



BMW Motorsport 2010 Review.

American Le Mans Series
24-Hour Classics
Intercontinental Le Mans Cup
FIA World Touring Car Championship
Formula BMW
BMW Sports Trophy

Motorsport

BMW Motorsport 2010 Review.



2010 once again sees BMW celebrate victories across the world.

BMW Motorsport can once again look back on a successful motor racing season. Whether with the BMW M3 GT2 in endurance racing, the BMW 320si WTCC in the FIA World Touring Car Championship, or various models from the Customer Racing programme: For many drivers domiciled across the world, BMW Motorsport race cars provided the means for pole positions, victories and titles.

In line with the strategic realignment of BMW's motorsport programme, the company broadened its presence in GT racing in 2010. For the second consecutive season, the BMW Rahal Letterman Racing Team campaigned two BMW M3 GT2 cars in the GT category of the American Le Mans Series – managing to clinch both the manufacturer and team titles after a dramatic finale in Road Atlanta (US).

The debut of the BMW M3 GT2 in Europe's 24-hour races, was equally triumphant: At the Nürburgring's Nordschleife (DE) Team BMW Motorsport's driver line-up of Jörg Müller (DE), Augusto Farfus (BR), Uwe Alzen (DE) and Pedro Lamy (PT) crossed the line in first place after 154 laps to score the brand's 19th outright victory in the "Green Hell". Victory in the LM GT2 class in the finale of the Intercontinental Le Mans Cup in Zhuhai (CN) enabled BMW Team Schnitzer to impressively demonstrate the potential of the BMW M3 GT2 on Asian soil.

In the FIA World Touring Car Championship, BMW Team RBM fought for the title through to the final rounds in Okayama (JP) and Macau (CN). Andy Priaulx (GB) managed to score six wins – the highest victory score of any season in his successful world championship career. In Japan BMW privateer Colin Turkington (GB) added another win to BMW's tally.

However, an FIA International Court of Appeal ruling, which retrospectively excluded Priaulx and team-mate Augusto Farfus (BR) from the Okayama event, ensured BMW was unable to fight for the title – to add to those scored in 2005, 2006 and 2007 – during the season finale in Macau. In Okayama the FIA Stewards found the BMW 320si GBS, fitted with a sequential transmission, conformed with the regulations. The FIA's Court of Appeal appeal, though, overturned that ruling.

Impressive results for BMW privateers.

Private BMW teams and drivers continued the success of the BMW Customer Racing programme during 2010 by driving various BMW vehicles to numerous victories in a variety of racing series across the world. Thus Sergio Hernández (ES) celebrated his second victory in the Independents' Trophy of the WTCC with a BMW 320si WTCC, while Richard Göransson (SE) used the same model to win the Swedish Touring Car Championship (STCC). Caspar Elgaard (DK) – also driving a BMW 320si – triumphed in the Danish Touring Car Championship (DTC).

Thomas Biaggi (IT) set the pace in both the national and international classifications of the Superstars Series with a BMW M3, while Mario Merten and Wolf Silvester (both DE) celebrated the title in the Nürburgring's VLN Endurance Championship with a BMW Z4 with the same vigour as did Mikhail Ukhov (RU) after winning the Russian Touring Car Championship (RTCC) with a BMW 320i. Further titles were clinched by Hans-Christian Zink (CH) in the DMV Touring Car Championship and Japan's Masataka Yanagida and Nobuteru Taniguchi with their Malaysian team-mate Imran Shararom in the Super Taikyu Series.

The BMW Z4 GT3, too, made a successful debut in 2010: The Schubert Motorsport team claimed two victories in the FIA GT3 European Championship with the latest addition to BMW's Customer Racing range, further posting numerous strong performances in endurance campaigns. The production-based BMW M3 GT4 facilitated victories and podium places for BMW drivers in a variety of championships.

Action-packed races in Formula BMW.

The 20th Formula BMW season was certainly thrilling. The Formula BMW Europe title was eventually decided in the last of the series' 16 rounds, with Robin Frijns (NL) overhauling Britain's Jack Harvey in the final straight of the championship to secure the most important title of his motorsport career to date, after winning the Formula BMW Europe Rookie Cup in 2009. Richard Bradley (GB) managed to clinch overall Formula BMW Pacific honours ahead of the finale in Macau, the 19-year-old taking the title during the Okayama event.

Over the course of their seasons the young drivers raced nine times on the Formula 1 World Championship's supporting bill. The Formula 1 grid, too, featured many Formula BMW graduates, with no less than eight current F1 drivers having taken their first steps towards single-seater racing careers with BMW's young driver development initiative. Sebastian Vettel (DE), who raced in Formula BMW in 2003 and 2004, underscored the qualities of this driver development programme, which will continue in 2011 under the banner of the new Formula BMW Talent Cup, by winning the Drivers' Championship.

BMW M3 GT2 secures ALMS titles.



BMW claims first ALMS title since 2001.

The season finale of the American Le Mans Series (ALMS) in Road Atlanta (US) could hardly have been more exciting. The destination of the GT titles was only decided in the dying stages of the “Petit Le Mans”. The BMW Rahal Letterman Racing Team came out on top when the leading Ferrari’s race came to an end just a few corners before the finish. Dirk Werner (DE), Bill Auberlen (US) and Tommy Milner (US) finished fourth in the no. 92 BMW M3 GT2. That gave the BMW Rahal Letterman Racing Team the points it needed to triumph in both the manufacturer and team competitions on 158 points.

“In the American Le Mans Series the BMW Rahal Letterman Racing Team celebrated a second successful year,” said BMW Motorsport Director Mario Theissen. “By season’s end the team had claimed not only victory in Road America, but GT titles in both the manufacturer and team classifications. It was a dramatic season finale, as the titles were only decided on the final lap.”

In Road America (US), the BMW Rahal Letterman Racing Team repeated its success of the previous year. After 66 laps BMW M3 GT2 number 90, with Dirk Müller (DE) and Joey Hand (US) at the wheel, crossed the finish line as the winner in the GT class. BMW finished on the podium with at least one car after eight of nine ALMS races. Crucial for the successful outcome of the team’s second season was the close partnership with Dunlop, allowing the engineers to optimise the way the car and tyres worked together so the full potential of the overall package could be maximised.

“All it takes is one point,” said Team Principal Bobby Rahal. “If anyone doubted there isn’t drama in motor racing... just look at this GT2 class this season. I think we showed we belong in endurance racing. We’re really excited now to come back next year, because the competition will be even better.” For BMW this was the first taste of ALMS title glory since 2001. Then Jörg Müller won the GT drivers’ crown, while BMW also triumphed in the manufacturer and team standings.

24h Nürburgring: Triumphant comeback in the “Green Hell”.



Team BMW Motorsport celebrates 19th victory on the Nordschleife.

After an intensive preparation programme, which saw Team BMW Motorsport contest podium places in rounds of the VLN Endurance Championship, BMW set itself the challenge of conquering the Nürburgring-Nordschleife in 2010. The brand was officially represented in this long-distance classic for the first time since 2005, when the team managed by Charly Lamm (DE) scored a second consecutive one-two result, having previously done so in 2004.

The return to the 24-hour race in the “Green Hell” proved triumphant, with one of the most competitive field of competitors ever: Five years after the latest win, the no. 25 BMW M3 GT2 took a perfect win to record BMW's 19th victory in the marathon event. The winning car, driven by Jörg Müller, Augusto Farfus, Uwe Alzen and Pedro Lamy, crossed the line in first place after 154 laps of the 25.378-kilometre circuit. Its driver quartet delivered a flawless performance, having fought their way to the top of the podium despite gearbox problems in the closing three hours.

An impressive fight-back saw the second BMW M3 GT2 (car number 26), driven by Dirk Werner (DE), Dirk Müller (DE), Andy Priaulx and Dirk Adorf (DE), chase through the field to finish an eventual seventh in a race attended by 220,000 spectators. A crash while swerving to avoid a collision saw the squad of four lose an hour in the pits early in the race, dropping them to 182nd. In cool yet dry conditions, the car with the number 26 on its sides steadily worked its way up the field on a lap-by-lap basis, with the drivers' fighting spirit being ultimately rewarded.

BMW Motorsport Director Mario Theissen said: “That was a fantastic return for us to the 24-hour race on the Nürburgring's Nordschleife. This win reminds me of our victory at Le Mans in 1999. I have never known excitement such as I experienced today. After some of our direct rivals fell by the wayside, our victory also hung by a thread. At about 12:00hrs the winning car developed transmission problems, resulting in the loss of a gear. Shortly after 13:00hrs further gears gradually gave up. It was a masterful performance by Jörg Müller and Uwe Alzen to bring the car home in first place in this crucial phase. For all of us the tension was enormous, so the relief was all the greater when the car crossed the finish line. A big ‘thank you’ to every single member of the team. Everybody worked perfectly together. Thanks also to our loyal fans, who have taken us to their hearts after our five-year break, and given us such tremendous support.”

Two privately-entered BMW Z4 GT3s numbered 76 and 69, run by Schubert Motorsport and Dörr Motorsport respectively, rounded off an excellent overall result for BMW by finishing fourth and ninth. In addition to the overall victory, BMW teams secured ten class wins at the Nordschleife to consolidate BMW's position as the most successful manufacturer in the history of the race. Of the 198 cars which took the start of this year's event, no less than 63 were BMWs.

24h Le Mans: The BMW Art Car back at the “Circuit de la Sarthe”.



BMW M3 GT2 Art Car thrills Le Mans’ racing enthusiasts.

At the Le Mans 24 Hours in France, Team BMW Motorsport lined up with a work of art on four wheels: BMW M3 GT2 number 79 was designed as a “rolling sculpture” by American artist Jeff Koons. The 17th BMW Art Car saw BMW continue a long tradition, which began in 1975 and celebrated its 35th anniversary in 2010. Back then, the auctioneer and racing driver Hervé Poulain (FR) came up with the idea of having renowned artists design BMW racing cars. Alexander Calder (US) got the ball rolling with the BMW 3.0 CSL. Frank Stella (US), Roy Lichtenstein (US) and Andy Warhol (US) followed. All these cars lined up at the Le Mans 24 Hours. The biggest sporting success came with Warhol's BMW M1, which crossed the finish line in sixth. This year, Koons joined the illustrious list of Art Car creators.

For Team BMW Motorsport, the start in the LM GT2 class in 2010 was the first outing in Le Mans since the outright victory with the BMW V12 LMR in 1999. The comeback was a turbulent affair – and lady luck did not necessarily smile on the two BMW M3 GT2s. Car number 78, with Jörg Müller, Augusto Farfus and Uwe Alzen alternating at the wheel, completed 320 laps to finish sixth in the LM GT2 class in front of 240,000 spectators.

The BMW M3 GT2 Art Car turned out to be a true fan favourite over the course of the Le Mans week. Dirk Müller made a good start in car number 79 and was in a promising sixth when he had an accident following a puncture, and lost a lot of time in the pits. Andy Priaulx then also struggled with technical problems. He eventually had to retire at the entrance to the Indianapolis curve shortly after 20:00hrs on Saturday. As a result, Dirk Werner is still to make his racing debut at the “Circuit de la Sarthe”. The opposition, which included Porsche, Ferrari and Chevrolet, arrived at the 78th running of the event with the advantage of a wealth of experience. In contrast, Team BMW Motorsport had to work hard on the two BMW M3 GT2s in ACO specification, to make progress during the short preparation time.

BMW Motorsport Director Mario Theissen said: "The 17th BMW Art Car caused a real stir among fans and media. Everyone in the team enjoyed working with Jeff Koons and it was fascinating to see how his work of art was received in Le Mans. It goes without saying, we hoped this car would see the chequered flag. We were well aware this weekend would represent a major challenge, due to the short preparation period. The BMW M3 GT2 seen in action in Le Mans differed in many areas from the car that won at the Nürburgring. During qualifying we were still busy working on the car's basic set-up. In addition, it is very difficult to get involved in the fight for the top positions in the strong GT2 category when you then have to cope with incidents in the race, which result in unscheduled pit stops. Despite this, car number 78 had the podium in its sights until four hours from the end of the race. The return of BMW to Le Mans, eleven years after our 1999 overall victory, attracted massive attention."

The 17th BMW Art Car was one of the highlights of this year's sports car classic. Jeff Koons had travelled to Le Mans with his family to follow the first start by a BMW Art Car at the "Circuit de la Sarthe" since 1979. "This race has been a very invigorating experience for me," he said. "It's amazing to see the commitment of all the people involved. This has me really going, as I understand it is something truly special for all the people to be here. It's unfortunate the BMW M3 GT2 Art Car had to retire early, but it's part of racing."

24h Spa: Drama in the final hour.



Technical failure costs BMW victory in the final stage in Belgium.

The 22nd outright victory for BMW at the Spa-Francorchamps 24 Hours in Belgium was literally within reach. In the end, Team BMW Motorsport had to make do with third and fourth positions in the final classification. Dirk Werner, Dirk Müller and Dirk Adorf completed 540 laps, covering a distance of almost 3,400 kilometres, before the number 79 BMW M3 GT2 with Werner at the wheel crossed the finish line in third place – first in the GTN class. The second car, number 78 driven by Jörg Müller, Uwe Alzen and Pedro Lamy, produced an impressive fight back, finishing fourth after several technical problems had hampered the team's progress in the opening stage of the race.

Following a successful start, the two BMW M3 GT2 cars temporarily held first and second before heavy rainfall on Saturday evening made conditions difficult. Although it stopped raining relatively quickly, for a long time the track remained too wet to switch to slicks. Once the 7.004 kilometre circuit had dried out sufficiently, car number 79 secured its lead and clocked consistently quick times over the final third of the race to establish the necessary advantage over the eventual winners in their BMS Porsche 911 GT3 RS.

With a lead of more than two laps, Werner seemed destined to guide the car to victory when, with just 40 minutes of the race remaining, the front-left track rod broke, causing him to crash into the barriers. Werner did make it back to the pit lane, but the necessary repairs forced the BMW M3 GT2 back into third place shortly before the finish. After two unscheduled pit stops, BMW M3 GT2 number 78 dropped back to 14th and was at times up to nine laps behind its sister car. The team never stopped fighting though, and fought back to end the race in fourth.

“We have experienced everything in motorsport,” commented BMW Motorsport Director Mario Theissen. “There have been races, in which we have celebrated on the top step of the podium having started as outsiders. It was a different story here. We were excellently prepared. The team harmonised very well and produced excellent work over the course of the weekend. We dominated the race and ultimately missed out on victory thanks to a comparatively small technical fault in the last 40 minutes. That is a bitter pill for the entire team, especially after a 24-hour race, at which everyone is on their feet all day. But that kind of drama is also part of the sport.” The result meant BMW still has 21 outright victories to its name at this endurance race, which was held for the 63rd time this year. No other manufacturer has won the Spa 24 Hours more often than BMW.

Intercontinental Le Mans Cup: Maiden victory in China.



BMW Team Schnitzer claims win in ILMC debut season.

As well as lining up in the American Le Mans Series, the VLN Endurance Championship at the Nürburgring, and the three 24-hour classics, the BMW M3 GT2 also contested the Intercontinental Le Mans Cup (ILMC), which was held for the first time in 2010. The season featured three events in Europe, North America and Asia.

In Silverstone (GB) BMW Team Schnitzer was responsible for fielding the no. 78 GT sports car. Jörg Müller and Dirk Werner finished eighth in the LM GT2 class at the 1,000-kilometre race. The team's analysis after the turbulent season finale of the Le Mans Series, which was also the first race of the ILMC, had two sides. While the team wasn't satisfied with the result, the car's performance compared to the pace displayed at earlier LMS races this year, gave everyone reason for optimism.

The second round of the ILMC was the traditional "Petit Le Mans" held on 2nd October. At the season finale of the American Le Mans Series in Road Atlanta, the BMW Rahal Letterman Racing Team bore the BMW colours. Dirk Werner, Bill Auberlen and Tommy Milner finished fourth in the GT class with BMW M3 GT2 number 92, while their team-mates Andy Priaulx, Dirk Müller and Joey Hand had to settle for 13th following problems early on in the race. Fourth place was not only enough to secure the BMW Rahal Letterman Racing Team title glories in the American Le Mans Series, but was also the best result to date in the ILMC.

It was to get even better at the finale in Zhuhai (CN). Jörg Müller and Dirk Werner claimed victory in the LMGT2 class with the BMW M3 GT2. After 202 laps, final-stint driver Müller took the chequered flag in first, 1:32.141 minutes ahead of the second-placed Porsche. This was the first victory for the BMW M3 GT2 in this specification and the maiden win for BMW Team Schnitzer on mainland China. Starting from third on the grid, Müller laid the foundation for this excellent result with a strong first stint in sunny conditions. When he pitted at the end of lap 39 to hand over the wheel to his team-mate, the BMW M3 GT2 was already in the lead. Werner completed a double stint, consolidating the lead, and then Müller took over on lap 121. The BMW works driver came home to victory at the 4.319-kilometre "Zhuhai International Circuit". While some competitors were involved in incidents, the BMW M3 GT2 was able to finish the race without any problems, thus making for a successful end to the 2010 ILMC season.

FIA WTCC: Seven victories, but still a lot of disappointment.



Priaux maintains title aspirations late into World Championship battle and celebrates more victories than ever before.

Six victories for BMW Team RBM driver Andy Priaux and a race win for privateer, Colin Turkington, were ultimately not enough to secure BMW another title in the FIA World Touring Championship, to add to those won in 2005, 2006 and 2007. Priaux finished fourth in the drivers' standings, boasting a points total of 246, despite winning more races than ever before in his WTCC career. For the second time since 2008, title honours went to Chevrolet's Yvan Muller (FR). Farfus collected 167 points over the course of the season, coming seventh in the overall classification. In the Manufacturers' Championship, BMW finished third with 580 points, while Chevrolet claimed its maiden title.

"Following the opening races of the season it looked as if our team wouldn't be in a position to fight for the championship," said BMW Motorsport Director Mario Theissen. "But they didn't give up and successfully fought back. Our title chances were only over after the exclusion from the results following the races in Okayama. Up to that point, Andy was still in with a chance of winning the title."

With the 2005, 2006 and 2007 world titles to its name, BMW remains the most successful manufacturer in the history of the World Touring Car Championship. The brand can also look back on plenty of successful races in 2010. In total, BMW drivers scored seven wins, 13 podiums, two pole positions and clocked six fastest race laps. Priaux scored BMW's historic 50th victory in this championship in Brno (CZ). Overall BMW has won 52 WTCC races to date.

For the fourth time a BMW privateer triumphed in the Independents' Trophy: Scuderia Proteam Motorsport's Sergio Hernández (ES) won this category, claiming his second title with the BMW 320si WTCC after his first in 2008. He notched up 156 points, relegating his fellow BMW driver Franz Engstler (DE) to second. Kristian Poulsen (DK), also running a BMW, finished third. A total of seven BMW privateers made it into the top-10.

The 2010 FIA World Touring Car Championship at a glance.

Difficult start.

The year gets underway with difficult races for BMW Team RBM in Curitiba (BR). In wet conditions, Andy Priaulx crosses the line fifth in the first race of the year, just ahead of team-mate Augusto Farfus. Collisions at the start of the second race result in Priaulx retiring his BMW 320si WTCC in the pit lane with a broken suspension, while Farfus finishes in sixth place.

A hard-fought triumph.

At the second race weekend of the season in Marrakech (MA), Priaulx follows an eighth place in round one with his first win of the season in race two. The safety car is out on the track for long periods of the race. Despite this, Priaulx holds his nerve after the restart and defends his lead thanks to a brilliant final lap. Farfus is less successful. The Brazilian finishes tenth in race one to pick up one championship point, but fails to finish the second race.

Unexpected victory.

The start of the European leg of the season resulted in success all along the line for BMW. In Monza (IT), BMW Team RBM clinched its first one-two in the World Championship. Priaulx crossed the finish line first, just ahead of Farfus, in the fifth race of the season. Fourth and fifth in the second race of the day mean more valuable championship points for both BMW works drivers.

On top at home.

Priaulx remains on the road to success in Zolder (BE). After finishing eighth in race one, the three-time world champion dominates race two from pole position, leading from start to finish to claim his third win of the season. Team-mate Farfus finishes ninth and eighth to add to his points tally at BMW Team RBM's home event.

Comeback in Portugal.

Farfus proves to be the main points-winner for BMW Team RBM at the WTCC debut of the "Autódromo Internacional do Algarve" in Portimão (PT). After fourth in the first race, he ends race two in fifth. Priaulx is involved in an accident in race one, but fights back from 19th in race two to finish fourth.

Victory in front of home crowds.

In Brands Hatch (GB), BMW celebrates its second one-two of the season. In race two of his home event, Priaulx claims his fourth win ahead of BMW privateer Colin Turkington. In the first race, third place actually gives Turkington the accolade of being the best-placed BMW driver, while Priaulx comes seventh, Farfus finishes sixth and eighth to pick up points in both races in England.

Landmark victory in the Czech Republic.

After finishing fifth in the first race, Priaulx celebrated a historic success in Brno's (CZ) second race. The Brit's fifth win of the season is also the 50th victory for BMW in the World Touring Car Championship since 2005. Farfus finishes fourth and fifth to add to his points tally, while second in race two for Turkington completes an excellent overall result for BMW at the "Automotodrom Brno".

Strong performance at BMW's home event.

BMW traditionally arrives at its home event in Oschersleben (DE) in dazzling form. Farfus finishes runner-up in both races to make it onto the podium, while Priaulx makes immaculate use of fifth in race one – as so often this season – to take victory in the second race. This gives BMW its tenth victory in 12 world championship races in Oschersleben.

Farewell to Europe.

The European season ends in Valencia (ES) with a fifth and a fourth for Priaulx. The triple world champion remains second in the Drivers' Championship, and so travels to the overseas races in Okayama and Macau with his hopes of winning the championship still intact. Farfus is hit by a rival in race one, and drops to the back of the field with a puncture. Thanks to a spirited performance, he works his way back from 18th to eighth in the afternoon race.

Turbulent races in Japan.

It initially looks as though BMW Team RBM is able to drive its way into a good position ahead of the season finale in Macau. After fourth in the first race, Farfus masters extremely difficult and wet conditions in race two to claim his first win of the season. Priaulx finishes as runner-up in race one, which, like the second race, is started from behind the safety car due to the heavy rainfall. However, both BMW drivers are subsequently stripped of the points won in Japan due to a decision made by the FIA's International Court of Appeal. Both drivers used BMW 320si GBS cars with sequential gearboxes at the "Okayama International Circuit". While the FIA Stewards on site regarded this as in line with the regulations, the Court of Appeal revised this decision. As a result, Turkington is confirmed as the winner of race two.

Points at the finale.

BMW Team RBM once again adds to its points tally at the season finale in Macau: in the 22nd race of the year, Farfus crosses the finishing line at the "Guia Circuit" in fifth. Having been blamelessly involved in an accident at the start of race one, Priaulx starts an impressive comeback from 22nd on the grid in race two, finishing seventh to pick up six World Championship points. Farfus finishes sixth in the second race.

Formula BMW Europe: Thrilling finale in Monza.



Frijns crowns comeback with title in Formula BMW Europe.

Throughout the entire season, Robin Frijns (NL) and Jack Harvey (GB) were embroiled in a captivating duel for the Formula BMW Europe title. A victory and a third place at the finale in Monza (IT) proved sufficient to catapult the Josef Kaufmann Racing driver ahead of his English rival and secure the drivers' title in the renowned junior series.

Frijns follows in the footsteps of many prominent drivers who gained their initial experience in single-seater racing and achieved the first important victories of their racing careers in Formula BMW: in 2010 eight Formula BMW graduates lined up in the FIA Formula One World Championship, in the form of Sébastien Buemi (CH), Timo Glock (DE), Nico Hülkenberg (DE), Christian Klien (AT), Nico Rosberg (DE), Bruno Senna (BR), Adrian Sutil (DE) and Sebastian Vettel (DE). Vettel became the first former Formula BMW driver to clinch the coveted title.

Frijns and his rivals for Formula BMW Europe success quite literally followed in the footsteps of their role models. At seven of the eight race events, the talented youngsters demonstrated their skills on the Formula One support programme.

In 2010 it was obvious from race one, the battle was going to be between Frijns and Harvey, who had met for the first time years before in karting. However, this time Harvey took the lead from the opening weekend and never gave that up until round 15 in Monza. As the two youngsters lined up in Monza it was six wins to Harvey and five to Frijns and all to play for. After race one it was six all and then in race two it was seven six to Harvey.

Like any driver Frijns had his ups and downs this season and his own personal thoughts on what has happened were: "My low of the season was in the first race in Barcelona as I crashed, but it wasn't my fault. The high was I would say Zandvoort in the rain as I won by eight seconds and I was really fast. However, I had a lot of highs as I won six races and the first one in Monza was special as I needed to win that to keep me in the championship."

Formula BMW Pacific: Beaming winners and a happy champion.



Richard Bradley enjoys perfect debut season in single-seater racing.

New Zealand's Earl Bamber was the latest driver to win the Formula BMW Pacific title in his first season in 2006. In 2010 Richard Bradley (GB), who lives in Singapore, achieved the same feat. After 13 of the 15 races, the 19-year-old had already secured both the championship and the Rookie Cup.

In Okayama (JP), Bradley celebrated his seventh win of the season, which gave him an unassailable lead over Oscar Tunjo (CO) in the Drivers' Championship. The Eurasia Motorsport driver ended the season on 217 points, 76 ahead of his Columbian rival in second place.

Like their fellow drivers in Europe, entrants in the 2010 Formula BMW Pacific series were able to show off their skills on the most prominent stage in international motorsport: Formula One. The youngsters shared the bill with motorsport's elite class at the "Sepang International Circuit" in Kuala Lumpur (MY) and Singapore's "Marina Bay Circuit". Bradley drove his way into the list of winners on both occasions and added further victories in Guangdong (CN) and Okayama.

"I'm thrilled to have won the championship," he said. "I think one of the reasons why I've been so consistent this year is because of age and maturity. I'm 19-year old and I can calculate these things better. It's been a great year, I've really gelled with the team and it's been a great learning process."

The season finale of the Formula BMW Pacific series at the narrow "Guia Circuit" in Macau was also the final Formula BMW race in its old format. Formula BMW Pacific once again boasted a record starting field, with no less than 27 drivers lining up in the series. Carlos Sainz Junior (ES) was the final Formula BMW winner to be entered into the history books at the 6.117-kilometre circuit.

BMW Sports Trophy: Göransson tops the standings again.



The 2010 BMW Sports Trophy goes to Sweden.

Richard Göransson (SE) crowned his successful 2010 season with another trophy. On 4th December, the 32-year-old was presented with a winner's cheque for 30,000 Euros by BMW Motorsport Director Mario Theissen in Munich. Göransson, who won the 2010 Swedish Touring Car Championship (STCC), scored 474 points in the traditional BMW privateer competition over the course of the season. This proved enough to clinch the coveted title, ahead of the Japanese duo of Nobuteru Taniguchi and Masataka Yanagida, who finished tied in second place having won the Super Taikyu Series in their BMW Z4 M Coupé. Fourth place went to BMW M3 driver Thomas Biagi (IT), who won this year's Superstars Series.

Since its introduction in the 1960s, the BMW Sports Trophy has been awarded each year to the most successful private BMW drivers around the world. This year's record entry figures – 214 drivers from 25 countries – were emphatic proof of the huge interest in BMW Motorsport's Customer Racing programme. Over the course of the season, success reports were submitted to the company headquarters in Munich from 32 racing series across the globe. The 2010 competition once again boasted a total prize purse of about 250,000 Euros.

“Congratulations to Richard Göransson on winning the BMW Sports Trophy,” said BMW Motorsport Director Mario Theissen. “Richard has consistently been one of the most successful BMW privateers. He won the competition back in 2004 and has since been a worthy representative of the BMW colours, winning countless races. This year's triumph with the BMW 320si in Sweden deserves the greatest respect. My compliments go to all 214 BMW Sports Trophy participants. Thanks to their performances in a wide range of BMW racing cars, they have played a significant role in the presence of BMW in international motorsport.”

Göransson claimed three race victories and seven further podium finishes in the STCC. These results earned him his eighth successive invitation to the BMW Sports Trophy Award Ceremony. His incredible record in the competition includes six top-three finishes. He said: “The title in Sweden means an awful lot to me. To come out on top at the BMW Sports Trophy as well makes it twice as nice. I really like the atmosphere at the Award Ceremony in Munich. It is fun meeting and chatting to the other drivers from around the world, and to be able to do that as the winner is fantastic. I would like to thank BMW for its support.”

Service.



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Previews are generally sent out on the Monday ahead of a race weekend.

Qualifying and race reports are sent out on race weekends around 60 minutes after the end of the last session or the end of the race.

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