörg Kottmeier, Head of BMW Sports Communications.

Dear media representatives and colleagues,
In 2013, BMW Motorsport is embarking on another chapter of its involvement in the American Le Mans Series. After four successful years and five GT titles, the time has come for the BMW M3 GT to step aside. In the BMW Z4 GTE, we are lining up with a completely new car. As such, Bobby Rahal and his team are setting out on a development year, during which they will learn a lot about the car. Everyone at BMW Motorsport and BMW Team RLL is highly motivated to be back battling for the top positions within the fiercely-competitive GT class as soon as possible.

Our driving squad is made up of a healthy mix of experience and youth. If you have been reporting regularly on the ALMS, you will already know Bill Auberlen, Joey Hand and Dirk Müller, and will be aware of how strong they are. Two new faces in the team are BMW works driver Maxime Martin and the talented youngster from the GRAND-AM Series, John Edwards. We also welcome two BMW institutions in Uwe Alzen and Jörg Müller to the team as reinforcement for Sebring and Road Atlanta.

I hope our comprehensive Media Service will help you with your daily work on the ALMS. Should you need support with any topics, please feel free to contact me or my colleagues at any time. I look forward to working together with you during the 2013 ALMS season.

Yours sincerely

Jörg Kottmeier
Head of BMW Sports Communications

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Media information is available in various E-mail formats (text, PDF, HTML) in both German and English. Please send any requests to amend the distribution list via email to: bmw@bs-plus.de.

ALMS previews will generally be released on the Tuesday ahead of the race weekend. Race reports will be sent out on the Sunday after the ALMS races.

After each race, you will find the latest BMW Motorsport media information and copyright-free images for editorial purposes online at: www.press.bmwgroup-sport.com

Results and the latest news are available on the official BMW Motorsport website, at: www.bmw-motorsport.com

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Pole Position on the web. Digital channels.

Featuring a modern design, BMW Motorsport's web presence provides information on the American Le Mans Series, the DTM and other BMW Motorsport commitments, such as the BMW Sports Trophy and the Formula BMW Talent Cup. As well as the latest daily news and comprehensive background reports – also available on the move, courtesy of the BMW Motorsport App – users are also offered a glimpse behind the scenes and given an insight into the lives of the engineers, teams and drivers. You can also discover more about the technology in use on BMW racing cars.

Social media begins on the official website at BMW Motorsport. A close connection to Facebook allows fans to comment on the website's contents, take part in discussions and share fascinating content with their contacts. With more than 200,000 "fans", the BMW Motorsport Facebook page is a hugely popular social media offering, which provides live applications during races, competitions and regular updates. Fans can also watch interesting videos on the BMW Motorsport YouTube channel, while users around the world are invited to keep up to speed with what BMW Motorsport is up to via Twitter. You can also find exciting content on BMW Team RLL's outings in the American Le Mans Series on the digital platforms run by BMW of North America, such as the BMW USA Facebook page and the YouTube channel, which is geared exclusively to motorsport. You can find BMW Motorsport's digital platforms here.

Website:
www.bmw-motorsport.com

Facebook:
www.facebook.com/bmwmotorsport
www.facebook.com/BMWUSA

YouTube:
www.youtube.com/bmwmotorsport
www.youtube.com/BMWNAMotorsport

Twitter:
www.twitter.com/bmwmotorsport

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Back to the future. The 2013 season.

The successful career of the BMW M3 GT in the American Le Mans Series (ALMS), which featured team and manufacturer titles in 2010 and the driver, team and manufacturer triple in 2011, has come to an end. This season it is succeeded by the newly developed BMW Z4 GTE. The BMW Z4 GT3 has already claimed wins and titles in numerous series around the world. Now it is the turn of the GTE version of the BMW Z4 to add to BMW Motorsport's success story in North America. In view of the merging of the ALMS and GRAND-AM Series, BMW fans in the US and Canada can look forward to a car that will allow BMW Team RLL to get back to competing for new triumphs in the ALMS as soon as possible.

A mix of experience and youth will alternate at the wheel of the two cars, bearing the start numbers 55 and 56. Two-time ALMS GT champion Dirk Müller (DE) will race alongside Bill Auberlen (US), who contested his 200th race for BMW in 2012. BMW works driver and newcomer to the series Maxime Martin (BE) will share the second cockpit with Joey Hand (US), whose commitments in the DTM mean he is unable to contest the entire season, and 21-year-old John Edwards. Uwe Alzen (DE) and Jörg Müller (DE) will bolster BMW Team RLL at the endurance races at Sebring (US) and Road Atlanta (US).

One particular appeal of the ALMS is the fact that five different classes of cars are out on the track at the same time. That means a lot of traffic and big differences in speed, which demands the utmost concentration from all the drivers. BMW Team RLL lines up in the GT class with the BMW Z4 GTE.

Just as it did last season, the 2013 ALMS race calendar consists of ten races. New to the schedule is the race on 21st September at the "Circuit of the Americas" in Austin (US), which made its debut on the Formula One calendar in 2012. The season opens with the 12 Hours of Sebring on 16th March. The "Petit Le Mans" at Road Atlanta will once again provide the stage for the grand finale on 19th October.

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Interview with BMW Motorsport Director Jens Marquardt.

Mr. Marquardt, a lot has changed for BMW going into the 2013 ALMS season. Is Sebring the start of a new era?

Jens Marquardt: "It certainly heralds a new phase of BMW's involvement in motorsport in North America. A lot is going on there – you need only think of the merging of the ALMS and GRAND-AM Series in 2014. It was important for us to set ourselves up for 2013 in such a way that we are well positioned moving into the future. We have achieved that with the development of the BMW Z4 GTE."

What do you expect from this car?

Marquardt: "In the BMW Z4 GTE, we see the potential to follow on from the success we enjoyed in 2010 and 2011. In recent years, the GT3 version of the BMW Z4 has emphatically proven its performance and reliability in many series around the world. The production model provides an excellent basis, from which to develop a competitive GT racing car. We have already achieved that in the GT3 area. We are now hoping to enjoy similar success with the BMW Z4 GTE."

Will BMW Team RLL be challenging for race victories right from the word go?

Marquardt: "You can never predict something like that with a new car – particularly not in such a hard-fought championship as the ALMS. The first priority for us is to unlock the car's potential step by step. It goes without saying we will also try to take any chance to record a top result, should the opportunity present itself. In BMW Team RLL we have the perfect crew for this job."

What expectations do you have of new drivers Maxime Martin and John Edwards?

Marquardt: "This will be a learning year for both of them, but with our experienced drivers Dirk Müller, Bill Auberlen and Joey Hand, they have the best mentors you could possibly wish for in the ALMS. John is already well versed in North American motor racing, thanks to his time in the GRAND-AM Series. Maxime, on the other hand, has come to know the BMW Z4 GT3 very well and does not take long at all to feel comfortable at any new circuit. I am sure both newcomers will establish themselves as key figures at BMW Team RLL."

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BMW Team RLL also has a new tyre partner in Michelin …

Marquardt: “Yes indeed. We are very much looking forward to working together with Michelin, and are very optimistic our two BMW Z4 GTEs will benefit from the cumulated motorsport experience of Michelin. Tyre durability and performance play a crucial role in the ALMS – and not only at the gruelling endurance races at Sebring and Road Atlanta.”

Do you think the fans will miss the BMW M3 GT?

Marquardt: “I am certain of it. The BMW M3 GT was not only quick, but also a real looker. Furthermore, the car enjoyed huge success and claimed countless titles. However, I am sure the BMW Z4 GTE will soon win the hearts of the fans. This racing car is also extremely dynamic and cannot fail to impress with the irrepressible power it radiates.”

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New and hungry. BMW Z4 GTE.

After four successful years with the BMW M3 GT, BMW is setting course for the future in the American Le Mans Series, and is lining up with a new challenger: the BMW Z4 GTE.

In July 2012, BMW Motorsport engineers in Munich began work on developing a GTE version of the BMW Z4, which would comply with ACO regulations. The BMW Z4 GT3, which has enjoyed great success in top-level GT racing series around the world for several years, formed the basis for the development. The ACO regulations stipulate that electronic aids that may be used on GT3 racing cars, such as ABS and DSC, are not permitted on the BMW Z4 GTE.

The BMW Z4 GTE is considerably more compact than its successful predecessor, the BMW M3 GT. All the dimensions of the BMW Z4 GTE have been modified to comply with ACO regulations. The necessary new developments regarding aerodynamics – such as the undercarriage and rear wing – proved to be a real challenge for the BMW engineers in Munich, particularly given the tight time frame.

At the start of the development, the first task was to study precisely the ACO regulations and to fully grasp the meaning of every minute detail with regard to the modification of the BMW Z4 GT3. In doing this, the experts at BMW Motorsport benefitted from the experience gained during the design of the BMW M3 GT. A prototype of the BMW Z4 GTE was then built, in order to allow the first series of tests in the wind tunnel. The data gained here was then compared with the values calculated previously in simulations. The engineers were then able to use the findings from these results to gradually optimise the new car. Modifications also had to be made to the 4.4-litre, eight-cylinder engine – the powerful heart of the BMW Z4 GTE – in order to allow it to be used in the ALMS.

The new car finally completed its first test out on the racetrack in late January 2013. BMW Team RLL was integrated in all the workflows throughout the entire development period. The engineers from the US travelled to Germany in December 2012 to assist with the assembly of the BMW Z4 GTE. From the start of 2013 up to the first test they worked hand in hand with their colleagues in Munich. This allowed them to bundle the experience they gained in the ALMS since 2009 and incorporate it in the BMW Z4 GTE.

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Technical specifications.

Length: 4,395mm (excl. rear wing)
Width: 2,010mm
Height: 1,205mm (depending on set-up)
Weight: 1,245kg (according to ACO regulations)
Tank capacity: 110 litres (according to IMSA classification)

Chassis/body: Steel body with welded safety cell

Transmission: six-speed sequential sport transmission, operated via shifting paddles mounted on the steering wheel, multiple ZF Sachs clutch

Front axle: McPherson axle with pushrods and wishbone, additionally with adjustable shock absorbers, H&R coil springs

Rear axle: Longitudinal links with wishbone, adjustable shock absorbers, H&R coil springs

Brake system: hydraulic dual circuit brake; monobloc multi-piston light alloy brake callipers, inner-vented steel brake discs, seamless brake balance adjustment (front and rear) by the driver

Wheels: BBS forged aluminum wheels, front axle: 12,5x18“, rear axle: 13x18“

Tyres: Michelin, front axle: 300-680-18, rear axle: 310-710-18

Engine type: Eight-cylinder, V-configuration, four valves per cylindre, mandatory air restrictor (2x29.4mm)

Capacity: 4,400cc
Max. output: approx. 480bhp (with mandatory air restrictor)
Max. torque: approx. 480Nm
Cylinder block: Aluminum cylinder block construction

Engine management: BMW Motorsport ECU 408, without fuses, central display

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Goodbye, Champ. Farewell to the BMW M3 GT.

- 4 ALMS seasons
- 38 races
- 7 wins
- 5 GT titles
- Victory at the 2010 Nürburgring 24 Hours
- 2010 Le Mans 24 Hours – BMW M3 GT Art Car

Dirk Müller: "I look back with positive feelings on my time with the BMW M3 GT. I thoroughly enjoyed the huge success we had together in the American Le Mans Series. The BMW M3 GT not only had an extremely good engine, but also a very good chassis. Our rivals often really struggled with this car, particularly in the faster corners. Although there are a lot of races I have fond memories of, my absolute highlight was being able to drive the BMW M3 GT Art Car designed by Jeff Koons in Le Mans. At the same time, I am sad this successful era has come to an end. A lot of heart and soul has gone into this car. However, I am certain the BMW Z4 GTE is a worthy successor. I am looking forward to driving the new car."

Joey Hand: "The BMW M3 GT means a lot to me. I won a lot of races with it, and it always suited my driving style very well. It is a shame it has gone into retirement. Not only was the BMW M3 GT loved by us drivers, but also the fans. For me, however, the priority is to be driving a BMW – the exact model is actually of secondary importance. I must first get to know the new BMW Z4 GTE better, but it looks like an absolute beast. It will be great to push it to the limit on the sensational ALMS racetracks."

Bill Auberlen: "This car represented a huge technological advancement in the GT class. The BMW M3 GT was a champion."

Bobby Rahal: "I will obviously never forget the victories and the titles we won. But this car was about more than just that. It reminds me that we have been through good and a few less good times together with BMW Motorsport. The BMW M3 GT is a symbol of our outstanding partnership."

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Strong together. Team & drivers.

BMW Motorsport and Bobby Rahal have one big thing in common: both have been synonymous with success in motor racing for decades. When, prior to the 2009 season, the opportunity arose to embark on an adventure in the American Le Mans Series together, neither side needed long to chew it over.

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 (US) and the 12 Hours of Sebring. In 2004 he proved he could also be successful as a team owner when his driver Buddy Rice (US) 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 (US), who has been involved with the team since 1996, and businessman Mike Lanigan (US). The team is based in Hilliard, Ohio (US). The operation is run from there in close cooperation with BMW of North America and BMW Motorsport.

The debut season in 2009 was immediately full of promise. As well as numerous podiums, the driving pairs of Bill Auberlen and Joey Hand, and Tommy Milner (US) and Dirk Müller finished first and second at Road America (US) in the BMW M3 GT2. A change in the pairings, which saw Hand and Müller partnered together and Auberlen and Milner share the other cockpit, promptly brought about the breakthrough success in 2010: BMW Team RLL won both the team and manufacturer competitions to present BMW with its first title in the ALMS since 2001.

Remarkably, the team managed to trump its 2010 performance in the 2011 season. Hand and Müller lined up in one BMW M3 GT, while Auberlen alternated with Dirk Werner (DE) at the wheel of the second car. A one-two at the season-opening 12 Hours of Sebring was the perfect start, and a sign of things to come. Hand and Müller also won the following two rounds at Long Beach (US) and Lime Rock Park (US). Second place at Laguna Seca (US) was enough to clinch

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the driver and team titles in the GT class with races to spare. Third place for Werner and Auberlen at the “Petit Le Mans” also secured the manufacturer title at the season finale.

BMW Team RLL – Facts & Figures.

Founded: 1992
Website: www.rahal.com
Team owners: David Letterman, Mike Lanigan, Bobby Rahal
Headquarters: Hilliard, Ohio (US)

Milestones.

2007 3rd place GT class ALMS Team classification
2009 3rd place GT class ALMS Team and Manufacturer classifications
1st place GT class Asian Le Mans Series Okayama
2010 1st place GT class ALMS Team and Manufacturer classifications
2011 1st place GT class ALMS Driver, Team and Manufacturer classifications
2012 2nd place GT class ALMS Team classification, 3rd place Manufacturers classification

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Interview with Bobby Rahal.

Mr Rahal, you're just about to enter your fifth year of partnership with BMW Motorsport. What is it that makes this relationship so special?

Bobby Rahal: "What unites us with our colleagues at BMW is, first of all, our passion for the brand. My first car was a BMW, and I was already a huge BMW fan during my college years. I'm sure most of BMW Motorsport's engineers were exactly the same when they were young. That forms the foundation. Beyond that, our partnership is marked with a great deal of mutual respect. We've come to value their motorsport abilities just as much as they value ours. That makes our partnership something very special."

How big is the challenge of preparing a new car like the BMW Z4 GTE for its first ALMS season?

Rahal: "Our boys were in Munich during the winter and helped to build and test the car. It is a completely new, exciting experience for us to be so directly involved in the development of a vehicle. That wasn't possible with the BMW M3 GT. It's naturally a shame to have to say goodbye to the BMW M3 GT, but the BMW Z4 GTE looks even better. Despite this, it is a new car – and we'll be facing top-class, experienced opposition in the GT class in the ALMS. We're going to go through a development process and gain experience driving the BMW Z4 GTE. By the way, it was no different when we started out with the new BMW M3 GT in 2009."

What are the biggest differences between the two cars?

Rahal: "The BMW Z4 GTE is shorter, broader and flatter than the BMW M3 GT. I think all of these points are advantages over the previous model – and that was already a very good car in its own right."

Do you regard 2013 as being a year for learning about the BMW Z4 GTE?

Rahal: "It'll naturally be a year of learning in some respects – after all, as well as having a new car, we also have a new tyre partner in Michelin. I have great respect for Michelin as I've cooperated with them in the past. Despite this, we're still going to have to get used to working together, which will definitely take time. Nevertheless, we're going to do everything in our power to continue our further development as fast as possible and to win again as soon as we can."

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Have you set concrete goals for 2013?

Rahal: “Our goal is to make ourselves competitive. If we manage that, and if Lady Luck is smiling on us, then perhaps we’ll also be able to win a race. But it would be impossible to plan for such an outcome. We’re going to just give it everything we’ve got and see how it all goes. It doesn’t benefit anyone to look too far into the future. In our situation, we have to think from one race to the next.”

You have two new drivers in the team. What do you expect from Maxime Martin and John Edwards?

Rahal: “I’ve already met Maxime a few times and believe him to be a very impressive young man. He is a very good driver and, above all, unbelievably fast in the rain. I also have great respect for John. I’ve had him in mind for some time now, and am very happy that it’s become possible for us to work together this season. I think he has a great future ahead of him. All in all, I believe we have a fantastic mix of young and experienced drivers. I’ll get Maxime and John to push the older drivers forwards, and will ask Bill Auberlen, Dirk Müller and Joey Hand to act as teachers for their younger colleagues.”

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#55: Bill Auberlen.
Profile, Career, Interview.

Born: 12th October 1968 in Redondo Beach (US)
Residence: Redondo Beach (US)
Marital status: Married

Profile.

The combination of BMW and Bill Auberlen is a recipe for success. It doesn't matter which model of car the American uses out on the track, both driver and machine will always operate in complete harmony. That's because veteran driver Auberlen is a real all-rounder. He absolutely shone through the whole of last season in a BMW M3 GT, but can also look back on experience with such historic cars as the BMW V12 LMR and the BMW M3 GTR. Auberlen celebrated his first victory with BMW in 1997. Back then, he won the IMSA GTS-3 class with a BMW M3 from BMW Team PTG. The veteran drove for the team lead by Tom Milner (US) until 2006 and won a string of triumphs during this time.

His top results in the classic endurance races at Le Mans, Daytona and Sebring were just as convincing as his performances in the Speed World Challenge, which he won in 2003 and 2004. At the same time, he set a new record in 2004 by winning six consecutive races in the GRAND-AM Series at the wheel of the BMW M3, a feat that earned him the GT title. In 1999 and 2000, Auberlen had further success for BMW Motorsport in a BMW V12 LMR Prototype. He also has happy memories of his first win for BMW Team RLL in 2009 with the BMW M3 GT at Road America. He was also victorious once again at the same venue with Jörg Müller in 2012.

Career.

1995	1st place GT2 class 12h race Sebring
1996	1st place Peruvian Formula 3 Championship
1997	1st place IMSA GTS-3 Championship
1998	4th place 24h race Le Mans
	1st place ALMS race at Laguna Seca
1999	9th place American Le Mans Series
	5th place 24h race Le Mans

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2000	9th place American Le Mans Series
2001	1st place GT class Petit Le Mans
2002	1st place Rolex GT Series
2003	1st place Speed World Challenge Touring Car Series
2004	1st place Grand-Am Series GT class
	1st place Speed World Challenge Touring Car Series
2005	American Le Mans Series GT2 class
2006	6th place GT2 class American Le Mans Series
2007	American Le Mans Series
	Daytona Prototype Series
2008	Daytona Prototype Series, Koni Challenge
2009	American Le Mans Series
2010	3rd place GT class American Le Mans Series
2011	3rd place GT class American Le Mans Series
2012	6th place GT class American Le Mans Series

Interview.

Bill, can you count how many different cars you have driven during your career?

Bill Auberlen: "No, there have been too many. But I've definitely driven in some phenomenal cars during my career. I always say – just as long as it's a BMW, the exact model doesn't matter – I'll always be capable of winning. And that's all that counts for me as a driver."

What has been your favourite racing car to drive?

Auberlen: "I usually answer this question by naming the current car I'm in, because, speaking in technical terms, it's always of a higher level than its predecessor, something that makes it better to drive. Despite this, the BMW V12 LMR really stands out for me. The prototype that BMW used to win the 24 Hours of Le Mans in 1999 was so unbelievably quick and dominant. It was so far ahead of its time back then. But the BMW M3 GTR was also a dominant car that doesn't come very far behind the BMW V12 LMR in my estimation."

As an experienced driver, how excited are you when you get to drive a new car like the BMW Z4 GTE for the first time?

Auberlen: "A new car always brings a sense of hope with it. I've already driven the BMW Z4 GT3 in Dubai, and, if the BMW Z4 GTE is just as good or even better, then we can definitely use it to fight for another top result."

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#55: Maxime Martin.
Profile, Career, Interview.

Born: 20th March 1986 in Uccle (BE)
Residence: Brussels (BE)
Marital status: Single
Website: www.maxmartin.be

Profile.

Maxime Martin managed to do something very special in 2012: he made the jump from winning the BMW Sports Trophy as a private driver to getting offered a place as a BMW works driver. The Belgian certainly knew how to impress in the Blancpain Endurance Series, which he only just missed out on winning with Bas Leinders (BE) and Markus Palttala (FI). Driving a BMW Z4 GT3, the trio won the first two races of the season and ended up in second place in the overall rankings. The trio also secured fourth place in the legendary 24-hour race at the Nürburgring (DE).

The son of former BMW driver Jean-Michel Martin (BE) was also able to celebrate success in the ADAC GT Masters in a BMW ALPINA B6 GT3. His strong 2012 results won him second place in the BMW Sports Trophy ranking – and then landed him a contract as a works driver in 2013. Martin will drive the whole series in the ALMS in 2013. At the same time, he will also be BMW Motorsport's test and development driver for its DTM programme. He successfully completed testing in a BMW M3 DTM in 2012.

Career.

2005	1st place Mini Cooper World Cup
2006	4th place Formula Renault 1.6
2007	3rd place Eurocup Megane Trophy
2008	1st place French Renault Clio Cup
	2nd place Eurocup Megane Trophy
2009	1st place G3 class 24h race Spa
2010	14th place FIA GT1 World Championship
	2nd place GT3 class 24h race Spa
2011	6th place FIA GT1 World Championship

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2012 2nd place Blancpain Endurance Series
4th place ADAC GT Masters

Interview.

Maxime, in 2013 you'll be racking up a whole load of air miles as a permanent driver in the ALMS and as a test and development driver for the DTM. Are you looking forward to these new experiences?

Maxime Martin: "Yes, very much so. Because I'm still living in Europe and will be travelling to every race in North America, I'll definitely be spending a lot of time in planes, and at the start the jetlag could be something I'll have to get used to. But I'll take it as it comes, I'm sure I'll get along with it just fine. I'm really looking forward to this new challenge."

Who are your idols?

Martin: "First and foremost is my father. He was a racing driver himself. He took part in the 1989 DTM season for BMW Motorsport and won the 24-hour race at the Nürburgring in 1992 in a BMW M3. He was also able to win the Spa 24 Hours four times. He took me with him to the racetrack when I was a kid. That allowed me to have contact with motorsport from a very early age. My father is a BMW dealer in Brussels today. I worked with him in the dealership myself until last year."

What are your goals as a BMW works driver?

Martin: "I've already achieved my first big goal. I always wanted to be a works driver, and I've succeeded. Now I'm really looking forward to the ALMS and will try to win races and championships for BMW."

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#56: Dirk Müller.
Profile, Career, Interview.

Born: 18th November 1975 in Burbach (DE)
Residence: Thurgau (CH)
Marital status: Married, one child
Website: www.dirk-mueller.com

Profile.

Dirk Müller is a real GT specialist, and he's got a run of success in the discipline to match. He first sat behind the wheel of a sports car on a racetrack in 1997 and got himself noticed in the Porsche Carrera Cup – a series he won a year later. He caused quite a sensation by finishing high up in the classic endurance races in Daytona (1998 and 1999) and Le Mans (1999). He didn't have to wait long for his first big title: Müller won the GT class of the American Le Mans Series in 2000 and became a BMW works driver the following year. He then successfully contested the ALMS with a BMW M3 GTR before making the change to touring cars in 2002. Müller won a total of 12 victories in his five seasons for Schnitzer Motorsport and only missed the European Championship title (2004) and the top place in the World Touring Car Championship (2005) by a whisker. He also kept up his winning form in endurance racing and formed part of the victorious team with Jörg Müller and Hans-Joachim Stuck (DE) in the Nürburgring 24 Hours in 2004.

Müller returned to GT racing full time in 2007 and won the FIA GT Championship title with Ferrari right away. He also consolidated his past success in the ALMS the following year and narrowly missed a second overall win. When BMW of North America was planning an ALMS comeback with a racing version of the BMW M3 in 2009, their choice of Müller for driver was almost a complete no-brainer. He repaid BMW for the trust it placed in him by coming up with some top performances: he won his second ALMS GT driver title in 2011, this time in a BMW M3 GT.

Career.

From 1989	Karting
1991	3rd place ADAC Pop Karting Championship
1992	2nd place Formula König

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1993	2nd place Formula König
1994	3rd place Formula Opel
1995	Formula Opel European Series, Formula 3 debut race
1996	German Formula 3 Championship
1998	1st place Porsche Carrera Cup
	2nd place 24h race Daytona
1999	2nd place 24h race Daytona
	2nd place GT class 24h race Le Mans
	1st place GT class Petit Le Mans
2000	1st place GT class American Le Mans Series
2001	6th place GT class American Le Mans Series
2002	4th place FIA ETCC
	Formula One tests with BMW WilliamsF1 Team
2003	5th place FIA ETCC
2004	1st place 24h race Nürburgring
	2nd place FIA ETCC
2005	2nd place FIA WTCC
	2nd place 24h race Nürburgring
2006	6th place FIA WTCC
2007	1st place GT2 class FIA GT Championship
2008	2nd place GT2 class American Le Mans Series
2009	6th place GT2 class American Le Mans Series
2010	7th place GT class American Le Mans Series
2011	1st place GT class American Le Mans Series
2012	4th place GT class American Le Mans Series

Interview.

Dirk, you have been moving between Europe and the US for a great number of years now. Where do you call home?

Dirk Müller: “My home is where my family is – that’s in Switzerland. I fly a great deal, and was in the US 17 times last season. I always cope well with the stress of travelling, however. I can relax really well during the flight, but I can also use the time to work so that I can be 100% there for my family when I’m home. Although I’m there so often, there’s no question of my moving to the US.”

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Bearing the new BMW Z4 GTE in mind, what advantages can you bring from your experience in endurance races with the BMW Z4 GT3?

Müller: “The new car is something completely different yet again. Although the BMW Z4 GTE was developed from the basis of the GT3, its missing certain technical aides that are allowed in Europe, but that have been taken away to meet ALMS regulations. That includes ABS and DSC, two very important components. The differences will be almost as large as between the BMW M3 GT and the BMW Z4 GT3.”

New car, new team mates: what are your goals going into a season like this?

Müller: “I’m not so naïve as to assume that we’ll be able to win right from the very first race. The sheer concentration of talent in the ALMS is too high for that. But I know the team – I’ve been working very successfully with it for years – and I know what kind of performance we’re capable of. Our learning curve will be steep, and perhaps we’ll also be able to get ourselves stuck in among the top of the field by the end of the season.”

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#56: Joey Hand.
Profile, Career, Interview.

Born: 10th February 1979 in Sacramento (US)
Residence: Sacramento (US)
Marital status: Married, two children
Website: www.joeyhandracing.com

Profile.

BMW and Joey Hand have a partnership of many years' standing. He took his place on the starting grid in the ALMS with BMW Team PTG back in 2006, and has been driving for BMW Team RLL since 2009. 2011 was the most successful season of his career: Hand didn't just win the ALMS GT driver title with Dirk Müller, but also won the Daytona 24 Hours in a BMW Riley from Chip Ganassi Racing. Hand and Müller won again in Sebring in 2012. They weren't able to defend their title, however, as Hand was racing for BMW Team RMG in the DTM at the same time, meaning that he couldn't take part in all of the ALMS events.

Hand will also be driving in two series once again in 2013. He will attempt to close the gap to the front-runners in the DTM with BMW Team RBM in order to bring the run of success he's been having in the US with him over to Europe. The 34-year-old will only be able to take part in five races in the ALMS season because of his commitments in the DTM. Nevertheless, Hand has almost always been successful when he's swung into action behind the wheel of a BMW M3 GT. May he continue to do the same in the new BMW Z4 GTE.

Career.

From 1995	Karting
1998	4th place Formula Mazda Pro Series
1999	1st place Formula Mazda Prio Series
2000	Winner Team USA Scholarship
2001	3rd place Toyota Atlantic Championship
2002	Toyota Atlantic Championship
	Winner Gilles Villeneuve Award
2003	7th place Toyota Atlantic Championship
2004	8th place GRAND-AM GT Series

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2005	5th place GRAND-AM GT Series
2006	6th place GT2 class American Le Mans Series
2009	American Le Mans Series
2010	7th place GT class American Le Mans Series
2011	1st place GT class American Le Mans Series
	1st place 24h race Daytona
	1st place GT class 12h race Sebring
2012	7th place American Le Mans Series
	1st place GT class 12h race Sebring
	20th place DTM

Interview.

Joey, in 2013 you're racing in both the DTM and the ALMS. How will you manage this workload?

Joey Hand: "Travelling has never yet been a problem for me. Furthermore, I've got used to driving in many races in different cars in the space of a year. As always, I love driving in the ALMS to an unbelievable extent. I enjoy every minute on the racetrack and in the company of my colleagues from BMW Team RLL. We've become a family over the years. I'm still learning things in the ALMS that also help me in the DTM. I'm looking forward to my second season there because I'm able to take everything I learned in my debut season into my second year. That means I'll be much better at finding my feet right from the start this time around."

What are you expecting from the new BMW Z4 GTE?

Hand: "To be honest, I don't know what to expect exactly, because I've never driven a BMW Z4 in any configuration before this season. But it definitely looks very fast. I've found through experience cars that look fast usually are."

How do the fans in North America and Europe differ?

Hand: "The fans in Europe are more intensively involved with you and the sport. They know you, and have already read up about you beforehand. I've even met people who have autographed cards from me from ages ago. They just do their homework. The fans in North America are much more relaxed with us drivers. You'll meet more fans there who belong to auto clubs and who drive a BMW M themselves. They're real BMW enthusiasts – in contrast, many fans in Europe are more excited about the race itself than they are for a particular brand."

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#56: John Edwards.
Profile, Career, Interview.

Born: 11th March 1991 in Louisville, Kentucky (US)
Residence: New York (US)
Marital status: Single
Website: www.johnedwardsracing.com

Profile.

Although he is only 21 years old, John Edwards has already written motorsport history. On the 17th of January 2004, the then-12 year-old won a race at the Skip Barber Series in Daytona and so became the youngest ever winner of a single-seater race. This success not only won him publicity in the US, but also got him noticed in Europe. As a consequence, Edwards raced in Formula Renault in 2005 and 2006. His hunt for records continued – he became the youngest ever driver to be issued an FIA racing licence.

In 2007, Edwards made his way back to the USA. He gained further experience in the Atlantic Championship, securing the title in 2009. He had already won the Star Mazda Championship a year earlier. In 2010, Edwards switched to the GT class of the GRAND-AM Series, where he continued to notch up numerous race victories. He first came into contact with BMW in 2009 and 2010 when he brought home class victories for the Schubert Motorsport team in the VLN Endurance Championship on the Nürburgring-Nordschleife.

Career.

2007	9th place Atlantic Championship
2008	1st place Star Mazda Championship
2009	1st place Atlantic Championship
2010	1 win GT class GRAND-AM Series
2011	2 wins GS class GRAND-AM Series
2012	2 wins GT class GRAND-AM Series
	1 win GT class GRAND-AM Series

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Interview.

John, you've had your greatest successes as a single-seater driver. Despite this, do you already see yourself as a bona fide GT and touring car driver?

John Edwards: "Although I still like single-seater racing very much and still follow Formula One, I now see myself as a touring car driver. I only ever had one goal as I was on my way through the development classes: I wanted to earn money through racing. Sports cars offer lots of possibilities in this respect and, to be honest, the races are generally much better than those in single-seater racing. That's what I love so much about touring car racing. You always have to be at your very best as a driver or you'll be overtaken."

What do you find particularly fascinating about the ALMS?

Edwards: "It'll be my first year in the ALMS and I'm looking forward to it enormously. I've had more and more contact with Bobby Rahal over the past few years and we've spoken about the possibility of working together one day. The fact that that's now come about with BMW Team RLL is fantastic. I'm particularly looking forward to the GT class, because you have to fight hardest for results there and the races are the most exciting."

What do you like to do most when you're off the track?

Edwards: "I've always loved going skiing. But last year I tore a cruciate ligament doing something completely harmless. It meant that I couldn't sit in a racing car again for two months. From now on, I'm going to avoid going skiing and won't take any more unnecessary risks."

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#56: Uwe Alzen.
Profile, Career.

Born: 18th August 1967 in Kirchen (DE)
Residence: Betzdorf (DE)
Marital status: Married, one child
Website: www.uwealzen.de

Profile.

As in 2012, Uwe Alzen will also strengthen the ranks of the BMW Team RLL in 2013 when they take on the endurance classics at Sebring and Road Atlanta. Alzen will be bringing a great amount of endurance racing experience with him to North America. His home track is the Nürburgring-Nordschleife. In 2010, he won the 24-hour race there with Jörg Müller, Augusto Farfus (BR) and Pedro Lamy (PT) in a BMW M3 GT2. For Alzen, this was the second victory in the "Green Hell": he also won there for Porsche in 2000.

He wouldn't be a complete racing driver, however, had he not dared to widen his horizons during his career. In 1993, he won the Spa 24 Hours, and was second in the overall rankings with Jörg Müller in the Le Mans 24 Hours in 1998. A year later, he won the GT3 class. He has also driven in the DTM for Opel and Mercedes, celebrating a total of six ictories. Alzen has twice won the Porsche Carrera Cup (1992 and 2007), and won the Porsche Supercup in 1994.

Career.

1990	Endurance Trophy Nürburgring
1991	1st place junior standings Endurance Trophy
1992	1st place Porsche Carrera Cup
1993	2nd place Porsche Supercup
	1st place DTM privateer championship
	1st place 24h race Spa-Francorchamps
1994	1st place Porsche Supercup
	1st place DTM privateer championship
1995	1st place DTM and ITC semi-works drivers' championship
	1st place ADAC GT Cup
1996	8th place ITC

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1997	5th place STW Cup
1998	3rd place STW Cup
	2nd place 24h race Daytona
	2nd place 24h race Le Mans
1999	2nd place German Super Touring Car Championship
	1st place GT3 class 24h race Le Mans
2000	6th place DTM
	1st place 24h race Nürburgring
2001	2nd place DTM
2002	5th place DTM
2004	10th place FIA GT Championship (Saleen)
	2nd place GTS class 1000-km race Nürburgring
	VLN Endurance Championship (1 win)
2005	VLN Endurance Championship (3 wins)
2006	2nd place Porsche Michelin Supercup
	2nd place Porsche Carrera Cup
	2nd place 24h race Nürburgring
2007	3rd place Porsche Michelin Supercup
	1st place Porsche Carrera Cup
2009	4th place 24h race Nürburgring
2010	1st place 24h race Nürburgring
2011	2nd place 24h race Nürburgring
2012	13th place GT class American Le Mans Series (2 races)

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#55: Jörg Müller.
Profile, Career.

Born: 3rd September 1969 in Kerkrade (NL)
Residence: Monte Carlo (MC)
Marital status: Single
Website: www.joerg-mueller.org

Profile.

Jörg Müller has proved more than once in his career he belongs up there among the best GT drivers of all time. A convincing example of this comes in the form of his performances in the hardest stretch of track in the world, the Nürburgring-Nordschleife. In 2011, he managed to come second there at the 24-hour race in a BMW M3 GT. The year before, Müller made a decisive contribution to Team BMW Motorsport's overall victory on his favourite stretch of track. It was his second ever triumph in the Eifel marathon, which he had won for the first time in a BMW M3 GTR back in 2004.

The German driver also has good memories of the American Le Mans Series. He won twice behind the wheel of a BMW V12 LMR in 2000, the car BMW had used to win the Le Mans 24 Hours the previous year. Finally, Müller secured the driver title in the ALMS GT class in 2001 in a BMW M3 GTR. Eleven years later, he came back into the series with BMW Team RLL and won the race in Road America in 2012 with Bill Auberlen. In 2013, he will strengthen the ranks of the team at the endurance classics in Sebring and at Road Atlanta.

Career.

From 1984	Karting
1988	1st place German Formula Ford Championship
1989	1st place German Formula Opel Lotus Challenge
1990	1st place Formula Ford European Championship
1991	1st place Formula 3 Grand Prix in Monaco
1993	German Formula 3 Championship
	1st place Formula 3 Grand Prix in Macau
1994	1st place German Formula 3 Championship
1995	BMW works driver ADAC Super Touring Car Cup

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1996	1st place European Formula 3000 Championship
	BMW works driver ADAC Super Touring Car Cup
	1st place 24h race Spa-Francorchamps
1997	Formula One test driver for Arrows, 24h race Le Mans
1998	Formula One test driver for Sauber
	2nd place 24h race Le Mans (Porsche GT1)
1999	BMW works and F1 test driver, one ALMS victory
2000	5th place American Le Mans Series
	Formula One test driver for Michelin
2001	1st place GT class American Le Mans Series
2002	2nd place FIA ETCC
2003	2nd place FIA ETCC
2004	1st place 24h race Nürburgring
	4th place FIA ETCC
2005	5th place FIA WTCC
	2nd place 24h race Nürburgring
2006	2nd place FIA WTCC
2007	7th place FIA WTCC
2008	7th place FIA WTCC
2009	6th place FIA WTCC
2010	1st place 24h race Nürburgring
2011	2nd place 24h race Nürburgring
2012	6th place GT class American Le Mans Series

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The American way of racing.
2013 ALMS races.

Race calendar.

16th March	Sebring (US)	Sebring International Circuit
20th April	Long Beach (US)	Long Beach Street Circuit
11th May	Monterey (US)	Mazda Raceway Laguna Seca
6th July	Lakeville (US)	Lime Rock Park
21st July	Mosport (CA)	Canadian Tire Motorsport Park
11th August	Elkhart Lake (US)	Road America
31st August	Baltimore (US)	Baltimore Street Circuit
21st September	Austin (US)	Circuit of the Americas
5th October	Danville (US)	Virginia International Raceway
19th October	Braselton (US)	Road Atlanta

Sebring, 16th March.

Circuit data.

Name:	Sebring International Raceway
Location:	Sebring, Florida
Length:	3.7 miles
Race duration:	12 hours
Number of corners:	17
Most famous corner:	Turn 17
Best team result:	1st place (2011, 2012)
Results 2012:	1st place Hand/D. Müller/Summerton
	4th place Auberlen/J. Müller/Summerton
Distance from team base:	1,045 miles
ALMS debut year:	1999

Driver's view.

Dirk Müller: "I love Sebring, but there isn't a more difficult track in terms of physical demands. You don't just have to brake often at very high speeds, but you also have to drive permanently on a bumpy track. The concrete slabs make the driving surface very uneven. That's very hard for us as drivers. Sebring is technically very demanding and forces both man and machine to give everything they've got."

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Joey Hand: “The track is phenomenal. Although there aren’t any height differences at all there at the airfield, it’s one of the most famous racetracks in the world. Having experience there is key. If you know exactly where you have to position your car, then you’ll be quicker than someone who doesn’t have the same experience. Sebring is a great place to start the season, and it’s particularly great for me, because I’ve won there both of the last two years.”

Bill Auberlen: “The track is authentic and steeped in history. Every time I drive there, I have the feeling of being a part of Sebring’s history. My father won there in 1985, and I’ve also been able to win there three times. Sebring is one of my favourite tracks and is perhaps even the best race of the season.”

Long Beach, 20th April.

Circuit data.

Name:	Long Beach Street Circuit
Location:	Long Beach, California
Length:	1.968 miles
Race duration:	2 hours
Number of corners:	11
Most famous corner:	“The Hairpin”, Turn 11
Best team result:	1st place (2011)
Results 2012:	2nd place Hand/D. Müller
	11th place Auberlen/J. Müller
Distance from team base:	2,259 miles
ALMS debut year:	2007

Driver’s view.

Dirk Müller: “A classic. Long Beach is a mini-Monaco for us Europeans. There’s the sea, there are boats – and an extremely high number of spectators. The track goes round a fountain – extremely hard to imagine, but it’s very interesting. I manage to do very well on this city course.”

Joey Hand: “For me, it’s the best race in the world. I love city courses that constantly push you to your limits. Thanks to the fact that I’ve often driven on the track, I’m aware of what’s required of me, and I know how I have to drive to go fast. The great highlight is the atmosphere, however. You’re driving right next to the beach in South California, zipping past restaurants – amazing.”

Bill Auberlen: “It’s my home. I can sleep in my own bed and meet lots of my friends at the track. It’s perhaps the best city race in the world. The track itself is good, but the atmosphere and the surroundings are fantastic.”

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Laguna Seca, 11th May.

Circuit data.

Name:	Mazda Raceway Laguna Seca
Location:	Monterey, California
Length:	2.238 miles
Race duration:	4 hours
Number of corners:	11
Most famous corner:	"The Corkscrew", Turn 8/Turn 8A
Best team result:	2nd place (2010, 2011)
Results 2012:	3rd place Auberlen/J. Müller
	4th place Hand/D. Müller
Distance from team base:	2,484 miles
ALMS debut year:	2001

Driver's view.

Dirk Müller: "The Corkscrew naturally forms part of the myth surrounding this track. The bend is spectacular to drive on, but the stretches shortly before and after it are actually more demanding. But the famous Corkscrew naturally makes the course unique. The only problem is the sand that constantly blows across the track."

Bill Auberlen: "The Corkscrew has made the course famous, but my favourite bend is actually Turn 5. You're going uphill and have to drive a hair's breadth from the edge of the asphalt every time. The course sits in a beautiful area in California – there's fantastic food there, by the way. If you have a car with good aerodynamics, then you'll be very fast in Laguna Seca."

Lime Rock Park, 6th July.

Circuit data.

Name:	Lime Rock Park
Location:	Lakeville, Connecticut
Length:	1.5 miles
Race duration:	2.45 hours
Number of corners:	7
Most famous corner:	"The Downhill", Turn 7
Best team result:	1st place (2011)
Results 2012:	5th place Hand/D. Müller
	6th place Auberlen/J. Müller
Distance from team base:	630 miles
ALMS debut year:	2004

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Driver's view.
Dirk Müller: "A very small site with a relatively simple track. What's much more important is remaining focussed on the race. You hardly have any room to fight your way through the field with a faster car. The challenge in Lime Rock is to avoid accidents. Apart from that, the field remains very close because of the shortness and the simple layout of the track. You can't afford to make the slightest mistake."

Bill Auberlen: "It's where BMW feels at home. It's unbelievable how many races BMW has already won there. Sometimes you get this feeling that it's really hard for BMW not to win there. The track itself isn't among my favourites, but it obviously suits BMW's cars down to the ground."

Mosport, 21st July.

Circuit data.

Name:	Canadian Tire Motorsport Park (Mosport)
Location:	Bowmanville, Ontario, Canada
Length:	2.459 miles
Race duration:	2.45 hours
Number of corners:	10
Most famous corner:	Turn 2
Best team result:	3rd place (2011, 2012)
Results 2012:	3rd place Hand/D. Müller
	7th place Auberlen/J. Müller
Distance from team base:	478 miles
ALMS debut year:	1999

Driver's view.
Dirk Müller: "Mosport is a real blast. It's an extremely quick track that demands a great deal of courage and a readiness to take risks from a driver. At the same time, each mistake is punished brutally. A drivers' track par excellence. I like it very much."

Joey Hand: "One of the quickest and most dangerous tracks I know. Ultra-fast bend follows ultra-fast bend. It really sorts the men from the boys. Luckily, the BMW M3 GT has always been very fast there."

Bill Auberlen: "Quick. Brutal. Fantastic. You have to be a real man to be successful there. And you need a perfectly balanced car – as the BMW M3 GT always was. That meant we always looked good at Mosport and had a lot of fun, despite the track being so challenging."

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Road America, 11th August.

Circuit data.

Name:	Road America
Location:	Elkhart Lake, Wisconsin
Length:	4.048 miles
Race duration:	2.45 hours
Number of corners:	14
Most famous corner:	"The Kink", Turn 11
Best team result:	1st place (2009, 2010, 2012)
Results 2012:	1st place Auberlen/J. Müller
	10th place D. Müller/Summerton
Distance from team base:	502 miles
ALMS debut year:	2002

Driver's view.

Dirk Müller: "A very long, pure natural track, at which nothing has changed for decades. BMW always does very well there, mainly because our cars were simply born to tackle the bends into the two ultrafast sections. Our combination of cars, tyres, drivers and the team has always done fantastically at that race. It'll hopefully be just the same in 2013."

Bill Auberlen: "It's probably one of the most beautiful tracks for the spectators. It's long and has some great corners – perhaps even the most exciting corners in North America. Road America has always been a very good hunting ground for BMW over the past few years."

Baltimore, 31st August.

Circuit data.

Name:	Baltimore Street Circuit
Location:	Baltimore, Maryland
Length:	2.02 miles
Race duration:	2.45 hours
Number of corners:	12
Most famous corner:	Turn 1
Best team result:	2nd place (2011)
Results 2012:	4th place Hand/D. Müller
	8th place Auberlen/J. Müller
Distance from team base:	433 miles
ALMS debut year:	2011

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Driver's view.
Dirk Müller: "I love street circuits – that means I also love Baltimore. The track is very narrow and winding, making it very demanding technically. Despite that, we've always done very well there in the past."

Joey Hand: "A very narrow street circuits with some artificial chicanes where you can very quickly throw your car against the wall if you don't get through. You're constantly driving at the limit."

Bill Auberlen: "The demands made on the drivers there are brutal. You're constantly just a millimetre away from skittering off into the track's barriers – you have to drive perfectly in order to stay up front."

Austin, 21st September.

Circuit data.

Name:	Circuit of the Americas
Location:	Austin, Texas
Length:	3.4 miles
Race duration:	2.45 hours
Number of corners:	20
Most famous corner:	Turn 1
Distance from team base:	1,245 miles
ALMS debut year:	2013

Driver's view.
Bill Auberlen: "Generally speaking, tracks in North America always have one particular corner that stands out. The 'Circuit of the Americas' doesn't have just one. The whole layout is fantastic and it's great fun driving there. Luckily I've already had the chance to drive a great deal of laps there and hope that will give me a huge advantage when we start the race. The pit area is the best in North America. The tarmac is also sensational."

Dirk Müller: "Everyone who's had the chance to test the track is excited. I've already been able to go round the track in my mind because I used the Formula One race in 2012 as an opportunity to memorise the route from the screen. We'll have to wait until the driving gets underway on race weekend to find out what it's really like to drive there, however."

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VIR, 5th October.

Circuit data.

Name:	Virginia International Raceway
Location:	Danville, Virginia
Length:	3.27 miles
Race duration:	2.45 hours
Number of corners:	17
Most famous corner:	"Oak Tree", Turn 11
Best team result:	4th place (2012)
Results 2012:	4th place Auberlen/J. Müller
	9th place D. Müller/Summerton
Distance from team base:	416 miles
ALMS debut year:	2012

Driver's view.

Dirk Müller: "A wonderful natural track, it's absolutely crazy! The VIR is in the middle of the forest, and you drive around what's known as the 'Oak Tree'. That's also the slowest point of the course. Apart from that, Virginia is a spectacular mountain and valley track that even has its very own version of 'Eau Rouge'. You climb up 80 metres on this part of the track. All of the curves are blind. VIR is simply insane."

Joey Hand: "A fantastic racetrack in the middle of the forest. You also have a great advantage there when you already know the course and know exactly what's required. Newcomers tend to be too careful in the fast sections because a small error can result in a heavy accident. If you know what's going on, however, you can have the self-confidence to go a bit closer to your limit in these sections."

Bill Auberlen: "Anyone who's ever driven there finds the track fantastic. The Esses are particularly spectacular – the BMW M3 GT was the only car able to go through all of these sections of track in full throttle last year."

Road Atlanta, 19th October.

Circuit data.

Name:	Road Atlanta
Location:	Braselton, Georgia
Length:	2.54 miles
Race distance/duration:	1000 miles/10 hours
Number of corners:	12
Most famous corner:	Turn 12

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Best team result:	2nd place (2009)
Results 2012:	3rd place Auberlen/J. Müller/Summerton
	4th place D. Müller/Alzen/Summerton
Distance from team base:	612 miles
ALMS debut year:	1999

Drivers's view.

Dirk Müller: "When you're seeing the course for the first time, you really doubt that anyone will be able to race there. In the last part of the track, you're climbing several metres, and the full-throttle uphill passage is spectacular. Road Atlanta is both very fast and technically demanding. A great track."

Bill Auberlen: "The 'Petit Le Mans' is one of the greatest motorsport events in North America. The spectators' stands are always full, because every fan would love to be there, without a doubt. I also love the track. It has some fantastic combinations of corners and I've often stood on the podium with BMW."

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New challenges. BMW in racing.

DTM.

BMW's return to the DTM after an absence of 20 years ended with a bang in 2012. The manufacturer clinched a triple of titles at the season finale in Hockenheim (DE). Bruno Spengler (CA) won the race in his BMW Bank M3 DTM to secure the drivers' crown. At the same time, BMW Team Schnitzer won the team competition and BMW Motorsport triumphed in the Manufacturers' Championship. "We made motorsport history," said BMW Motorsport Director Jens Marquardt after the sensational comeback season.

2013 sees BMW Motorsport expand its DTM involvement. Rather than six cars, eight BMW M3 DTMs will be in action this season. BMW Team Schnitzer will line up with the proven combination of DTM champion Spengler and Dirk Werner. Augusto Farfus (BR) will again drive for Belgian BMW Team RBM, while Martin Tomczyk (DE) will once again do battle for BMW Team RMG. The only change concerning the six successful drivers who were instrumental in winning the manufacturers' title for BMW last year sees Andy Priaulx (GB) swap seats with Joey Hand. Three-time World Touring Car Champion Priaulx will drive for BMW Team RMG in the future, while Hand will race for BMW Team RBM.

At the wheel of the two BMW M3 DTMs run by the newly formed BMW Team MTEK will be former Formula One ace Timo Glock (DE) and Marco Wittmann (DE), who has been promoted to a regular driver from his role as test and development driver. This season's calendar consists of ten races and sees the DTM travel to Moscow (RU) for the first time.

BMW Sports Trophy.

BMW can look back on a long tradition of supporting private customer teams. In the 2013 motorsport season, privateers will once again take to the track in countless series and will, in doing so, demonstrate the sportiness of the brand on a global scale. The GT segment is again spearheaded by the BMW Z4 GT3. This car has been responsible for many victories and titles over the past two years. It was at the wheel of a BMW Z4 GT3, for example, that Thomas Biagi (IT) won the Italian GT Championship last season. His reward was first place in the BMW Sports Trophy. The BMW Z4 GT3 is also a regular at the 24-hour classics at the Nürburgring-Nordschleife and Spa-Francorchamps.

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The remaining customer racing models, the BMW 320 TC and BMW M3 GT4, are also in action around the world. The BMW 320 TC will once again be challenging for podiums and victories in the FIA World Touring Car Championship. BMW customer teams can continue to count on comprehensive support with the running of their cars from BMW in 2013. For over 50 years, BMW Motorsport has recognised the performances of privateer drivers and teams with the BMW Sports Trophy. As well as a share of the 250,000 Euros of prize money, the overall winner will also be given the opportunity to take to the track at the wheel of the BMW M3 DTM.

Formula BMW Talent Cup.

The Formula BMW Talent Cup is in its third season in 2013. This training series allows BMW Motorsport to systematically introduce talented young drivers to the demands of professional motorsport. Driving instructors and race engineers accompany the participants in small groups. Together, they work their way through all the fundamentals – from individual driving style to the complete set-up of the car. Three-time Formula One world champion Sebastian Vettel (DE) is not the only big name to have made his single-seater debut in the Formula BMW FB02 racing car back in 2004. Current and former F1 drivers like Nico Rosberg (DE), Nico Hülkenberg (DE), Daniel Ricciardo (AU) and Bruno Senna (BR) also learned the tools of their trade in Formula BMW. Many other graduates have enjoyed success in other single-seater series, as well as in touring car and production car racing. Of the current crop of BMW DTM drivers, Timo Glock, Martin Tomczyk, Dirk Werner, Joey Hand and Marco Wittmann all gained their first racing experience in Formula BMW or one of its predecessors. In 2012, Marvin Dienst (DE) clinched overall victory at the grand finale in Oschersleben (DE).

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Castrol's commercial success is underpinned by their ability to deliver improved performance through leadership in technology and innovation. This has helped Castrol deliver superior performing lubricants for over 100 years including brands such as Castrol EDGE – Castrol's strongest and most advanced range of engine oils yet. In its work with BMW, Castrol EDGE provides leading technological insight and innovation to improve on track performances.

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BMW Performance Driving School.

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Michelin has been involved in motor sports for more than 100 years as the leading tyre manufacturer worldwide. Recently, for instance, the French company revolutionised Endurance racing worldwide by reducing dramatically the quantity of tyres used during the events, while increasing the performance at the same time. Thanks to a continuous knowledge transfer between series production and motor sports, 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.

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