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BMW Motorsport 1997

A clear matter of concentrated strength

The priorities of BMW Motorsport for the 1997 season are clearly defined: top priority goes to the 24-Hour Race at Le Mans, with other focal points including the new FIA GT Championship and the ADAC Super Touring Car Cup (STW Cup).

BMW will be putting in an appearance at Le Mans with its own works team and two special McLaren BMW built especially for this long-distance classic in mid June.

Two McLaren BMW sports cars will also be used by the Team BMW Motorsport in the FIA GT Championship which arose out of the BPR Series under the sporting authority of the International Automobile Federation (FIA). The two sports cars to be deployed are powered by twelve-cylinder BMW engines, have undergone considerable further development. To underline the commitment of the BMW engagement, Team Schnitzer starts as „Team BMW Motorsport“ in the series. This endurance championship consisting of eleven, primarily four-hour races will take place in eight countries.

The BMW driver team for the 24-Hour Race in Le Mans and the GT World Series will also be multinational. The Dutchman Peter Kox will be sharing the cockpit with the Italian Roberto Ravaglia, whilst the second McLaren BMW will contain the duo of the Finn JJ Lehto and Briton Steve Soper. The quartet will be reinforced for the 24-hour marathon by the Frenchman Eric Hélary and the Brazilian Nelson Piquet.

This stirs memories of good times in the past: the triple Formula 1 World Champion Nelson Piquet collected his second world championship title in 1983 in a Brabham BMW. The designer of the world championship engine was Paul Rosche, now managing director of BMW Motorsport Ltd. and father of the twelve-cylinder engine in the McLaren BMW. Back then Piquet's racing car originated on Gordon Murray's drawing board - just like the McLaren BMW.

In touring car sport BMW will be carrying on a more recent tradition: in 1994 Johnny Cecotto was the first winner of the German

Super Touring Car Cup in a BMW, and a year later the long-time BMW driver Joachim Winkelhock collected the title. In 1997 the two will line up together for BMW Motorsport in the German Super Touring Car Cup (STW Cup), which, during its three year existence, has developed into the most important series in this class worldwide. The BMW 320i has also been developed further and the BMW Team Bigazzi is taking over use of the vehicles.

The BMW Team Isert will also be lining up for the STW Cup with official drivers Leopold Prince of Bavaria and Christian Menzel. The use of further 320is in the Super Touring Car Championships of Australia, Belgium and Italy will supplement the demanding BMW motorsport programme in the touring car sector, along with the support given to popular sport and the traditional BMW Sport Cup for private drivers, which is once again to be held. The British GTC team - winners of the BPR in 1996 - will be powered by the twelve-cylinder BMW engine in the FIA GT Championship. And young talents will get their chance with BMW again in the BMW Formula ADAC Championships.

High aims require clear structures. McLarenCars, as development partner, is responsible for the development and building of both the McLaren BMW sports car and the BMW 320i racing touring car. The vehicles were created in England under the leadership of Gordon Murray in close co-operation with BMW Motorsport Ltd., which was founded at the end of 1995, and its managing director Paul Rosche.

The heart of both racing cars, the twelve-cylinder engine in the case of the sports car and the four-cylinder engine in the super touring car, will continue to be developed and built by BMW in Munich.

FIA GT Championship 1997

Full power with Team BMW Motorsport

The fascination of high-performance sports cars on the world's racing circuits is one of the driving forces behind BMW involvement in the new FIA GT Championship. The Team BMW Motorsport will be putting two McLaren BMW into the races of this championship, which originated from the BPR private drivers series.

Not only does the 1997 BMW GT racing car differ from its successful predecessor visually but the approx. 600 HP twelve-cylinder BMW engine has also been developed further. This unit from Munich, a model of reliability, made the McLaren BMW the series winner in the BPR in 1995 and 1996.

The director of the Team BMW Motorsport is Charly Lamm, who was known in his previous position as manager of the BMW Schnitzer team. Lamm is now BMW race manager in the FIA GT Championship. The Schnitzer team, based in Freilassing near Salzburg, Austria, and a successful partner of BMW in touring car sport for thirty years, is more or less continuing its career in 1997 in form of the BMW Motorsport team. „The new challenge fills us with motivation right to the tips of our fingers“, says Lamm.

Four official BMW drivers will be steering the two McLaren BMW. Italian Roberto Ravaglia and Dutchman Peter Kox will form one pair, with Briton Steve Soper and Finn JJ Lehto forming the other. Kox won the four-hour race on the Nürburgring in 1996. His partner Ravaglia, whilst entering new territory with his participation in the GT, has guaranteed success for BMW in touring car sport for years.

Lehto has enriched the history of the McLaren BMW with a significant victory: in 1995 he was one of the trio of drivers who won the 24-Hour Race at Le Mans. Steve Soper, an established BMW touring car driver and last year's runner-up in the German STW Cup, was part of the winning team in the 1000 Miles Race in Brazil in January this year.

The 1997 McLaren BMW: lighter and more streamlined

The McLaren BMW presents itself for the 1997 racing season lighter, more aerodynamic and faster. The challenge of improving what was already one of the most highly stylized and developed sports cars in the world even further, demanded the very best of Paul Rosche, managing director of BMW Motorsport Ltd., and his engineers, not to mention McLaren designer Gordon Murray.

The weight of the vehicle was reduced by 100 kilograms to weigh in now at 950 kilograms although the chassis and body already consisted of lightweight carbon fibre-reinforced plastic.

Engineers in Munich achieved a saving of 25 kilograms in the engine alone. The twelve-cylinder BMW engine now weighs 237 kg. To shed excess pounds, the engineers installed a smaller dynamo and did away with the neutral control from the series. They made the exhaust system from a titanium alloy and the valve bonnet of carbon fibre. The crank mechanism and bearings were also made lighter.

In addition, the efficiency of the engine has been considerably increased - the 1997 McLaren BMW uses around five percent less fuel.

The engine is capable of a maximum power output of 800 HP, but is throttled to around 600 HP at 6500 revs using an air restrictor. The diameter of the air restrictor depends on engine displacement volume - currently just under the six litre limit - and the weight of the vehicle.

The regulations allow the weight of a vehicle to be varied, depending on the characteristics of the circuit. „Thus on a winding course we can use a lighter vehicle, but one with less power“, explains Paul Rosche, father of the V12. „Whilst on circuits with long straight sections, power is the most important thing, and here you can expect the McLaren BMW to be somewhat heavier so as to benefit from a larger air restrictor.“

To reduce the weight of the vehicle, designer Gordon Murray implemented such materials as aviation aluminium for the wheel suspensions and magnesium for the gearbox casing, amongst other things.

The further development of the aerodynamics resulted in considerably improved down force values and more flexible adjustment options. "In the 1997 car, even if we set all the chassis options to give us a minimum down force, we still achieve as much down force as with the maximum settings last year," says Murray.

The revised external dimensions are obvious. The McLaren BMW was made half a metre longer and 22 cm wider. The long tail now allows a steeply rising spoiler conduit to increase the force.

Specifications McLaren BMW 1997

Power unit:

Model:	BMW Motorsport Ltd S 70/3
Configuration:	V12, cylinder angle 60°, distance between cylinders 91 mm/3.58", four valves per cylinder, four overhead camshafts, dual chain drive, mechanical tappets, intake VANOS (intake camshaft infinitely adjustable)
Block:	Aluminium alloy with nikasil-coated cylinder liners
Cylinder head:	Aluminium alloy
Capacity:	5995 cc
Bore x stroke:	86 x 86 mm/3.39 x 3.39"
Compression ratio:	12.5:1
Ignition system:	Transistor coil ignition with twelve individual coils
Intake system:	twelve individual throttle butterflies, air collector made of carbon fibre
Pistons:	Box-type pistons, forged
Fuel system:	one injection nozzle per cylinder
Valve housing:	Valve housing made of magnesium alloy, carbon-fibre cover
Flywheel:	Aluminium
Exhaust system:	Fan-type manifold with flame tubes made of 0.8 mm Inconel, two oxygen sensors
Lubrication:	Dry sump with four extraction pumps and one pressure pump, oil sump and pump made of aluminium alloy, oil/water heat exchanger, oil volume approx 12 litres
Alternator:	165 Amps for long distances, 100 Amps for short distances
Fuel grade:	98 RON, unleaded
Oil:	Fina First Oil
Engine management:	TAG-3.12 with oxygen sensor control, engine load determined via throttle butterfly angle and engine speed @/n)
Max power:	604 bhp at 6500 rpm
Max torque:	711 Nm (524 lb-ft) at 5000 rpm
Max engine speed:	8000 rpm

Most significant engine developments 1997

- Weight reduced versus 1996 by 25 kg to 237 kg (523 lb)
(incl manifold, wiring harness, flywheel and heat exchanger)
by: Ignition coil and valve housing made of carbon fibre
(previously magnesium)
Introduction of a lighter alternator, lighter crank drive and
lighter wiring harness
Standard idling system dropped
- Optimisation of mechanical efficiency versus 1996 by 5 per
cent through greater fuel economy

Car: **McLaren BMW**

Model: F1 GTR

Transmission/power train

- Rear-wheel drive
- Sequential 6-speed gearbox fitted crosswise, straight-
toothed gears, housing made of magnesium
- Hydraulically operated three-plate carbon-fibre clutch
- Transmission fluid cooled by high-performance pump for
lubrication system
- Wheel drive shafts with drive balance joints
- Limited-slip differential

Body

Length/width/height:	4924/1920/1120 mm (193.9/75.6/44.1")
Ground clearance:	70 mm (2.76")
Wheelbase:	2718 mm (107.0")
Track, front/rear:	1598/1556 mm (62.9/61.3")
Weight:	950 kg (2095 lb)
Tank capacity:	100 litres (22 Imp gals)

Suspension

Front axle:	Double wishbones, light-alloy dam- pers, coaxial coil springs, anti-roll bars
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Rear axle:	Double wishbones, light-alloy dampers, coaxial coil springs
Steering:	Mechanical rack-and-pinion steering without power assistance
Brakes:	Inner-vented carbon-fibre discs, 36 mm (1.42") thick, diameter 380 mm (15.00") at the front and 355 mm (14.00") at the rear, 8-piston monobloc light-alloy brake callipers front and rear
Wheels:	18-inch magnesium rims with central bolt
Tyres:	Michelin high-performance racing tyres

Most significant improvements in 1997

- Car weight reduced by approx 75 kg (165 lb)
- Development of a new sequential gearbox (XTRAC) with magnesium housing
- New drive shafts with drive balance joints
- Improvement of all suspension components for enhanced stiffness and lower weight
- Improvement of electrical system
- Aerodynamic optimisation front and rear, air intakes and outlets with enhanced efficiency

Touring Car Programme 1997

Bound for success - focusing on the STW Cup

The BMW success story in Touring Car sport is binding and is a burden of inheritance which is of our own making. Carrying on this tradition in the ADAC Super Touring Car Cup, is the task of the BMW Team Bigazzi with its experienced official drivers Johnny Cecotto and Joachim Winkelhock. They will be supported by the Isert team, with its official drivers Leopold Prince of Bavaria and the junior Christian Menzel. Whilst Germany's highest touring car class forms the focal point of our 1997 commitments with the BMW 320i, we will also be keeping in touch with the tradition of success in Belgium, Italy and Australia.

„The German STW Cup has developed into the most important series in the super touring car class worldwide - and thus into our main area of activity within touring car sport“, says Klaus Mährlein, BMW race manager in the STW Cup. Through selective weight categorisation, the regulations attempt to equalise the various drive system concepts of the participants so as to tighten up the competition in the field. The BMW 320i, the only racing car with rear-wheel drive in the series, takes part with a basic weight of 1,000 kilograms; the front-wheel driven cars weigh 25 kilograms less. „The narrow boundaries set by the rules, with respect to aerodynamics for example, also contribute to the tight performance range within the series“, says Mährlein. The competitors in the German championship are Alfa Romeo, Audi, Honda, Nissan, Opel and Peugeot. „Our aim is to win back the title from Audi“, proclaims Mährlein. To do so they will be deploying an improved BMW 320i and excellent drivers.

The Italian Bigazzi team consists of two drivers who have won the STW Cup previously. The Venezuelan Johnny Cecotto took the title for BMW in 1994, Joachim Winkelhock then repeating the success a year later. Cecotto, twice world motorcycling champion and a former Formula 1 driver, won the title for BMW in Italy in 1989, and the ADAC GT Cup in 1993.

Joachim Winkelhock has won titles for BMW a total of three times: in 1993 he won the fiercely fought British Touring Car

Championship at the first attempt, in 1994 the Asia-Pacific Championship and in 1995 the STW Cup. Last season the 36-year-old German from Swabia was again the centre of much attention and took four victories. „The fact that we have two previous cup-winners driving for us should give a fair indication of our intention to succeed“, concludes Klaus Mährlein. Cecotto and Winkelhock are also qualified to accumulate points in the fight for the manufacturers title.

The official drivers in the BMW Team Isert form a contrasting duo: youthful nonchalance on the one hand, in the form of the 25-year-old Christian Menzel, and deliberate routine on the other, with the 53-year-old Leopold Prince of Bavaria. The Isert team will be using two modified 1996 BMW 320is.

BMW has engaged Didier de Radiguès for the 1997 season for its endeavours in Belgium, where Thierry Tassin won the title for BMW in 1994 and 1995. The 39-year-old Radiguès was last year runner-up in the Belgian championships for Honda. His modified 1996 BMW 320i is being prepared by the BMW Motorsport Team Belgium under the leadership of Günther Warthofer.

Fabrizio de Simone is the new addition to the CibiEmme-Team drivers in Italy and will be Emanuele Naspetti's new team colleague. The CibiEmme-Team will be putting two brand new BMW 320is on the starting grid. Naspetti, who has driven for BMW since 1994, came third in the championship behind runner-up Johnny Cecotto last year.

„Never change a winning team“ is the motto in Australia. BMW driver Paul Morris won the Australian Championships in 1995 and Geoff Brabham was runner-up. In 1997 the pair will again be driving for the BMW Team Australia at the wheel of modified 1996 BMW 320is.

Consistent further development of the BMW 320i

In order to further develop a car like the 320i, which already had the reputation of being a mature thoroughbred, one had to resort to engineering magic. The most obvious changes which were carried out on the rear-wheel drive racing car are expressed in the changes to the aerodynamic properties. The 1997 version has a new front spoiler and a new rear wing. Both the radiator flow, as well as the air supply to and from the brakes has been optimised.

The reduction of friction losses in the driving gear and in the chassis were priorities in the further development of the vehicle. The chassis was also revised in order to improve the kinematic values.

An even greater safety for the drivers was another focal area of the specification. The roll cage around the passenger cell was further reinforced in the BMW Regensburg works and the side impact protection increased using the results of a side crash test. In addition, the driver's seat was moved further towards the middle and further back. This protects the driver as well as helping to create a more favourable centre of gravity. This, together with other alterations to details enabled the mass moment of inertia to be optimised along the car's vertical axis. In spite of all these innovations, the BMW engineers have managed to produce a car which is lighter than its predecessor.

The engine specialists gathered under Paul Rosche, contributed too by reducing the mass of the 2.0 litre in-line four cylinder engine by about five per cent. The engine now produces 305 HP. In order to achieve this, they improved the torque development curve of the 16 valve engine and increased its maximum torque by five Newton-metres, to a total of 265 NM now available to the drivers above 7,000 RPM.

The main factors involved in attaining these values, were the extension of the BMW ECU control functions, the retuning of the inlet and exhaust timing, as well as a friction optimised crank drive and shaft. Above all, in order to achieve these values the engine control functions of the BMW ECU were expanded, the gas exchange retuned and the crank mechanism friction-optimised.

Super Touring Car Commitments in 1997

Germany

Team: BMW Team Bigazzi
Drivers: Johnny Cecotto (YV)
Joachim Winkelhock (D)

Team: BMW Team Isert
Drivers: Christian Menzel (D)
Leopold Prince of Bavaria (D)

Belgium

Team: BMW Motorsport Team Belgium
Driver: Didier de Radiguès (B)

Italy

Team: CibiEmme, BMW Italy
Drivers: Emanuele Naspetti (I)
Fabrizio de Simone (I)

Australian

Team: BMW Team Australia
Drivers: Geoff Brabham (AUS)
Paul Morris (AUS)

Specifications of the BMW 320i race touring car 1997

Power unit:

Configuration:	Straight-four, distance between cylinders 91 mm/3.58", four valves per cylinder, two overhead camshafts, drive via valve timing chain, mechanical tappets
Block and cylinder head:	Standard, BMW M42 power unit
Capacity:	1998 cc
Bore x stroke:	86.5 x 85.0 mm/3.41 x 3.35"
Compression ratio:	13.2:1
Ignition:	Double-spark coil
Intake system:	Flat-slide manifold, carbon-fibre air collector
Pistons:	Double-ring box pistons, forged
Fuel system:	Two injection nozzles per cylinder in intake manifold
Flywheel:	Aluminium
Exhaust:	Silencer system with four-in-two manifold, three-way metal-based catalytic converter and tail muffler
Lubrication:	Dry sump with oil/water heat exchanger, oil capacity approx 5 litres
Alternator:	100 Amps
Fuel grade:	Premium plus, 98 RON
Oil:	Fina First Oil
Engine management:	ECU 4A.2
Max power:	305 bhp (to ECE standard) at 8300 rpm
Max torque:	265 Nm/195 lb-ft (to ECE standard) from 7000 rpm

Most significant engine developments for 1997

- Extension of engine control functions in BMW ECU
- Re-harmonisation of cylinder charge process on intake and exhaust side
- Modification of crank drive for minimum friction
- Weight reduced by approx five per cent

Car: BMW 320i

Transmission/power train

- Rear-wheel drive
- Sequential 6-speed gearbox with transmission ratios interchangeable according to track/race requirements
- Three-plate carbon-fibre clutch
- Carbon-fibre propeller shaft
- Drive shafts with tripod joints
- Multiple-plate limited-slip differential (with adjustable locking action)

Body

Four doors, one seat

Length/width/
height (unladen):

4433/1898 mm/adjustable (174.5/74.7"/
adjustable)

Wheelbase:

2700 mm (106.3")

Track, front/rear:

1480/1520 mm (58.3/59.8")

Weight, unladen:

1000 kg (2205 lb), according to
regulations

Tank capacity:

45 or 85 litres (9.9 or 18.7 Imp gals), de-
pending on national championship

Suspension

Front axle:

Friction-minimised McPherson spring strut
axle with cast magnesium wheel mounts
and titanium central lock shafts, positive
steering roll radius

Rear axle:

Central-arm axle with longitudinal control
arms, double wishbone and titanium cen-
tral lock shafts, anti-roll bars operated by
toggle lever and adjustable from driver's
seat

Dampers:

Inward and outward stroke adjustable front
and rear

Steering:

Rack-and-pinion steering, manual

Brakes: Inner-vented disc brakes front and rear (diameter 345 mm/13.6" at the front and 280 mm/11.0" at the rear, disc thickness 32 mm/1.26" front, 25.4 mm/1.0" rear), double-calliper brakes at the front, four-piston brake callipers at the rear

Wheels: BBS rims, 8.3 J x 19

Tyres: Michelin, 21-65-19

Most significant developments for 1997

- Reinforcement of safety cage (BMW Regensburg plant)
- Lower centre of gravity, optimised mass inertia around vertical axis
- Driver's seat moved closer to the middle and further back
- Improvement of side impact protection in side-on collisions
- Reduction of weight
- Aerodynamics modified on the front air dam, rear wing, air guides and radiator airflow ducts
- Minimisation of friction on drive train and suspension
- Modification of suspension kinematics
- Improvement of cockpit ergonomics

BMW press information
for the 24-Hour Race
in Le Mans
will be issued in mid May.

The New Generation Programme in 1997

Young BMW drivers hot on the heels of Schumacher

16 years young and already a BMW driver - this could only happen in the BMW Formula ADAC Championship and its Junior class. In this series, commonly referred to as „Formula Junior“, new drivers can put their talent to the test even before getting their first driving licence. Formula Junior will once again accompany all the races in the ADAC Super Touring Car Cup in 1997. The youngsters start in two races every weekend, racing each Saturday and Sunday as part of a major event.

Sometimes things develop extremely rapidly: in 1993 Ralf Schumacher, then just 18 years old, became runner-up in the Formula Junior initiated by BMW and ADAC, had leapt into Formula 1 by 1997. Such a speedy ascent is generally not the rule, „but would have been much more difficult and much more expensive without the well-structured categories for up-and-coming drivers as a link between carting and the advanced racing car categories“, says Marc Surer, who looks after the new BMW generation as head instructor. He speaks from experience: born in Switzerland and active in Formula 1 from 1980 to 1987, he began his professional career as a BMW Junior. That was in 1977 when BMW was the first car manufacturer to create a junior team „which was not always easy to tame“, as Paul Rosche, now managing director of BMW Motorsport Ltd., remembers the trio of Surer, Manfred Winkelhock and Eddie Cheever. Their success justified the idea and the juniors established themselves from the start. Encouragement of the up-and-coming generation has had a firm place in BMW motorsport ever since.

In 1991 Formula Junior was inaugurated in co-operation with the ADAC. Now, in its seventh year, it is to be divided into two classes: the „BMW Formula ADAC Championships“ will be raced using a version of the Kevlar chassis, modernised by designer Johann Knapp and a new BMW motorcycle engine with a capacity of 1100 ccm, whilst cars one year old or more will in future take part in the „BMW Formula ADAC Junior Championship“ using the one litre engine from the BMW K1 motorcycle. This gives

beginners an opportunity to sound out their talent with used car first which is less expensive.

The new generation of the four-cylinder inline engine from the BMW K1100 motorcycle has improved torque and provides up to 130 HP. The previous engine, with a capacity of one litre, achieves around 110 HP, which is nevertheless enough to accelerate the small formula racing cars to over 200 km/h.

Before starting to race in Formula Junior, a school visit is recommended. A course immediately prior to the start of the season is available to all registered drivers for an entry fee of DM 5,000, whilst other courses are held throughout the year for future Formula Junior beginners. The ADAC is responsible for organising these hand in hand with BMW, who provide the services of Marc Surer as an instructor, as well as providing the engines and sequential gearboxes. The ADAC and BMW each contribute equally towards the eight driving school single-seater racing cars.

At least four basic courses and two two-day final courses (proper race training), are on the programme in 1997. The best participant in a basic course is rewarded with a free place on the final course, provided they are not yet 20 years old. Anyone winning one of the final courses is provided with a Formula Junior racing car for a whole season. The two most talented protégés from the 1996 final course, who now wish to follow in the footsteps of the current champion Matthias Wolf from Marburg, are Marcel Hollmann and Patrick Sommer. Hollmann, 18, will receive his Formula Junior from BMW whilst Sommer, 17, will be provided with a vehicle by the ADAC.

As a logical continuation of this programme to encourage a new generation of drivers, BMW is making room for young budding touring car drivers, for example the 25-year-old Christian Menzel who will be getting a chance with the squad of official drivers for the STW Cup in 1997. In 1991 Menzel was one of the first Formula Junior drivers. In popular sport, the assistance given to Sabine Reck, now 27 years of age, paid off in 1996 with the first overall victory by a woman in the famous 24-Hour Race on the Nürburgring Nordschleife.

Technical Data for BMW Formula ADAC Racing Car

Engine:

Model:	114 EA
Design: from	Four-stroke inline four-cylinder engine the BMW K 1100 motorcycle, two overhead camshafts, liquid-cooled, electronic injection with fuel cut-off in the overrun
Capacity:	1093 ccm
Bore times stroke:	70.9 x 70 mm
Compression ratio:	11.0:1
Fuel:	Super Plus unleaded
Power:	approx. 130 HP
Max. torque:	approx. 107 Nm
Engine management:	Bosch-Motronic
Exhaust cleaning:	three-way catalytic converter
Lubrication:	forced feed lubrication
Power transmission:	sequential five-gear transmission with reverse, transmission released

Vehicle:

	single-seater carbon-fibre chassis with three-piece wooden base-plate, steel roll bar, front spoiler with flaps and adjustable rear spoiler with vertical fins, chassis manufacturer: Jak GmbH
Wheel suspension:	single-wheel suspension via double arms, Eibach springs, Bilstein shock absorbers
Steering:	rack-and-pinion steering
Braking system:	two independent braking circuits (front/rear), adjustable brake effect proportioning
Wheels:	BBS rims, front 6x13 inch, rear 8x13 inch
Tyres:	Pirelli slick and rain tyres
Petrol tank:	FIA FT3 safety tank
Dimensions:	length: 3695 mm, width: 1545 mm, height: 985 mm, wheel base 2440 mm
Curb weight:	minimum 380 kg

Technical Data for BMW Formula ADAC Junior Racing Car

Engine:

Model:	104 EB
Design:	four-stroke inline four-cylinder engine from the BMW K 1 motorcycle, two overhead camshafts, liquid-cooled, electronic injection with fuel cut-off in the overrun
Capacity:	987 ccm
Bore times stroke:	67.4 x 70 mm
Compression ratio:	11.0:1
Fuel:	Super Plus unleaded
Power:	approx. 110 HP
Max. torque:	approx. 96 Nm
Engine management:	Bosch-Motronic
Exhaust cleaning:	three-way catalytic converter
Lubrication:	forced feed lubrication with oil plane
Power transmission:	single dry plate clutch (sinter-coated), sequential five-gear transmission

Vehicle:

	single-seater carbon-fibre chassis with wooden base-plate, steel roll bar, front spoiler with flaps and adjustable rear spoiler with vertical fins, chassis manufacturer: Jak GmbH
Wheel suspension:	single-wheel suspension via double arms, Bilstein spring/shock absorber units
Steering:	rack-and-pinion steering
Braking system:	two independent braking circuits (front/rear), adjustable brake effect proportioning
Wheels:	BBS rims, front 6x13 inch, rear 8x13 inch
Tyres:	Pirelli slick and rain tyres
Petrol tank:	FIA FT3 safety tank
Dimensions:	length: 3670 mm, width 1560 mm, height 980 mm, wheel base 2420 mm
Curb weight:	minimum 380 kg

1997 Sports Trophy

Creating the Foundation for Top-Level Sport

When endurance trophy driver Johannes Scheid or GT driver John Nielsen report their success to BMW, they are not trying to boast in any way, but are rather collecting valuable points for the BMW Sports Trophy. Indeed, this is the procedure followed by all private BMW sports drivers - regardless of whether they are racing touring cars in Groups A and N or a BMW sports car in the GT category. Because fast private drivers have been winning prize money in the BMW Sports Trophy for over 30 years.

„It's very important for us to keep up this good tradition“, says Karl-Heinz Kalbfell, Head of Central Marketing at BMW. „And there's more than a sentimental feeling behind all this. Popular events for private drivers are the cradle of motorsport - events of this kind create the foundation for top-level performance.“ Precisely this is why it is one of the tasks of BMW to offer the ambitious driver the best car for racing, plus Original BMW Parts at reasonable prices.

Last year no less than 248 drivers registered for the Sports Trophy. And Danish driver John Nielsen, winning the Japanese GT Championship in his McLaren BMW and participating successfully in the BPR Series, collected the largest number of points. Accordingly, BMW Motorsport rewarded him for his success with DM 70,000 out of the total prize money purse of DM 456,000.

Contestants for the BMW Sports Trophy will also be out there in their McLaren BMW sportscars in 1997, entering the new FIA GT Championship. Other private drivers will be winning points in various national Super Touring Car Championships, the European Hill-Climb Championship, or in the German ADAC GT Cup, the German Touring Car Trophy, and the German Veedol Endurance Trophy at Nürburgring.

Johnny Cecotto

It's the difficult things I like

„Competition in the STW Cup is getting very intense - the season will be very tough“, says Johnny Cecotto, whilst at the same time sounding entirely undaunted. With a shrug he explains his attitude: „I like the difficult things, everything else is uninteresting.“

In 1956, the year in which Cecotto was born in Caracas, his father Giovanni became the Venezuelan motorcycling champion. The title had an obvious effect on the offspring: whether Giovanni was preparing motorcycles or cars for races, Johnny was there. The father was reluctant to see his son follow in his footsteps but was unable to find arguments to forbid it. At the age of 16, Cecotto junior rode his first motorcycle race. After the second race he had a sponsor and in the same year, the Venezuelan Yamaha importer took this uncut gem under his wing. In 1975 he collected the first of two world championship titles: „Back then, I just thought everything was just great. I was young and carefree.“

The move to single-seater race cars pushed him through Formula 2 as the European Runner-up into Formula 1. „I was used to success“, says Cecotto, „not being able to win due to an inferior car bothered me.“ His accident in 1984 buried all hopes of a top place in the supreme class. Cecotto suffered severe leg fractures and had to undergo innumerable operations. „To start with I was just sad because I could never prove myself in Formula 1, but I then learnt to see things positively, because I was able to race again, walk again and do all sorts of other which I were fun as well.“

1985 saw his comeback with BMW in touring car sport. His first title for BMW in Italy in 1989 was followed by two more, finally winning the STW Cup in 1994. Last year he was runner-up in Italy. The youthful abandon is long gone. Johnny Cecotto demands everything from himself and his team. At 41 years old he does not rest until all the options have been tried out. He sees his profession as a 24 hours-a-day job. He has on more than one occasion suddenly appeared back in the box at the last minute to inform his team of chassis changes he had just thought of. He knows that he asks for a lot - and his mechanics know that he won't forget to thank them for providing it.

Johnny Cecotto (YV)

Date and place

of birth: 25 January 1956 / Caracas (YV)
Address: Via Treviso 19, 31057 Silea (TV), Italy
Family: One son: Johnny Amadeus
Hobbies: Skiing, water sports

Racing career:

1973/74	Winner of Venezuelan and South American Motorcycle Championships
1975	Winner of the World Motorcycle Championship (350-cc class)
1976	Runner-up in the World Motorcycle Championship (350-cc class)
1978	Winner of the World Motorcycle Championship (750-cc class)
1982	Runner-up in the European Formula 2 Championship (March)
1983	Formula 1 (Theodore), one 6th place
1984	Formula 1 (Toleman), accident
1985	Comeback in the European Touring Car Championship (BMW 635 CSi)
1986	European Touring Car Championship (Volvo), two wins
1987	World and European Touring Car Championships (Group A BMW M3), four wins
1988	German Touring Car Championship (Mercedes), four wins
1989	Winner of the Italian Touring Car Championship (BMW M3)
1989-1992	German Touring Car Championship (BMW M3), runner-up 1990, fourth 1991, fourth 1992, ten wins overall, raced in Italy
1993	Winner of the ADAC GT Cup (BMW M3 GTR)
1994	Winner of the ADAC Touring Car Cup, 7th Italian Touring Car Championship (BMW 320i)
1995	12th in the British Touring Car Championship (BMW 320i)
1996	Runner-up in the Italian Touring Car Championship (BMW 320i)
1997	ADAC Super Touring Car Cup (BMW 320i), BMW Team Bigazzi

Peter Kox

Genuinely committed

„Eerlijkheid duurt het langst“ - which roughly translates as 'honesty is the best policy' - is Peter Kox's motto. „Sometimes“, reflects the Dutchman, „I have undoubtedly also harmed myself with it because the dividing line between honesty and a lack of diplomacy is unclear - I like it when people tell me straight out what they don't like about me.“ The 33-year-old speaks calmly and resolutely. He knows what he wants and he works hard to get it. Discipline is important for him. „Since 1990, I have worked on my fitness programme as consistently as can be expected from a works driver“, he explains. „It would be far more expensive to gain three or four tenths of a second through technical changes.“ Kox does not drink or smoke and if you happen to find him in a fast food restaurant, he has probably been dragged there by his three-year-old daughter Stephane.

In 1996 he won respect in the further development of the BMW 320i racing touring car through dedicated testing. A year, even if crowned by a victory in the McLaren BMW on the Nürburgring, without a fight for a title, is not easy for someone who feels best when competing, as Kox does. His passion for cars and racing sport developed when he was a lad. „My father once invited me to a race. I was at first really enthusiastic and then completely disappointed because it wasn't Formula 1“, he says.

Motorsport cannot be demanding enough for him. In 1992 he started in the British Formula 3000, won the first race and was dissatisfied. „I knew I had made some mistakes in that race. I thought: what kind of a championship is this if you still win in spite of that?“ In the end he came third in the championship. Neither did the years 1993 and 1994 - one championship and one third place in the Dutch Touring Car Championships - present him with the right challenge for his taste. In 1995 he was runner-up to his BMW colleague Joachim Winkelhock in the STW Cup, then came the test season. „And now“, says Peter Kox beaming, „I am in a position in which I feel great again. The new McLaren BMW is a great car, hard competition awaits us in the GT Series and I like my partner Roberto. We want to work together at helping the car become a winner.“

Peter Kox (NL)

Date and place
of birth:

23 February 1964 / Eindhoven, Netherlands

Address:

St Christoffelstraat 3, 5614 BM Eindhoven,
Netherlands

Family:

Married to wife Esther, daughter: Stephane

Hobbies:

Cart racing and skiing

Racing career:

1978-1982

Cart racing

1982

Winner of the International Dutch Cart
Championship

1983

Winner of the Marlboro Formula Ford
Challenge

1984

Runner-up in the Dutch Formula Ford 2000
Championship, third in the Benelux Formula
Ford 2000 Championship

1985

4th Toyota Corolla Cup (NL), one win

1986

Sports 2000 racing, one win

1987

7th in the British Formula 3 Championship

1988

Formula Opel Euroseries, Formula 3 and
Formula 3000 races

1989

Winner of the Formula Opel Euroseries and
Benelux Championship

1990/91

Formula 3 in Britain and Germany, two wins

1992

3rd in the British Formula 3000 Champion
ship, one win

1993

Winner of the Dutch Touring Car Champion-
ship (BMW 325i and M3), five wins

1994

3rd in the Dutch Touring Car Championship
(BMW M3), three races in the ADAC Touring
Car Cup (BMW 318is)

1995

Runner-up in the ADAC Touring Car Cup
(BMW 320i), winner of the 24 Hours of Spa-
Francorchamps/B (BMW 320i)

1996

4th in the 24 Hours of Le Mans/F,
winner of the 4 Hours of Nürburgring (McLaren
BMW), runner-up in the 24 Hours of Spa-
Francorchamps, raced in the British Touring
Car Championship (BMW 320i)

1997

FIA GT Championship (McLaren BMW),
Team BMW Motorsport (Schnitzer)

JJ Lehto

Finn for Fun

„I felt like I had just won the World Championship.“ This is how JJ Lehto described his emotions after winning Le Mans in 1995. Teaming up with Yannick Dalmas and Masanori Sekiya he had just brought home the most coveted endurance race title in the first-ever entry of a McLaren BMW in Le Mans. „It was really tough“, said the flying Finn in hindsight, who in 1997 will be entering this legendary marathon as a BMW works driver at the wheel of the new McLaren BMW. „The rain just didn't seem to stop, but we had to drive to the limit every lap. It was a 24-hour sprint.“

Winning Le Mans was a special achievement for 31-year-old JJ not only because this race is so extremely tough. It was also because this great achievement marked the end of a rather bleak spell of bad luck: 1994 was a disappointing year for JJ, his last Formula 1 season so far starting out in January with an accident while testing in Silverstone. The result was a fractured fifth neck vertebra keeping JJ out of racing until Imola. His best result of the season was then 6th place in the Grand Prix of Canada. And all this after Jyrki Järvilehto's (a very hard name for a non-Scandinavian to remember, let alone pronounce, which is why he changed it for his foreign friends nine years ago) Formula 1 career had started out so well: Back in 1989 he made his debut in Grand Prix racing as the reigning British Formula 3 Champion, and only two years later he was up there on the podium in Imola as No 3.

After well over ten years in cart and motocross racing, JJ almost made rallying his profession: But some of his friends advised him to choose circuit racing instead. In fact, there is hardly a vehicle JJ Lehto will not try out as long as it promises to be fast and fun, no matter whether it runs on two or four wheels, skids or in water. A really likeable, fair-haired young man, JJ usually describes his races by simply stating that „it really was great fun“. He simply loves speed and his profession, which he pursued very successfully in the last two years mainly as an Opel works driver in the German and International Touring Car Championships. „The tougher it becomes, the better it is“, is how he describes his motivation in simple but clear words. „And Le Mans is damn tough.“

JJ Lehto (FIN)

Date and place
of birth:

31 January 1966 / Espoo (FIN)

Address:

Le Titien 36/37, 4 Quai des Sanbarbani
MC-98000 Monte Carlo

Family:

Married to Satu, two daughters

Hobbies:

Classic and vintage cars, rallying, badminton,
skiing

Racing career:

1972-1980

Cart racing

1981-1983

Motocross

1985

4th place in the Finnish Formula Ford 1600
Championship

1986

Winner of the European, Scandinavian and
Finnish Formula Ford 1600 Championships

1987

Winner of the British and European Formula
Ford 2000 Championships, winner of the For-
mula Ford World Cup

1988

Winner of the British Formula 3 Championship

1989

Formula 3000 European Championship, For-
mula 1 debut (Onyx)

1990

Formula 1 (Onyx)

1991

12th place in Formula 1 (Scuderia Italia),
3rd place in Imola (I)

1992

Formula 1 (Scuderia Italia)

1993

Formula 1 (Sauber)

1994

Accident during Formula 1 testing in Silver-
stone (Benetton), six Grand Prix for Benetton,
6th place in Montreal (CDN),
two Grand Prix for Sauber

1995

Winner of the 24 Hours of Le Mans/F
(McLaren BMW), 13th in the German Touring
Car Championship, 11th in the International
Touring Car Series (Opel)

1996

5th in the International Touring Car
Championship (Opel), winner of the 1000 Ki-
lometres of Suzuka/Japan (McLaren BMW)

1997

FIA GT Championship (McLaren BMW),
Team BMW Motorsport (Schnitzer)

Christian Menzel

Broke - but all set and ready to go

„My name is Christian Menzel. I'm your instructor in today's safe driving session. I hope you're not worried because I'm so young“ - these are the first words you hear in the training room at the Nürburgring Safe Driving Centre. And the dynamic young man teaching people how to handle cars in extreme situations is, indeed, just 25 years old. But he's already been racing for twelve years, apart from the fact that he's a trained coachbuilder.

At the tender young age of twelve, Christian started out with his father preparing carts for racing. He was successful in his very first attempt, clinching the German Cart Championship in 1989 and taking the wheel in a Formula racing car the first time just one year later. In 1991 he then entered Formula Junior. „Dad and I prepared the car for racing“, says Christian, „which is why the really professional teams were simply faster.“ But this did not stop Christian from moving up to Formula Renault in 1992. And even though he only had enough money for a second-hand car, he was up there on the podium several times, participating in the Pilot RTL driver challenge. Winning it, Christian was then able to buy his way into the cockpit of a new Formula Renault in 1993, scoring six wins and ending the season as the runner-up.

Moving on into 1994, Christian also moved up into the B-Cup German Formula 3 Championship for cars of the previous year and earlier. And again, he broke into the ranks of new cars time and again, finishing the season as runner-up in the B-class. „But I still didn't have the money to buy a new car“, said Christian, his fate turning from bad to worse when he even lost his private property: The house at the Nürburgring in which he had rented a room upon becoming an instructor burnt down completely in May 1995, taking all his possessions with it. „Even in that situation, I didn't give up my hope for a successful career one single minute“, states Christian. So apart from finishing 7th in the German Formula 3 Championship, a position he himself regarded as rather disappointing, he moved up a very significant step in 1996: As the best entrant in BMW driver tests, he really showed the Company what he was able to achieve. Which is why he now proudly presents himself in the following words: „My name is Christian Menzel, I'm a BMW works driver.“

Christian Menzel (D)

Date and place
of birth:

22 June 1971 / Langenfeld, Germany

Address:

Richrather Strasse 166. 40764 Langenfeld,
Germany

Family:

Single

Hobbies:

Carting, jogging, mountain biking

Racing career

1984-1990

Cart racing

Winner of the German Championship, once
(Pop 100, seniors), twice runner-up in the
German Championship (Pop 100, juniors),
twice winner of the Kerpen Winter Cup

1991

Raced in the BMW Formula ADAC Junior
Championship

1992

7th in the German Formula Renault Cup,
winner of the Pilot RTL final contest

1993

Runner-up in the German Formula Renault
Cup, 6 wins

1994

Runner-up in the B-Cup of the German Formu-
la 3 Championship

1995

Various races in the German Formula 3
Championship, 24 Hours of Nürburgring

1996

7th in the German Formula 3 Championship,
two races for the ADAC Super Touring Car
Cup (private BMW 320i),
winner of BMW's contest for young, up-and-
coming drivers

1997

ADAC Super Touring Car Cup (BMW 320i),
BMW Team Isert

Roberto Ravaglia

I like myself

He is a reticent man who does not like talking about himself - least of all, about what he considers to be his best qualities. „I like myself“, says Roberto Ravaglia simply. And hardly anyone would disagree with his judgement, certainly no one in the BMW Team Schnitzer. „For me, this team is much more than the sum of the people who prepare a superb car for me“, he states, „here, I am amongst friends.“ Trust and human warmth are important to him. „The atmosphere in the Schnitzer team impressed me when I first joined it twelve years ago, and that hasn't changed.“ The McLaren BMW and the FIA GT Championship are new territory for him. Just three of the things he has to get used to are having twice as much horsepower as in the touring car, much greater down-force and carbon fibre brakes. „I consider myself very fortunate to be able to take on a new challenge without leaving the intimacy of the BMW circle.“

Roberto Ravaglia draws the calm which he radiates partly from his family, but the long list of his successes also gives him superiority. „I don't have to prove anything to myself any more“, he says, „which is why I'm now much better suited to endurance racing, in which one shares a car.“ From 1984 to 1989 he drove in the European and World Touring Car Championships. He won the European title twice and was world champion once. „But it bothered me when someone said 'who knows how much of the credit his partners deserve?'. That's why winning the German Touring Car Championship title in 1989 meant so much to me. I had proved that I could do it alone.“

Ravaglia's career began with a brotherly shunt. His older brother Maurizio went carting and Roberto helped him with the preparations, hoping to drive too one day. The two qualified for the first starter series and jostled each other off the track at the first bend. Their father decided that in future only one of his sons should be on the starting line. Roberto took the matter seriously and quickly obtained support. In Formula 3 in 1983, Roberto Ravaglia got to know Gerhard Berger. „Gerhard gave me the tip to go for BMW driver screening.“ He and Berger won the competition. The result was Ravaglia's first BMW contract - and the start of a long friendship.

Roberto Ravaglia (I)

Date and place
of birth:

26 May 1957 / Venice, Italy

Address:

39, Avenue Princess Grace,
MC-98000 Monte Carlo

Family:

Married to Franca, daughters Stefania and
Francesca

Hobbies:

Cycling and hunting

Racing career:

1974-1979

Cart racing, twice Italian Champion

1981

Italian Formula 3 Championship

1982/83

European Formula 3 Championship

1984/85

European Touring Car Championship
(BMW 635 CSi), two wins

1985

Winner of the 24 Hours of Spa-Francor-
champs/B (BMW 635 CSi)

1986

Winner of the European Touring Car
Championship (BMW 635 CSi)

1987

Winner of the World Touring Car Champion-
ship (BMW M3)

1988

Winner of the European Touring Car
Championship (BMW M3)

1989

Winner of the German Touring Car
Championship, winner of the 24 Hours of
Nürburgring (BMW M3)

1989-1992

German Touring Car Championship
(BMW M3), six wins

1990/91/93

Winner of the Italian Touring Car Champions-
hip (BMW M3 and BMW 318i)

1994

Italian Touring Car Championship, winner of
the 24 Hours of Spa-Francorchamps/B
(BMW 318is)

1995

ADAC Super Touring Car Cup, winner of the
24 Hours of Nürburgring (BMW 320i)

1996

6th in the British Touring Car Championship
(BMW 320i)

1997

FIA GT Championship (McLaren BMW),
Team BMW Motorsport (Schnitzer)

Steve Soper

British bulldog

„Onward“, Steve Soper thinks, referring not only to forgetting the bad luck he suffered, but also to the joy of a victory or a new challenge. He regards getting worked up about a technical failure as a waste of energy. „On the other hand, if I make a mistake, nobody judges me harsher than myself“, says the 43-year old Briton who has won 141 races. „It's strange, but I don't feel any exuberance. If I'm the first to see the flag, I just think: thank God, you've made it.“

And then he remembers the 24-hour race in Spa-Francorchamps in 1992 - the exception which makes the rule - a turbulent weekend. On Thursday his wife Lulu had called: Cassia's birth was imminent. Soper dashed to London and arrived just in time to greet his new daughter. „Then on Sunday, during the race, I had just finished my last turn, had already changed and just wanted to get home to Lulu and the baby, when suddenly our Bigazzi team manager Gabriele Rafanelli decided that I had to drive again after all.“ He got in reluctantly: „And then on the last lap I took the lead and won. It was the most emotional moment in my career.“

As a 14-year old he drove his first slaloms under his father's name and spent the following years preferably in the garage working on his cars. „Then I realised that this improvisation was getting me nowhere. I saved some money, bought myself a decent engine and found that winning was not so difficult after all.“

Before his victories with BMW in the German Touring Car Championship from 1989 to 1992, he spent six years in the European and World Touring Car Championships. „It was a great time“, he stresses. „International endurance races in which you shared a car with a partner and had to budget for fuel and tyres.“ It is these attributes and the new McLaren BMW which give the STW Cup runner-up the incentive for the FIA GT Championship. „Maybe it'll be a new experience. Until now I haven't had a partner who was faster than me. But I am first of all a happy person and mature enough to be able to accept it if necessary, secondly my new partner JJ Lehto is a really nice guy, and thirdly my own prospects of success would be diminished if he wasn't fast.“

Steve Soper (GB)

Date and place

of birth: 27 September 1953 / Greenford, Great Britain

Address: Le Mille Fiori, 1, Ave des Genets

MC-98000 Monte Carlo

Family: Married to Lulu, daughters Cassia and Gabriella

Hobbies: Boats, helicopters and family

Racing career:

1972-1976	Special Touring Car races in Britain
1977/79	Winner of the Mini Cooper Cup
1980	Winner of the British Ford Fiesta Cup
1981	Winner of the British MG Metro Cup
1983	British Touring Car Championship and European Touring Car Championship (Rover)
1984/85	European Touring Car Championship (Rover)
1986	European Touring Car Championship (Ford)
1987	World Touring Car Championship, winner of the 24 Hours of Nürburgring (Ford)
1988	Runner-up in the European Touring Car Championship (Ford)
1989-1992	German Touring Car Championship (BMW M3), nine wins
1992	Winner of the 24 Hours of Spa-Francorchamps/B (BMW M3)
1993	Runner-up in the British Touring Car Championship (BMW 318i), three wins
1994	3rd in the Japanese Touring Car Championship, 7th in the British Touring Car Championship (BMW 318is)
1995	Winner of the Japanese Touring Car Championship, winner of the 24 Hours of Spa-Francorchamps/B (BMW 320i)
1996	Runner-up in the ADAC Super Touring Car Cup (BMW 320i)
1997	FIA GT Championship (McLaren BMW), Team BMW Motorsport (Schnitzer)

Leopold Prince of Bavaria

A prince recounts

After 33 years in active motorsport, Leopold Prince of Bavaria has an almost inexhaustible repertoire of personal experiences and anecdotes. Some can be read in his book entitled „Ein Prinz erzählt“. At eight years of age he decided to become a racing driver whilst sitting on the chauffeur's lap and steering. A year and a half later he was able to reach the pedals of a VW Beetle for the first time, leaving tracks on the carefully raked gravel paths in the palace grounds. „I got a scolding for that“, remembers the Prince: „The gardener and my grandfather were extremely angry.“

The reprimand did nothing to alter the intentions of the young aristocrat. However, his family refused to support him. „So I started taking part in hill climbs in my normal car, an Opel Kadett“, recalls the family father, who has not a trace of class arrogance. „But there wasn't a lot to be gained from that. I finally succeeded in beguiling my uncle into giving me a loan which enabled me to buy a Mini Cooper.“ British Leyland's attention was soon drawn to the new talent and the first works contract was signed. „Poldi“, as everyone calls him, set about seeking his limits on the race track for a change.

The late seventies he describes as the best time in his racing career and he was above all fond of the BMW M1. He also enjoyed driving for Porsche in the World Sports Car Series. „I have in fact driven every kind of race car apart from Formula 1 and 2.“ Since 1993 this old hand has also driven for BMW in historic touring car motor sport. „That has its own appeal“, he admits, beaming when the Mille Miglia is mentioned. He took part in the legendary Italian road race in 1995: „Unforgettable.“

A real estate company and various representative activities also keep him on his toes. All in all, he is away from home for 200 days of the year. „My family accepts it“, he says. „It does me good, and that's why I'm looking forward enormously to being able to appear for BMW in the STW Cup again this year.“ The possibility of coming in amongst the first ten places he dismisses as stuff for fables. „But although I am the oldest in the field by far, that does not mean I have no ambition.“

Leopold Prince of Bavaria (D)

Date and place
of birth: 21 June 1943 / Umkirch, Germany
Address: Seestrasse 1-3, 82335 Berg, Germany
Family: Married to Ursula,
children Manuel, Pilar, Felipa and Konstantin
Hobbies: Sports, family

Racing career:

1963-1968	Hill-climb races, once runner-up in the German Championship
1969-1972	German Circuit Championship, once runner-up
1972	Winner of the North American Ice Championship (Porsche)
1973-1975	Formula Super V, once runner-up, two Formula 3 races
1982	German Motor Racing Trophy
1983	German Motor Racing Championship (Porsche)
1984	German Touring Car Championship (BMW), German Sportscar Championship and World Sportscar Championship (Porsche)
1985	World Sportscar Championship (Porsche)
1988-1992	German Touring Car Championship (BMW M3)
1993	European Championship for Historic Touring Cars (BMW 1800 TISA)
1994	Japanese Touring Car Championship (BMW 318is), races for the European Championship for Historic Touring Cars (BMW 1800 TISA)
1995	Austrian Touring Car Championship (BMW M3), Japanese Touring Car Championship (BMW 320i), Mille Miglia (BMW 328)
1996	ADAC Super Touring Car Cup (BMW 320i)
1997	ADAC Super Touring Car Cup (BMW 320i), BMW Team Isert

Joachim Winkelhock

Back Home

„Home“. This is certainly an important word for Joachim Winkelhock or „Jockel“ for short. „Home“ means his parents in Waiblingen, his wife Sabine and daughters Sina and Nina - but also BMW and German touring car racing. Jockel has been a BMW works driver for no less than seven years, already clinching three championships for BMW. After three years in the German Touring Car Championship, he won the British Touring Car Championship in 1993 and, twelve months later, the Asia Pacific Championship followed in 1995 by the STW Cup. Last year he came fifth in the British Championship. And now Jockel, one of the most popular drivers around, is back in Germany: „Of course I had my fans in England, too. But home is home. There's no doubt about it.“

Now 36 years of age, Winkelhock used to work almost round the clock for BMW. Apart from Europe, he was also admired on the race track in Japan, New Zealand and Macau, the Portuguese colony just outside Hong Kong. The Macau city track is unique: a narrow channel bordered by walls and guide-rails, requiring utmost precision of the driver, which is exactly what Jockel, a 60-kg „jockey“, renowned for his spectacular style of driving, is able to offer. When Joachim Winkelhock shoots his BMW 320i round the bends, he appears to be one with his car. „What makes Jockel so fast is that he sees walls as slip areas next to the race track“, Johnny Cecotto somewhen jested about his team-mate.

Whenever Joachim is really happy, you will always sense a touch of passion. „The older I become, the more conscious I am of my surroundings“, he says. „Since Manfred's death, I've focused on the importance of good health and a fulfilled life.“ Joachim's big brother was killed on the race track in Canada in 1985. It was Manfred who paved Joachim's way into motorsport. „When I was just 18, Manfred lent me DM 10,000.- for the Renault 5 Cup. That was really wild.“ But Joachim never believed that one day he would become a professional racing driver. „I saw from my own brother how hard he had to struggle for everything.“ Still, Jockel is also a fighter, a real achiever for whom the words „give up“ do not exist: „I feel good after doing well in a race, having done a good job and coming home to the family.“ Which brings us back to the start. Home is home. Period.

Joachim Winkelhock (D)

Date and place

of birth: 24 October 1960/Waiblingen, Germany
Address: Hanweiler Strasse 7/4, 71404 Korb, Germany
Family: Married to Sabine, daughters Sina and Nina
Hobbies: Squash, cycling, family

Racing career:

1979	Renault 5 Cup
1981	Renault 5 Turbo European Cup
1982	Formula Ford 1600
1983-1985	Various touring car races (inter alia in a BMW 323i)
1986	Winner of the Porsche 944 Turbo Cup
1987	Runner-up in the German Formula 3 Championship (Reynard-VW), European Tou- ring Car Championship (Ford)
1988	Winner of the German Formula 3 Champions- hip (Reynard-VW)
1989	Formula 1 (AGS-Ford)
1990-1992	German Touring Car Championship (BMW M3), three wins
1990/91	Winner of the 24 Hours of Nürburgring (BMW M3)
1993	Winner of the British Touring Car Champions- hip (BMW 318i)
1994	6th place in the British Touring Car Championship, races for the ADAC Touring Car Cup, winner of the Asia Pacific Champi- onship (BMW 318is)
1995	Winner of the ADAC Super Touring Car Cup, winner of the 24 Hours of Spa- Francorchamps/B (BMW 320i)
1996	5th place in the British Touring Car Championship (BMW 320i)
1997	ADAC Super Touring Car Cup (BMW 320i), BMW Team Bigazzi

BMW Team Bigazzi

Established: 1987
Team owner: Gabriele Rafanelli
Team manager: Stefano de Ponti
Team members: 20
Press contact: Gabriele Rafanelli

Racing history:

1987	World Touring Car Championship (BMW M3)
1988	European Touring Car Championship (BMW M3)
1989	Runner-up in the Italian Touring Car Championship (BMW M3)
1990-1992	German Touring Car Championship (BMW M3), ten wins
1992	Winner of the 24 Hours of Spa-Francorchamps/B (BMW 320i)
1993/94	Italian Touring Car Championship (BMW 328i)
1994	Occasional races for the ADAC Touring Car Cup, winner of the 24 Hours of Spa-Francorchamps/B (BMW 320i)
1995	ADAC Super Touring Car Cup, winner of the 24 Hours of Nürburgring (BMW 320i)
1996	ADAC Super Touring Car Cup, winner of the 24 Hours of Spa-Francorchamps/B (BMW 320i), races in the BPR GT Series (McLaren BMW) - Silverstone/GB and 24 Hours of Le Mans/F -, winner of the Brasilia Race and Curitiba Race (McLaren BMW)
1997	Winner of the Brasilia 1000 Mile Race (McLaren BMW), ADAC Super Touring Car Cup (BMW 320i) with Johnny Cecotto and Joachim Winkelhock

BMW Team Iserl

Established: 1985
Team owner: Heinz Iserl
Team manager: Uwe Iserl
Team members: 17
Press contact: Heinz Iserl

Racing history:

1986	German Touring Car Championship (BMW 325i)
1987	3rd place in the German Touring Car Championship (BMW M3), one win
1988-1992	German Touring Car Championship (BMW M3)
1993	Runner-up in the ADAC GT Cup (BMW M3 GTR)
1994	ADAC Touring Car Cup (BMW 320i)
1995	ADAC Super Touring Car Cup (BMW 320i), 3rd place in Spa-Francorchamps/B
1996	ADAC Super Touring Car Cup (BMW 320i)
1997	ADAC Super Touring Car Cup (BMW 320i) with Christian Menzel and Leopold Prince of Bavaria

BMW Team Schnitzer

Established: 1963
Team owner: Herbert Schnitzer
Team manager: Charly Lamm
Team members: 25
Press contact: Charly Lamm

Racing history:

1966	German Champion (BMW 200 TI)
1968-1971	European Hill-Climb Championship (BMW)
1975	Winner of the European Formula 2 Championship (Martini BMW)
1976	Runner-up in the World Championship of Makes (BMW 3.0 CSL)
1978	Winner of the German Motor Racing Championship (BMW 320)
1983/86/88	Winner of the European Touring Car Championship (BMW 635 CSi and BMW M3)
1985/86/88/90/95	Winner of the 24 Hours of Spa-Francorchamps/B (BMW)
1989/91	Winner of the 24 Hours of Nürburgring (BMW)
1989	Winner of the German and Italian Touring Car Championships
1989-1992	German Touring Car Championship (BMW M3), 14 wins
1990	Winner of the Italian Touring Car Championship (BMW M3)
1993	Winner of the British Touring Car Championship (BMW 318i)
1994	Winner of the Asia Pacific Championship (BMW 318is)
1995	Winner of the Japanese Touring Car Championship, winner of the ADAC Super Touring Car Cup (BMW 320i)
1996	British Touring Car Championship (BMW 320i)
1997	FIA GT Championship (McLaren BMW) with Peter Kox/Roberto Ravaglia and JJ Lehto/ Steve Soper

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The PetroFina Group

PetroFina is the parent company of an international oil and petrochemical group active in all sectors of the oil industry: exploration, production, transport, refining, petrochemicals, sales of oil and chemical products, research and development. The Group is also active in paints and coatings, and in oleochemicals. Based in Brussels (Belgium), the Group extends across Europe, has a strong position in the USA and worldwide coverage. It employs nearly 13,500 people in around 150 affiliates in 44 countries.

In Europe PetroFina concentrates its exploration and production activities on the Norwegian and English North Sea and on southern Italy, in the USA on the Gulf of Mexico, Texas and Alaska, in Africa on Angola and Zaire and in Asia on Vietnam. PetroFina's major refineries and petrochemical plants are situated in Belgium, England, Italy and Texas. The Fina brand service station network comprises 6,720 stations in Europe, the USA and Africa. PetroFina is the largest Belgian industrial company in terms of turnover and ranks 13th worldwide amongst oil and gas companies and is the third largest refinery company in Europe, the PetroFina facility in Antwerp being considered amongst the best in Europe.

Fina & Motorsport

Customer-oriented research and production has priority in all activities of the Group. In the automotive sector, motor racing is the ideal test for the quality of Fina fuels and lubricants, a yardstick for further increasing the stability of the products and for evaluating their performance. In addition, motorsport offers positive opportunities for marketing and advertising needs. Success on the race track gives Fina staff additional arguments, increases their self-confidence and gives them one more reason to be proud of their work. As in 1996, Fina has once again confirmed its co-operation with BMW Motorsport Ltd. and will link the 1997 programme with its own public relations and marketing activities. In the area of gasolines and lubricants Fina remains the exclusive partner of the official BMW motorsport teams.

Warsteiner Brauerei

Sports sponsoring is one of the supporting pillars in the marketing mix of the Warsteiner brewery, which, with an annual output approaching six million hectolitres was able to once again confirm its position at the top of the German beer market in an impressive manner.

Warsteiner's co-operation with BMW in 1987 brought together two partners who complement each other ideally. Both companies have always acted with their own special dynamism in the market and both companies represent exclusive products of the highest quality in their respective industries. The numerous successes which Warsteiner and BMW have been able to celebrate together in touring car sport in recent years, emphatically demonstrates the value of this partnership. We are reminded here of Johnny Cecotto, Roberto Ravaglia and Joachim Winkelhock, who have won many races with BMW and Warsteiner. The legendary BMW M3 in the Warsteiner design is still remembered as the most successful touring car of all time.

Warsteiner Brauerei remained faithful to its partnership with BMW despite the company's departure from the German Touring Car Championship at the end of 1992. A complete withdrawal from touring car sport did not take place. Instead further highlights were added with Joachim Winkelhock's title win, in both the British Touring Car Championship in 1993 and the STW Cup in 1995 - with both a Warsteiner BMW.

Warsteiner will be on board again in 1997 as a partner to BMW, where the Super Touring Car Cup offers us motorsport at its finest. Its involvement will this year be supplemented by the partnership between Warsteiner and BMW in the FIA GT Championship with the McLaren BMW sports car. For a worldwide distributed brand such as Warsteiner, which is exported to over 50 countries around the globe, this offers an opportunity to demonstrate motorsport competence in an exclusive and top-class environment. Warsteiner's managing director, Dr. Lothar Wiechers: „We only become involved in types of sport which have a particularly strong affinity with our Warsteiner brand, and top-class touring car sport and the new FIA GT Championship in partnership with BMW guarantees us this.“

Michelin tyres

For over a century pneumatic tyres have been at the centre of the activities of the Michelin group. The product range of this internationally active manufacturer extends from bicycle tyres through a range of tyres for cars, trucks and earth-moving machines to pneumatic tyres for large capacity Airbus aircraft and metropolitan railways. At full capacity, the Michelin Group produces 698,000 tyres and 100,700 tubes per day and processes 1,065 tonnes of steel into 46,000 steel wheels. In addition, the Group manufactures four million kilometres of steel wire per day, which is woven into steel belts. The Michelin Group now produces nearly every fifth tyre in the world.

Michelin has traditionally been heavily involved in motorsport: in 1895 a car equipped with pneumatic tyres participated in a race for the first time; it was driven by the brothers André and Edouard Michelin and travelled the strenuous 1,200 kilometres from Paris to Bordeaux and back. Since then Michelin has put numerous world champions on the right track on two and four wheels and today equips sports cars, rally cars and touring cars in national and international championships, cup competitions, Formula 3 championships and many national competitions for young drivers with racing and sports tyres in the Michelin Pilot SX range.

In the world of two-wheeled sports, machines in all the solo classes of the world motorcycling road championships as well as various challenge cups are driven on Michelin tyres, not to mention cycle sport in which many top riders and teams are supported by Michelin.

Motorsport, an area in which new technical solutions are constantly being put to the test under stressful conditions, has always been considered by Michelin to be a public demonstration of the performance of its innovative products. As far as that is concerned, nothing has changed since 1895.

AP: BMW racing touring cars rely on triple-plate carbon-fibre clutches and callipers from AP Racing - world famous in motorsport and based in the English city of Coventry.

Audax: This sales company from Germany assists the well-being of BMW works drivers. Oxygen - either from the concentrator in the medical car or from small cylinders in the box between races - ensures faster recuperation of the sportsmen.

BBS: BMW has been working with this wheel manufacturer from the Black Forest since 1970 and together they have celebrated numerous successes. BMW continues to find BBS' quality work indispensable in the 28th year of its partnership.

Bogner: The colourful Bogner trademark stands for fashion, sport, dynamism and joie de vivre in 40 countries. These are attributes which also suit the BMW motorsport teams - their team clothing comes from Bogner.

Eibach: When a BMW racing touring car takes a bump in the road, it will be using Eibach springs to do so. For this company from Finntrop in Germany, motorsport is a demanding test field for high-quality serial parts.

Hollinger Engineering: As far back as when the BMW M3 was a group A vehicle, Hollinger Engineering developed and supplied the gearbox for BMW racing touring cars. In 1997 the sequential six-gear transmission still bears the legend "Made in Australia".

Penske: This company, based in the English town of Tamworth, supplies special shock absorbers to meet the requirements of racing sport.

Recaro: As a leading seat manufacturer, Keiper Recaro equips all kinds of vehicles and aircraft with seats. Racing teams from all over the world depend on the fitting out carried out by the company from Kirchheim/Teck in Germany.

Schroth: Schroth ensures greater safety in the BMW touring car with six-point belts and a driver safety net in the window.

Sparco: A contribution to safety which cannot be ignored - the flame-retardant, Italian Sparco overalls from Sandtler are relied upon by the BMW works drivers.

Race Dates in 1997

FIA-GT Championship

13.04.	Hockenheim (D)
11.05.	Silverstone (GB)
25.05.	Helsinki (FIN)
29.06.	Nürburgring (D)
20.07.	Spa Francorchamps (B)
03.08.	A1-Ring Zeltweg (A)
24.08.	Suzuka (J)
14.09.	Donington (GB)
28.09.	Mugello (I)
19.10.	Sebring (USA)
26.10.	Laguna Seca (USA)

24-Hour Races

07./08.06	Nürburgring (D)
14./15.06.	Le Mans (F)
	01.-04.05. Prequalification
02./03.08.	Spa-Francorchamps (B)

ADAC Super Touring Car Cup (STW Cup)

27.04.	Hockenheim (D)
11.05.	Zolder (B)
25.05.	Eifelrennen Nürburgring (D)
15.06.	Sachsenring (D)
29.06.	Norisring (Nuremberg, D)
13.07.	Wunstorf (Airport, D)
10.08.	Zweibrücken (Airport, D)
24.08.	Salzburgring (A)
07.09.	Lahr (Airport, D)
05.10.	Supersprint Nürburgring (D)

Australian Touring Car Championship

09.03.	Melbourne (not a championship race)
04.05.	Lakeside
01.06.	Philip Island
22.06.	Calder
20.07.	Amaroo
10.08.	Winton
24.08.	Mallala
05.10.	Bathurst (not a championship race)
26.10.	Lakeside

Belgian Touring Car Championship

20.04.	Zolder
04.05.	Spa-Francorchamps
18.05.	Zolder
08.06.	Zandvoort (NL)
22.06.	Chimay
07.09.	Zolder
21.09.	Spa-Francorchamps

Italian Touring Car Championship

20.04.	Monza
04.05.	Mugello
18.05.	Magione
08.06.	Imola
22.06.	Imola
06.07.	Binetto
31.08.	Enna
14.09.	Varano
28.09.	Misano
12.10.	Vallelunga

BMW Formula ADAC Championship

27.04.	Hockenheim (D)
11.05.	Zolder (B)
25.05.	Eifelrennen Nürburgring (D)
15.06.	Sachsenring (D)
29.06.	Norising (Nuremberg, D)
13.07.	Wunstorf (Airport, D)
10.08.	Zweibrücken (Airport, D)
24.08.	Salzburgring (A)
07.09.	Lahr (Airport, D)
05.10.	Supersprint Nürburgring (D)

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