



# BMW Classic live **SPECIAL**

## 30 Years of BMW M1



The Vision of a classic – the BMW M1 Homage Car.



BMW against BMW, the Procar Series in 1979 and 1980.



Comeback – the Andy Warhol BMW Art Car M1 returns to the racetrack.

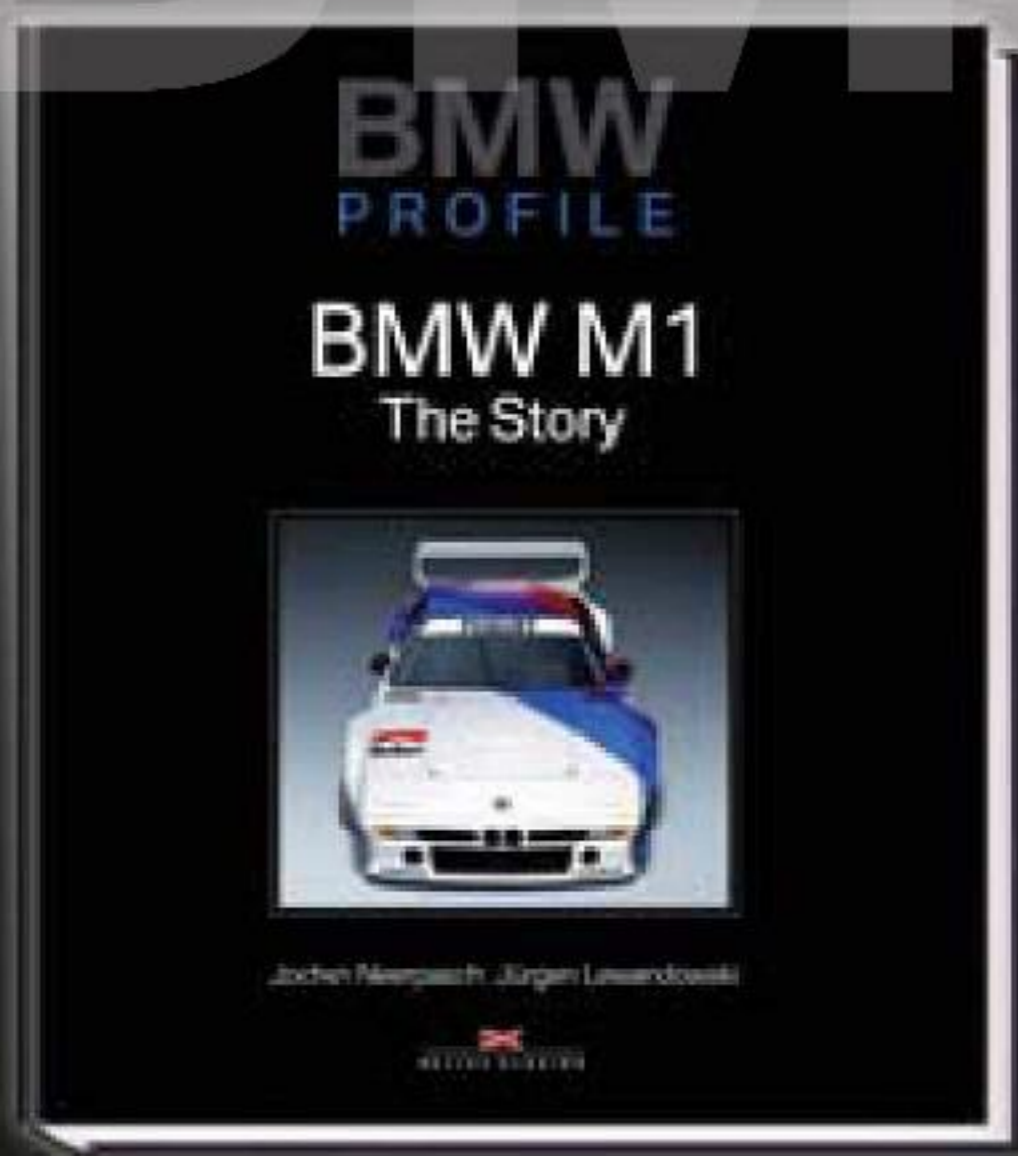
BMW Classic



Sheer  
Driving Pleasure

BMW M1 Book

# BMW Classic



**BMW M1**

*The Story*

*Available at the  
end of July*

BMW PROFILES  
BMW M1 The Story  
Delius Klasing publishing house  
ISBN 978-3-7688-2512-2  
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When BMW Motorsport GmbH developed the BMW M1 30 years ago and celebrated the mid-engined coupé's world debut at the Paris Motor Show in October, you could already sense that the boys from Munich had a big success on their hands. Today, the rare supersport cars are the centre point of any classic car meet – and motorsport fans wax lyrical to this day about the unique Procar Series of the years 1979 and 1980. Jochen Neerpasch, former racing driver and Head of Motorsport GmbH, was the father of the M1. Together with author and automobile expert Jürgen Lewandowski, he researched and compiled the history of the M1 in every detail. The first complete book about the BMW M1 will be published by the Delius Klasing publishing house at the end of July 2008 – including the racing history and a prospect of the BMW M1 Homage study. The book is enriched with chapters by Giorgetto Giugiaro about the M1's design and by Paul Rosche about its engine.

**Dear friends of the BMW brand and friends of racing sports,**

30 years ago, BMW wrote history with the BMW M1 and this sports car already ranks among the classics of our time. It fascinates us as a production car, as a racing car and as an Art Car. We take this fascination into account: with this special edition, with the BMW M1 Homage Car that was presented at the Villa d'Este in April and with a special event.

The BMW M1 Procar Revival will put the M1 Procars not only back on the racetrack but also back into their familiar environment: the prelude of Formula 1. At the Gran Prix at Hockenheim (18 to 20 July), you will be able to experience first hand the fascination of these powerful racing cars with 470 hp and see original BMW M1 Procars in action. But there is even more to it. The Procars will be driven by the "old heroes", racing drivers who delivered thrilling duels, among others Marc Surer, Jacques Lafitte and Prince Leopold of Bavaria.

A special highlight will be the BMW Art Car M1 Andy Warhol, the most valuable BMW car of all times, racing again for the first time since the 24 Hours of Le Mans in 1979. Behind the wheel of this unique racing car will be Jochen Neerpasch, the father of the BMW M1, and Frank Stella, an artist and former racing driver.

We would be pleased to share this unique experience in Hockenheim with you and until then, enjoy reading!



**BMW AG**

*K. Baumer*

Karl Baumer  
Director BMW Group Classic



**B**MW celebrated numerous successes on two, three and four wheels at the Hockenheimring.



**W**ith a design study in honour of the BMW M1, BMW surprised everyone.

08 Homage to a classic

30 years after its launching, the BMW M1 wins great honours. BMW Group honours the classic with a Homage Car. The breathtaking design study was unveiled at the Concorso d'Eleganza Villa d'Este.

14 30 years and still on fire

The series version of the BMW M1 is the result of the homologation requirements of the racing regulations of the time. Its development was anything other than an "easy birth".

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Jochen Neerpasch and Paul Rosche are the two men who made an essential contribution to the development of the M1. In the interview they are looking back more than 30 years.

28 BMW Art Car M1 Andy Warhol

Perhaps the best known and most valuable model of the 16 BMW Art Cars, is the M1 that was painted by Andy Warhol. This motley work of art was also convincing on the racetrack, the only time it ever competed in a race.

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In 1979, BMW wrote history with the M1 Procar Series in the course of the European Formula 1

Grand Prix: Formula 1 drivers, young talents, as well as established production and sports car drivers fought thrilling duels in equally powered racing cars.

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What connects BMW Motorsport and BMW M GmbH? Prof. Dr. Mario Theissen, Director of BMW Motorsport, and Ludwig Willisch, Managing Director of BMW M GmbH, tell us about the history and the vehicle that started it all.

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In the Procar Series, they fought enthralling duels behind the wheels of their M1s. In 24 hour racings and other races, they competed with other manufacturers. The racing drivers of that time return to the racetrack.

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Besides the Avus in Berlin and the Nürburgring in Germany, the Hockenheimring ranks amongst the largest racetracks with a rich tradition.

48 BMW in Hockenheimring

BMW celebrated great successes on two, three and four wheels in Hockenheim. BMW won both the first automobile race before the war and the first one afterwards. In sidecar sports, BMW even claimed victory 18 years in a row.





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## IMPRINT

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# Procar- Serie '79

Bilanz einer neuen  
Disziplin mit  
einem neuen  
Instrument:  
BMW M 1



Die Idee: Belebung der Rennszene.  
Chancengleichheit durch identische Fahrzeuge –  
deshalb Konzentration des fahrerischen Könnens.  
Breitester Testeinsatz des BMW 3,5 l 6-Zylinder-  
Triebwerks. Durch Erfahrungen bei härtester  
Belastung dieses für die Serie zeitgemäßen und  
zukunftsicheren Motorenbauprinzips ein Beitrag

zur weiteren Steigerung  
Langlebigkeit und Wirt  
Triebwerke.  
Das Reglement: 8 Pro  
vor dem Grand Prix. Di  
Formel 1-Piloten starte





ng von Zuverlässigkeit,  
irtschaftlichkeit der BMW  
car-Läufe jeweils am Tag  
Die 5 trainingsschnellsten  
en gegen Privatfahrer.

Endstand: 1. Niki Lauda 78 Punkte, 2. Hans-Joachim Stuck 73 Punkte, 3. Clay Regazzoni 61 Punkte, 4. Markus Höttinger 45 Punkte, 5. Toine Hezemans 44 Punkte, 6. Nelson Piquet 35 Punkte, Jacques Laffite 35 Punkte, 8. Didier Pironi 34 Punkte, 9. Helmut Kelleners 33 Punkte, 10. Alan Jones 26 Punkte



# Homage to a classic

BMW Turbo, BMW M1, BMW M1 Homage Car – even though the motivation for these three vehicles was completely different, their relation to each other is quite close. The homage to the M1, which was presented on its 30th birthday at the Concorso d' Eleganza Villa d' Este in 2008, fascinates at first sight with its breathtaking design.

Photos BMW AG

BMW AG









**A**t the Concorso d' Eleganza Villa d' Este – one of the most famous beauty contests for classic automobiles and design studies – there are dozens of beautiful vehicles to admire but the car that BMW Group Design presented this year was an enormous surprise for the public.

**T**he design study was shining and sparkling in its particular “Liquid Orange” paintwork on this mild summer night. The iridescent colour, depending on the light ranging from a dynamical, almost aggressive orange up to a deep, seducing ruby red, gave the vehicle an elegant and dignified, yet tremendously powerful and sporty appearance.

**T**he study is a birthday present for an automobile, a homage to the BMW M1, which was born 30 years ago. The laudatory speech was delivered by Adrian Van Hooydonk, Director Design BMW Automobile,

whose team created the study: “The M1 is still a dream car for every designer. It is our only mid-engined motor coupé and its design captivates with its functionality and fascinating simplicity. This made the task of designing a homage to the M1 a big challenge for us.”

**T**he BMW M1, designed by Giugiaro and launched in 1978, is an extraordinary sports car that was uncompromisingly primed for racing sports. By presenting the Concept Car BMW Turbo, penned by BMW Chief Designer Paul Bracc, and combining functional design with many technological innovations, BMW had in 1972 already demonstrated the direction in which they were going. The BMW M1 Homage Car must be assessed after viewing these two unique vehicles. “For BMW, heritage is always also a living heritage. Drawing inspiration from your own past and thereby reinvent-



BMW AG

↓ BELOW The design adopts the stretched, extremely flat form of the BMW M1. Unlike the example, the rim covers are provided with prominent, clearly bigger air intakes.





## Adrian van Hooydonk Director Design BMW Cars

**How do the historical BMW vehicles and their design influence your work?**  
It is definitely an inspiration for our designers to look at former BMW models and also study the sketches and outlines that they were based on, which are stored in the BMW Group's archives. For the Brand BMW, history brings authenticity. The ideas that we believe in and that we express in the details – precision, elegance and sportiness – can also be found in the historical models.

**The BMW M1 was launched 30 years ago. Which significance does its design have in the BMW product range?**

The M1 is a dream car for every BMW designer. This car is therefore, also very important because it is unique. It is the only mid-engined car that BMW has ever mass-produced. It was very exotic with respect to its proportions and mid-engined concept, but at the same time, rather discreet with respect to its surface design and overall styling. This was what made it a genuine BMW. We have also tried this in our study. Although we have used more sculpture, it is also rather functional.

**How did the study come to be, the BMW M1 Homage car?**

The idea for this study was the result of a conversation between Dr. Klaus Draeger [BMW AG Board Member Development] and Mr Karl Baumer [Head of BMW Group Classic]. When they asked me whether we would be interested in a modern interpretation of the M1, I really did not have to think long about it.

### ADRIAN VAN HOOYDONK

Adrian Van Hooydonk was born in the Netherlands in 1964. He studied at the Technical University Delft, Netherlands, and then worked as a product designer in various sectors. Before he joined BMW AG as an exterior designer, he graduated in Automotive Design at the Art Center College of Design in Vevey in 1991. From 2001 to 2004, he was the Head of the BMW Group Designworks USA Studio, which was – among other things – responsible for the Z4. Since 2004, he is Director Design BMW Cars.

**The reaction to the M1 Homage Car is very positive. Which stylistic elements have you adopted from the original?**

The thing that we first adopted were the proportions. Mid-engined cars such as the M1 are usually spectacular because they are very flat and broad. The front-end of the M1 has its kidney grills, turn indicators and rear fog-lights integrated in a very flat, black area. We have maintained this in the study – only, we have replaced the retractable headlights with LED lights. The side window design, the air intakes in the C pillar and the rear windscreen louvres are also inspired by the original M1. It goes without saying that we also adopted the two logos in the tail, the ones which make the M1 so unique.



ing yourself – that is exactly what the BMW M1 Homage demonstrates in impressive style.” This is how Klaus Draeger, BMW Group Board Member Development, describes the motivation of the study.

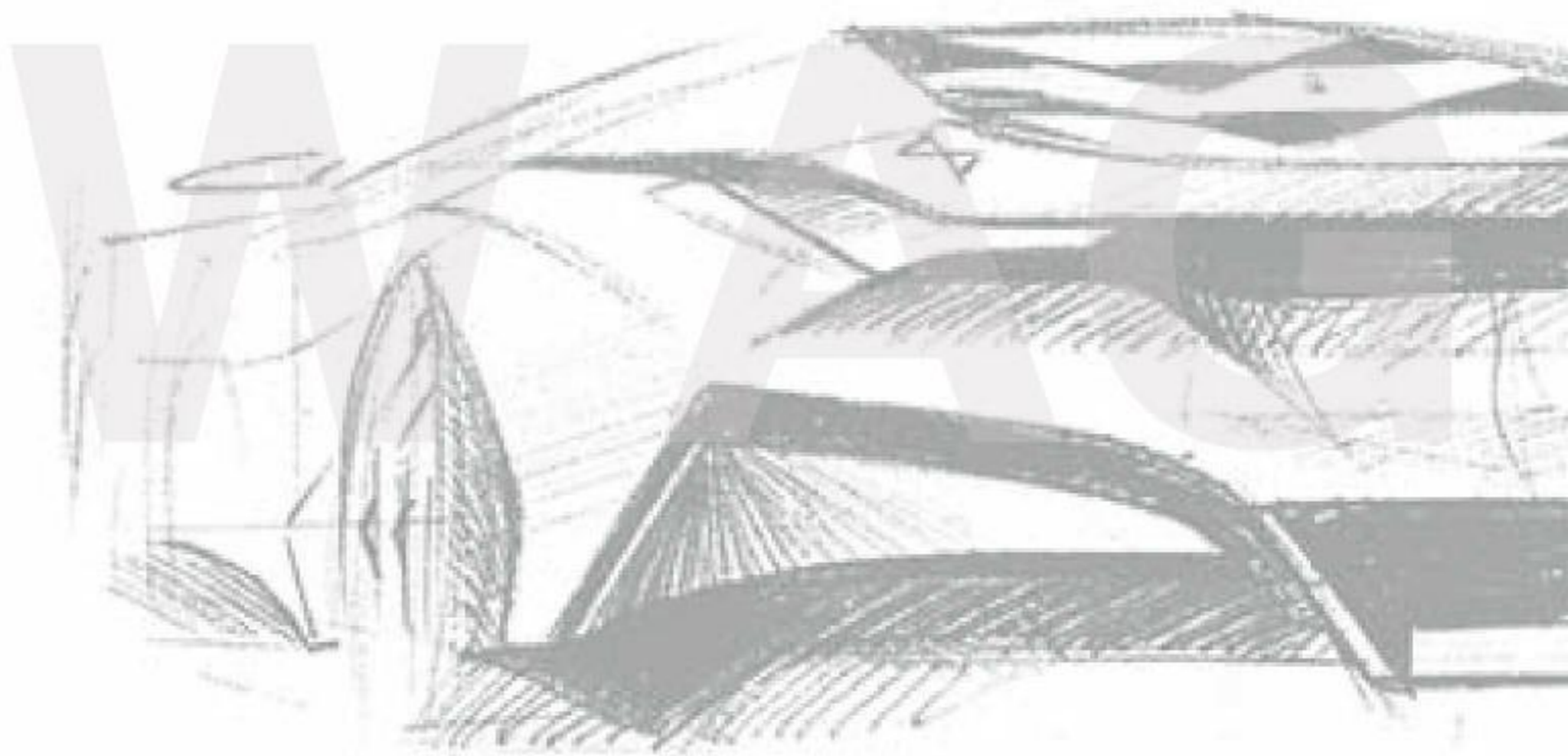
**T**he origin of the BMW M1 Homage is instantly recognizable. It takes up the BMW M1 colours black and orange/red and gives them a new face. Like its forerunner, the Homage Car also features the dual emblem on its tail, on the right and the left side above the tail lights. This dual emblem was the first stylistic element to be approved during the development stage of the BMW M1, even before the initial sketches were drawn. Likewise, it was confirmed from the outset that the BMW M1 Homage would wear the same characteristic twin logo.

**O**ther specific stylistic features taken from the BMW M1 are the air vents in the bonnet and the louvres on the rear windscreen, as well as the black seam between the roofline and the rear section of the body. Also the front-end styling of the BMW M1 Homage adopts many of the graphic design themes of the BMW M1: the flat and small kidney grill, as well as the almost “invisible” headlights. However, the front of the BMW M1 Homage is a novelty for BMW. Each element assumes a function. The characteristic twin kidney grills are not only a distinguishing feature of the BMW brand but a combined solution of aerodynamics, cooling-air guidance and safety. The design of the LED-headlamps as small slits is meanwhile a new interpretation of the retractable headlights of the BMW M1. Overall, the exterior di-

↗ ABOVE RIGHT Concave and convex: In the study, BMW Group Design has blended the current design lines with the tradition of the M1.

→ RIGHT The black louvres above the rear window are directly derived from the BMW M1.

↓ BELOW The study BMW Turbo (right) of 1972 was the design example for the BMW M1 (1978, middle), which a homage (left) was dedicated to in 2008.





mensions of the BMW M1 Homage are identical with those of the BMW M1, except for the larger and more modern wheel housings featured by the Homage Car. While the surface of the M1 was simple and smooth, the Homage Car features contrasts and tensions, convex and concave planes, corresponding with the line of design that is presently pursued by BMW Group Design. This makes the M1 Homage Car appear more sculptural and unites such graphic themes of the BMW M1 with the surface language of the new BMW look. The overall functional design emphasizes the art of engineering and the engine compe-

tence of BMW Group – although the study has no engine.

**T**he BMW M1 Homage blends, like the BMW Concept Mille Miglia 2006, successful tradition and innovative future. It honours a classic, innovative engine concept and, at the same time, builds a bridge between the BMW Turbo and the BMW M1. The thunderous applause of the visitors on this warm evening at the Villa d'Este only left one question remaining: Will this study go into production?





# BMW M1

## 30 years and still on fire

30 years after it was presented at the Paris Motor Show in October 1978, the BMW M1 has lost none of its fascination. As Procar, production model or Art Car – this sports car has always been an eye-catcher and centre of attraction. But all of the enthusiasm the M1 aroused after its completion was the result of a long and cumbersome development.

By Max Bauer Photos BMW AG, Oliver Beckmann



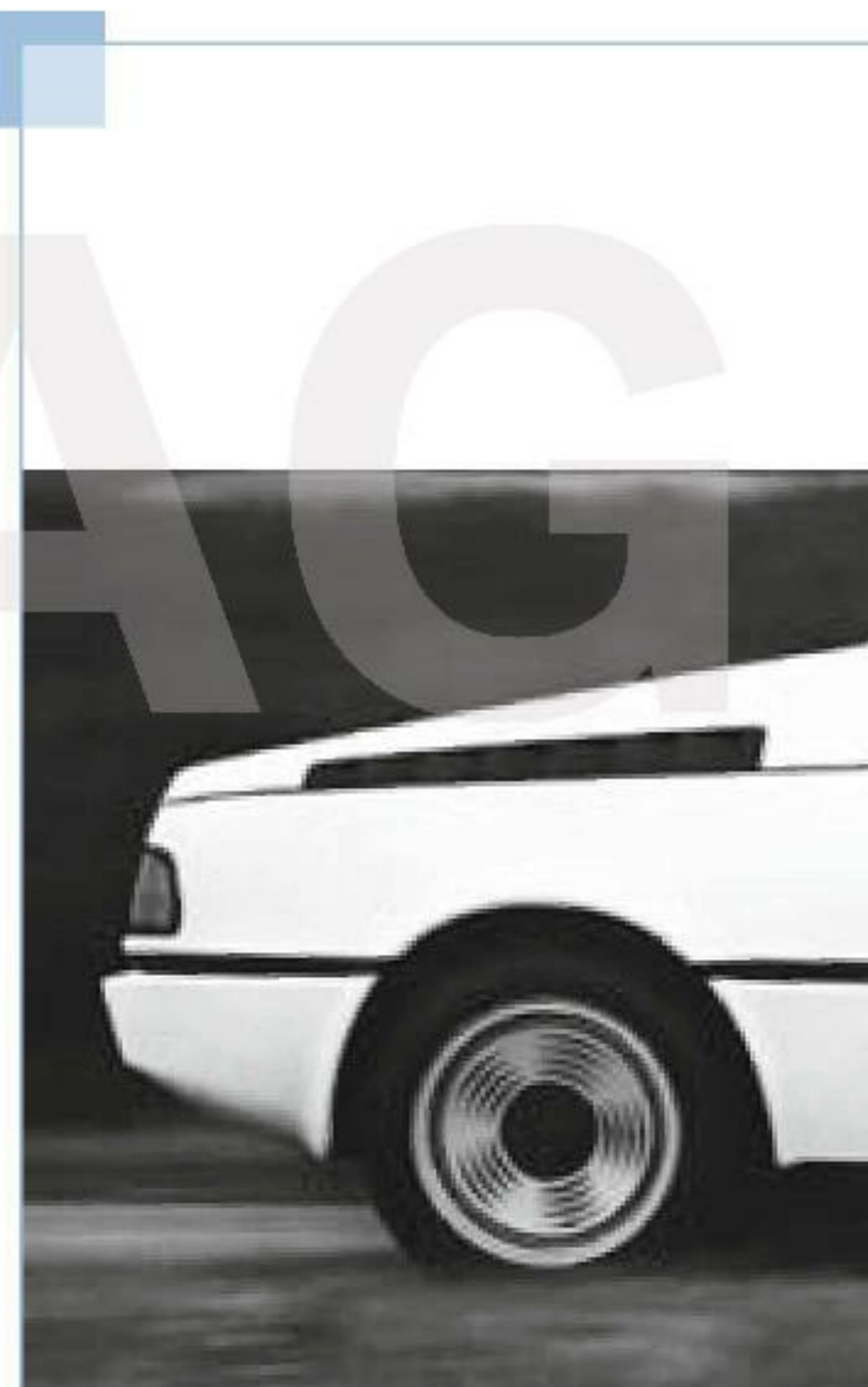


It is not easy to escape from the fascination of this sports car. With its extraordinary appearance, flat and yet bursting with strength, it captivates the observer at first sight. It is, however, easy to imagine what a fast, uncompromising and yet elegant appearance this vehicle must have had at the end of the 1970s, on the racetrack as well as on the road. Nelson Piquet, serial winner of the M1-Procar races, was not the last to confirm this: "Driving this car was fun on any circuit, it was fast and at the same time very precise."

The BMW AG Board of Management laid the foundation stone in the mid 1970s when they approved an increase of BMW's involvement in motorsports. The idea was to develop a Formula 1 engine and a racing car as a basis for deriving vehicles for various competitions, such as the Manufacturer's World Championship, the German and American racing series, as well as the racing championships Groups 4 and 5. Since the product range of BMW had no vehicle at that time that could meet these new regulations and could have been further developed, it had to be newly designed. The project was internally designated as "E 26" and the newly founded BMW Motorsport GmbH was assigned to develop a sports car of the highest class in the shortest amount of time. Even though racing sports was in the foreground, it was inevitable to design the sports car as a suitable street model and equip it with a series variant of the Formula 1 engine. The homologation of the desired Group 4 specified, for example, that according to the international directives in racing sports, at least

400 identical street versions of the sports car had to be built in twelve successive months. The path that BMW took in this case however, was a small revolution. "A racing car was developed into a street fit car", stated the press information about the BMW M1 in 1978. After sports car and series car development had started to go separate ways, it had by then become common to "put a lot of effort into deriving racing fit, promising competition vehicles from series vehicles". Despite its special position, the series variant of the sports car was at the same time intended to become the new top model of the BMW product range.

In 1975, Jochen Neerpasch, Managing Director of BMW Motorsport GmbH since 1972, and his Development Director Martin Braungart, accepted the challenge, rolled up their sleeves and got to work. "We have set the task for ourselves to develop a unique type of car that you can neither find anywhere else, nor anymore", said Neerpasch about the "E 26", which would later be called BMW M1. However, it soon turned out that neither the set target of developing a Formula 1 engine and, at the same time the top model of the BMW product range (nor the resulting requirements concerning comfort and equipment) could be achieved in accordance with time or weight requirements of the project "E26". So the concept was modified and renamed "E 26/1" and it was intended that the later M1 was to be designed and developed particularly for motorsports. The substantial modifications of the originally planned model primarily concerned the body and the drive train.



↑ ABOVE At the 1978 Paris Motor Show, the BMW M1 was presented in white paintwork.



The next problem that Neerpasch and his colleagues had to face was caused by the situation at BMW itself. The workshop of the newly found BMW Motorsport GmbH did not provide sufficient capacity for the series production of the required 800 M1 cars. On the other hand, the quantity was in turn too small to be manufactured at the Munich plant. In order to meet the time schedule, BMW decided to outsource essential construction tasks to outside companies.

← LEFT The retractable headlights were one of the numerous characteristic design features of the BMW M1.

Since the resumption of the vehicle production in the beginning of the fifties, BMW had already developed two production vehicles in cooperation with Italian coachbuilders. The successful small car model 700 had been based on design concepts of Giovanni Michelotti and the shape of the luxury coupé 3200 CS had been penned by Nuccio Bertone in Turin. Now the time had come for BMW to co-operate, with leading Italian automotive designers once more, in the end of 1975, BMW entrusted the company Italdesign and their Chief Designer Giorgetto Giugiaro with designing a body for the BMW M1. For a creative designer, this was a difficult project, as there were numerous technical specifications set by BMW that had to be met – from the basic dimensions to the engine position. Moreover, BMW demanded a visual con-

## “The bullet”

by Götz Leyrer, auto, motor und sport, issue 25, 12 June 1978



“...the M1 not only takes off with impressive vehemence but, even when the speedometer already shows 200 km/h, stepping further on the accelerator pedal unleashes a convincing temperament. [...]”

One can easily drive up to 225 km/h in fourth gear, and if the driver then chooses the longest gear ratio, the flat bullet quickly accelerates up to the maximum speed of – according to factory information – more than 260 km/h. The

acceleration values mentioned by Motorsport GmbH also confirm, by the way, that the subjective impression of bear-like strength does not deceive: Munich states 5.6 seconds for the sprint from 0 to 100 km/h and, after just a little more than 20 seconds, the M1 is already flying at 200 km/h.

Nevertheless, the six-cylinder behaves in a remarkably cultivated way. It has no objections to low revolutions but still shifts up cleanly and

without jerking, if you give it full throttle in one of the upper gears at little more than idling speed. [...]”

The M1 achieves transverse accelerations of almost one g (g = force of gravity), which means that there is practically no other car that has a real chance to keep up with it in taking curves [...]”

In light of the altogether good qualities, it is easy to predict – within the bounds of economic possibility – a successful future for the new BMW. The 1 in the type designation receives a further meaning: This Bavarian product certainly takes one of the first positions in the exclusive class of fast dream cars.”



cept in the style of the BMW Turbo study, designed in 1972 by BMW Chief Designer Paul Bracq. Giugiaro drew the M1 with a flat, angular and dynamic shape following the style of the 1970s, with the upper part being divided from the lower part by a visual parting line. Due to the position of the powerful engine, Giugiaro designed several air intakes in the extremely flat boot lid. This stylistic element was continued in the C-pillars. The front comprised an extremely wedged shape with retractable lights. The courageous design of the mid-engined coupé with BMW's characteristically stylistic elements such as kidney grilles, C-pillar-angle and two BMW tail logos, was immediately approved by most of BMW Motorsport GmbH. The first prototype built by Italdesign that was ready

for driving achieved an air resistance coefficient of less than 0.4 cW right away. BMW's developers were extremely pleased and Giugiaro himself described the M1 as his "masterpiece", an ideal combination of functionality and breathtaking design.

Of course, the heart of the M1, however, needed to be signed off on by the BMW engineers. "Cam Paul" Rosche's team was assigned with providing the new sports car with a powerplant that was superior not only on the street but above all on the racetrack. After original thoughts of a ten cylinder engine and of the said Formula 1-eight-cylinder engine, BMW focused on the further development of the existing M49 engine in the spring of 1977 – above all for economical



← LEFT The most important instruments are in sight: The cockpit of the M1 is dominated by functionality.

↙ LEFT UNDER The front of the M1 is dominated by large air intakes and retractable front headlights, here closed.

→ RIGHT The dual BMW emblem on the tail is the most eye-catching design element of the M1, which is the only BMW car with two logos on the tail.



reasons. This 3.5 liter in-line six-cylinder offered the potential of considerably improved performance. After all, as Paul Rosche remembers, the engine needed to cover a range of performance from 277 hp (series version) up to 850 hp (Group 5). That was quite a challenge and, accordingly, everything did not run smoothly. The transformation of the extraordinarily smooth M90 engine into the later M88 engine of the M1 turned out to be much more difficult than expected. The basic concept was a water cooled six-cylinder engine with 3,453 ccm engine displacement, which needed to be adapted to the new installation position as a mid-engine. Furthermore, a split cylinder head with four-valve technology had to be newly developed. Moreover, the engine received a mechanical fuel injection system from Kugelfischer and dry sump lubrication, which ensured a sufficient oil supply to the engine at any load, especially during extreme acceleration. Finally, the M88 engine provided 277 hp at 6,500 rpm. The overall assessment read as follows: "It is definitely not an overstatement to call this engine the highlight of BMW engine development."

For the production of the "E26", the sports car production facility of Ferruccio Lamborghini in Sant'Agata Bolognese was at first suggested to the BMW Board. They were to construct and assemble the new BMW sports car in close co-operation with BMW Motorsport GmbH. In 1976, BMW signed a contract for the development and production of 2000 mid-engined sports cars with Lamborghini. This was, however, modified in the same year. Now, 800 mid-engined

BMW M1	
In production	1978–1981
No. of units	399
Price new	100,000 DM
Engine	6-cylinder in-line dohc four-valve
Bore x stroke	93.4 mm x 84.0 mm
Displacement	3,453 cc
Output	204 kW/277 hp at 6,500 rpm
Max Torque	330Nm at 5,000 rpm
Compression ratio	9:1
Fuel preparation	mechanical injection
Lubrication	Dry sump
Battery	12V 55A-h
Alternator	AC 14V 65A-h
Clutch	Double-disc dry clutch
Gears	5F, 1R
Transmission ratio	4.22
Steering	Rack-and-pinion, steering column axial adjustable
Brakes	Inner-vented disc brakes
Wheels	front 7" x 16" rear 8" x 16"
Tyres	front 205/55 VR 16 rear 225/50 VR 16
Wheelbase	2,560 mm
Track front	1,550 mm f, 1,576 mm r
L x W x H	4,360 mm x 1,824 mm x 1,140 mm
0–100 kph	5.6 sec
Top speed	262 kph
Kerb weight	1,300 kg

sports cars of the type "E26/1" were to be built. Prototypes and test series cars were to be completed by the autumn of 1977, and the series production was to start in November 1977. However, after the successful presentation of the first E26 prototype to the BMW Board of Management in May 1977 BMW had to face the fact that the renowned sports car manufacturer was suffering from serious economic problems. Lamborghini was facing bankruptcy. In order not to endanger the entire project, BMW parted from Lamborghini in the spring of 1977, albeit with a heavy heart. As a new partner, BMW chose the company Baur in Stuttgart, which had developed and built several special models for BMW.

The resulting delay, however, threw over the time schedule of the M1 production and the chance to race as it had become impossible to still meet the planned homologation date in spring 1979. Besides BMW Motorsport GmbH, which manufactured the engines, and Baur, the fol-

lowing partners were involved in the production of the series version of the M1. The company Marchesi & C. in Modena hand manufactured the sheet metal framework. The bodyshell made of fibreglass reinforced synthetic material was produced in the workshop of the company T.I.R.. The assembly of the bodyshell and the frame was carried out by Italdesign, from which BMW received special service. Since the facilities of Italdesign were not laid out for such a type of production, the prototype hall was converted into a production facility. There, the body parts were first bolted and adhered and then finished all the way to the paintwork. Also, the windows and further components, such as the dashboard, part of the leather coated interior trim and parts of the electrical equipment were built-in by the employees of Italdesign.

After the Italian companies had contributed their services to the construction of the M1, the partly assembled cars went on a journey to Germany. The cars that

were destined for Group 4 were transported to the respective specialists, while Baur completed the ones destined for the series version of the M1. Baur also gave the M1s their "hearts" – the drive unit, which consisted of engine and drive train and was supplied by BMW Motorsport GmbH. Baur also built the brakes, suspension, pedals, steering system, ZF transmission and all remaining components. After thorough fine tuning and road testing, the completed M1s were delivered to BMW Motorsport GmbH, which carried out the final inspection.

Eventually, BMW and their partners had turned the BMW into an impressive sports car. Not only because all the technical features of the BMW M1 were designed for racing use but also because its unique, almost futuristic and yet absolutely functional design, which was orientated on the necessities of motorsports, gave the M1 a charisma and a dynamic character that only very few cars exhibit. With a height of only 1.14 meters, the

→ RIGHT In the series version of the BMW M1, the 6 cylinder mid-engine with 4-valve-technology and 3,453 ccm provides 277 hp, which was a very impressive performance at that time.

→ FACING PAGE An Italian Bavarian: The designer Giorgetto Giugiaro gave the BMW M1 an edgy design which radiated pure dynamics.



“ Building first-class motor vehicles is a science.  
Building unique ones is an art. Now  
there is one that combines both: The BMW M1. ”

Quotation from an advertising brochure



## Press commentaries

“sport auto”, November 1978: “...This car has Italian elegance, paired with reliable, superior German technology and machining. It is warmly recommended to all those Porsche drivers, especially the turbo pilots, to voluntarily make way for the M1 on the freeway – so that the embarrassment is not to big...”

Bunte: “For Bunte, racing driver Hans-Joachim Stuck drove the new car. Stuck was particularly impressed by the road holding. His judgement: “Excellent [...] It is really fun to drive this car.”

Frankfurter Allgemeine, 11.10.78: “Something new in the west”

“The BMW booth presented the most spectacular car of all: The M1 celebrating its long expected premiere. The flat racer, in the wedge-dress of the designer Giorgetto Giugiaro from Turin, who also designed the body of the VW Golf, is a car of superlatives.”

sheer seat position made the driver feel almost directly connected to the street, and the fascinating appearance kept its promise. The 3.5 liter six-cylinder engine with 24 valves provided the 1,290 kg light two-seater with breathtaking road performance and frightening acoustics. Accelerating from 0 to 100 km/h in less than 6 seconds and from 0 to 200 km/h in roughly 20 seconds, the M1 ranked amongst the fastest sports cars of its time worldwide. Further characteristics of the drive train were the sporty ZF five-speed-transmission, which – like the engine – was built-in lengthwise, and a differential with 40 percent locking effect. According to BMW's motto “The undercarriage must be superior to the engine performance”, the undercarriage could handle braking, acceleration and transverse acceleration actions that occur during racing. The optimum axle load distribution and the lowest centre of gravity required for racing use were provided by the mid-engined position. The only thing distinguishing the street version from the racing version was a more comfortable spring and shock absorber tuning. Inner-vented fixed caliper disc brakes by ATE provided a safe deceleration from high speeds. The safety of the passenger cell was provided by the extremely stable tubular space framework, the fibreglass reinforced body, the integrated roll bars and the beams within the pillars. Despite the close relationship with the racing vehicle, the driver of the M1 did not have to do without comfortable details. Among other things, air conditioning and electrical win-

dow control were part of the standard series equipment. The exterior paintwork of the series version of the M1 was available in white, grey, orange, red and blue. The leather seats were available with either brown or black fabric middle sections.

Even two years before the M1 was launched in 1978, the press was already spreading rumours about a Bavarian mid-engined coupé. One newspaper speculated about the name of the sports car and assumed it to be BMW 835, while others reported about the co-operation with Lamborghini. The first photos of M1 prototypes on test tracks were published in 1977. Only in February 1978, however, would BMW officially disclose the project and also the name – “BMW M1” – indicating that the vehicle was a motorsports car and that, due to the homologation, they were also going to derive a street version. The M1 product catalogue stated: “The BMW M1 is not an extension of the representative luxury sports cars range. It was rather devised and built as a full-blooded racing car for use in the top-class production car sports.”

The premiere of the BMW M1 in October 1978 at the Paris Motor Show aroused enthusiasm. The issues mentioned below and covers of magazines were bursting with reports about the M1, and the press judged the first M model very favourably, amongst other things, because of the unique presentation of a street sports car directly derived from a racing car. For example, Gert Hack



wrote in the "Motor Revue": "In view of the good qualities of this sports car, BMW will not have to worry about selling the planned series (approx. 400 pieces). The M1 is certainly the best exotic car ever built in Germany". BMW defined the target group as follows: "The M1 gives a couple of hundred ambitious drivers the chance to benefit from the racing sports regulations, even though they only drive the M1 on the road". In spite of this announcement, the purchase interest did not meet the expectations. On the one hand, the first buyer had to wait until February 1979 for their M1, which meanwhile had a price tag of 100,000 DM. On the other hand, due to the production problems, the BMW M1 was not able to fulfill the hopes for its racing success because for the time being, the homologation for the Group 4 Championship had been missed.

Altogether, 456 M1 vehicles have been produced, including the racing cars. Even today, this model takes an outstanding position in the BMW product history. As the first vehicle of the young Motorsport GmbH (the forerunner of BMW M GmbH), it established the legend of the "M" vehicles. The project BMW M1 was not aimed at selling as many vehicles as possible but was intended as a racing car and, thus, an advertising vehicle from the very beginning. In spite of its difficult evolutionary history and the rather unlucky racing career, the M1 – similar to the 328 and the 507 – became a legend. The rare sports car ranks among classics and wherever it appears, it fascinates – it does today and it always has.

↓ BELOW It was not easy to drive the BMW M1 but he who mastered it was rewarded with an indescribable driving pleasure, especially on winding mountain roads.



## The Fathers of the BMW M1

One of them was the intellectual father and the other one was the technical one: Jochen Neerpasch and Paul Rosche have influenced the BMW M1 like no one else. In this interview, the two of them remember this extraordinary project BMW M1, its quirks and its successes.

The interview was conducted by Max Bauer and Niklas Drechsler Photos Nina Hornung, BMW AG

### What significance has the BMW M1 taken in your careers?

Neerpasch: I have actually never associated the M1 with my career. It was supposed to become the backbone of BMW motorsports. All the work at Motorsport GmbH and, therefore, the M1 as well, have always been a search for optimal solutions for our company, for good and successful motorsports.

Rosche: Just like Jochen, I have not really associated it with my career. It was simply a task that we had to accomplish. Of course we were also proud of the result.

### Looking back at the project BMW M1, would you consider it a difficult birth?

Rosche: Oh yes, the M1 was truly a difficult birth.

Neerpasch: It was not easy to design a car like this. It was the first time ever that a company had built a car directly designed for motorsports. At the beginning, there was the Turbo, penned by Bracq. The racing car was supposed to be like that, too. However, it soon turned out that our first M1 version, the EZG, was not going to make it into motorsports. All of the safety solutions and technology would have put us too far from our goal. This was the first giant challenge for us to master.

Then we were faced with problems with Lamborghini due to their financial crisis. For a project like that, this would normally have meant the end. I guess that we survived all of these problems due to our toughness and our strong will to build the car, no matter what.





**Who was particularly committed to the project at this critical moment?**

Neerpasch: The entire team. It was not just one person, there was a whole community, which was simply very strong.

Rosche: This is right. It was the team and in the Board of Management, it was primarily Hans Erdmann Schönbeck... [BMW AG Board Member Sales in the seventies; editor's note].

**Mr Rosche, why did you not build the Formula 1 engine?**

Rosche: First, we were considering building a Formula 1 engine with 3 liters of displacement and 10 cylinders. Second, we were planning to build this engine into the M1. So what we wanted was to drive Formula 1 and equip the M1 with the same engine. At that point, however, the development of an engine like that would have taken too much time. This is how we came to decide on the six-cylinder. In principal, the only thing that was left of the series engine in the end, was the series engine case; everything else was practically new. This was, however, the considerably faster way. Nevertheless, I regretted for a long time that we did not build a Formula 1 engine back then.

**What were the reactions to the first prototypes and test drives like?**

Rosche: The car has always caused a sensation. Even more because we drove it around a lot. That reminds me of a story about Mr Quast from the company Kugelfischer. We had given him a prototype so he could adjust the fuel injection pump. He usually did his test driving at the weekend. Once, he took the car and his wife to Tegernsee on a Sunday. Coincidentally, Eberhard von Kuenheim [at that time Chairman of BMW AG Board of Management, editor's note] was also there. Since the car had not been in production at this point, he was, of course, a little surprised that it was already being taken out for drives... So after I received a call on Monday morning, I told Quast: "For god's sake, take the car to the Bavarian Forest, but not Tegernsee."

**Was the M1 supposed to be an image carrier or a sales success?**

Neerpasch: The car was intended as a self-supporting sports instrument. It was supposed to pay for itself. With 800 cars sold, the production and tooling costs would have been covered. However, after the Lamborghini flop, a few things had to change. Originally, the car had a price tag of 75,000 DM, which now could not be kept.

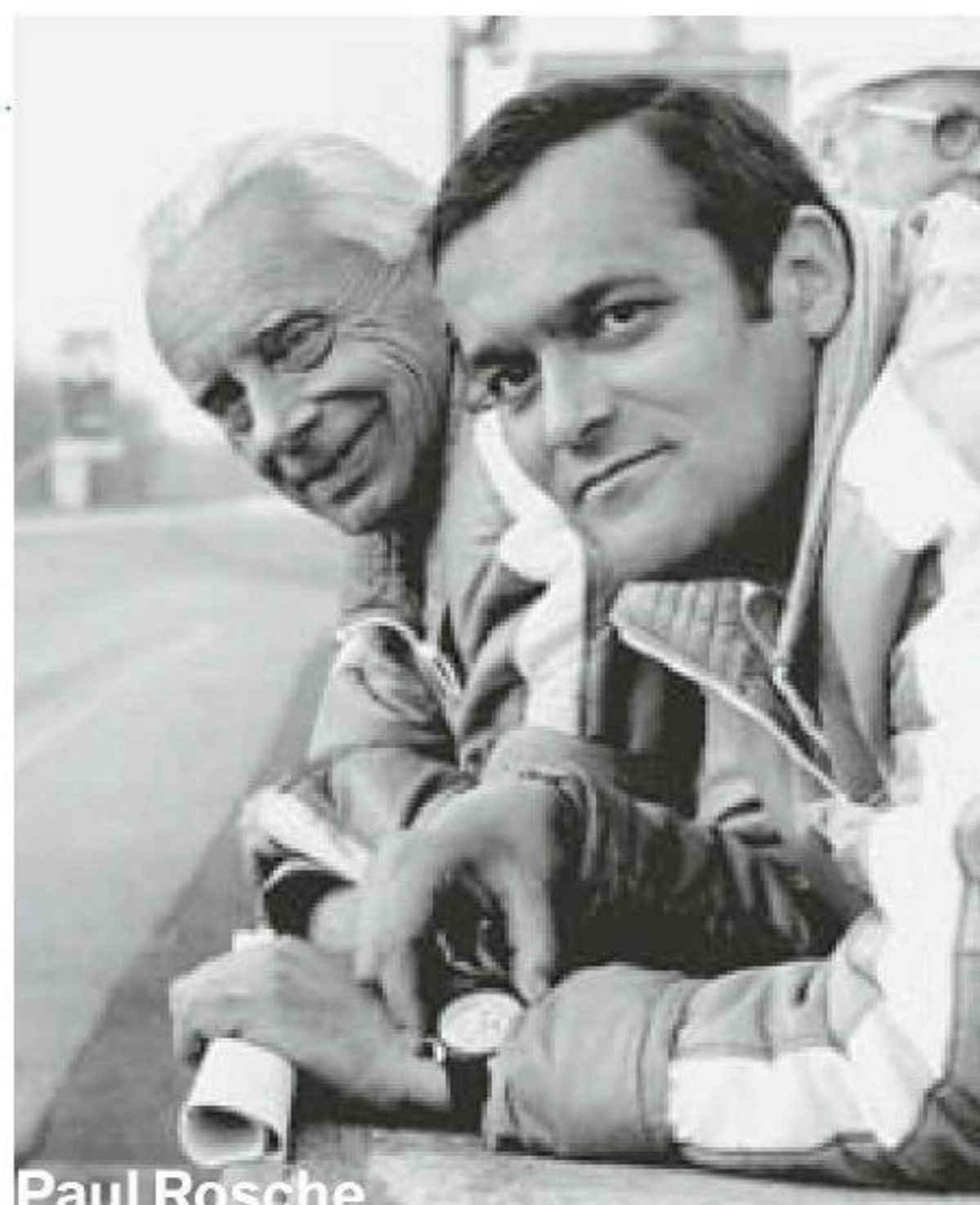
**Would the M1 have been successful if the homologation dead line could have been kept?**

Neerpasch: I am firmly convinced that this car would have played a successful role in motorsports if we had continued to build it – like the Porsche 911, which has always been further developed.

**BMW: Who actually came up with the idea of the Procar Series?**

Rosche: I think, it was Jochen [Neerpasch, editor's note].

Neerpasch: One night we were out with Max Mosley and when we were having our third drink, we came up with the idea for the Procar Series. Shortly after, we got Bernie on board and it turned into a real project. I think the Procar Series has written history and can not be repeated. All of the Formula 1 drivers have driven these cars. No other brand has accomplished that. It went down in history and BMW can be very proud of that.



**Paul Rosche**

Rosche was born in Munich in 1934. As he started working at BMW in the Department of Research and Development, he was in charge of camshaft calculations. This is how he got his nickname: "Cam Paul". By virtue of his talent, Rosche was soon involved in the development of several engines: first the V8 engine, then the four-cylinder from the BMW 1500, and in the 1960s, he worked on the BMW Turbocharger. He was also in charge of the successful Formula 2 engine. In 1975, Rosche started working for BMW Motorsport GmbH where he was responsible for motorizing the M1. In 1979, Rosche was appointed Technical Managing Director of BMW Motorsport GmbH. His masterpiece was the construction of the four-cylinder turbo engine that led BMW in 1983 to victory in Formula 1. Another engine that he was responsible for was, among others, the engine for the M3 touring car, which won more races than any other car of this class. In 1999, Rosche went into his well-deserved retirement at the age of 65. To this day, he is closely connected to the BMW company and brand.

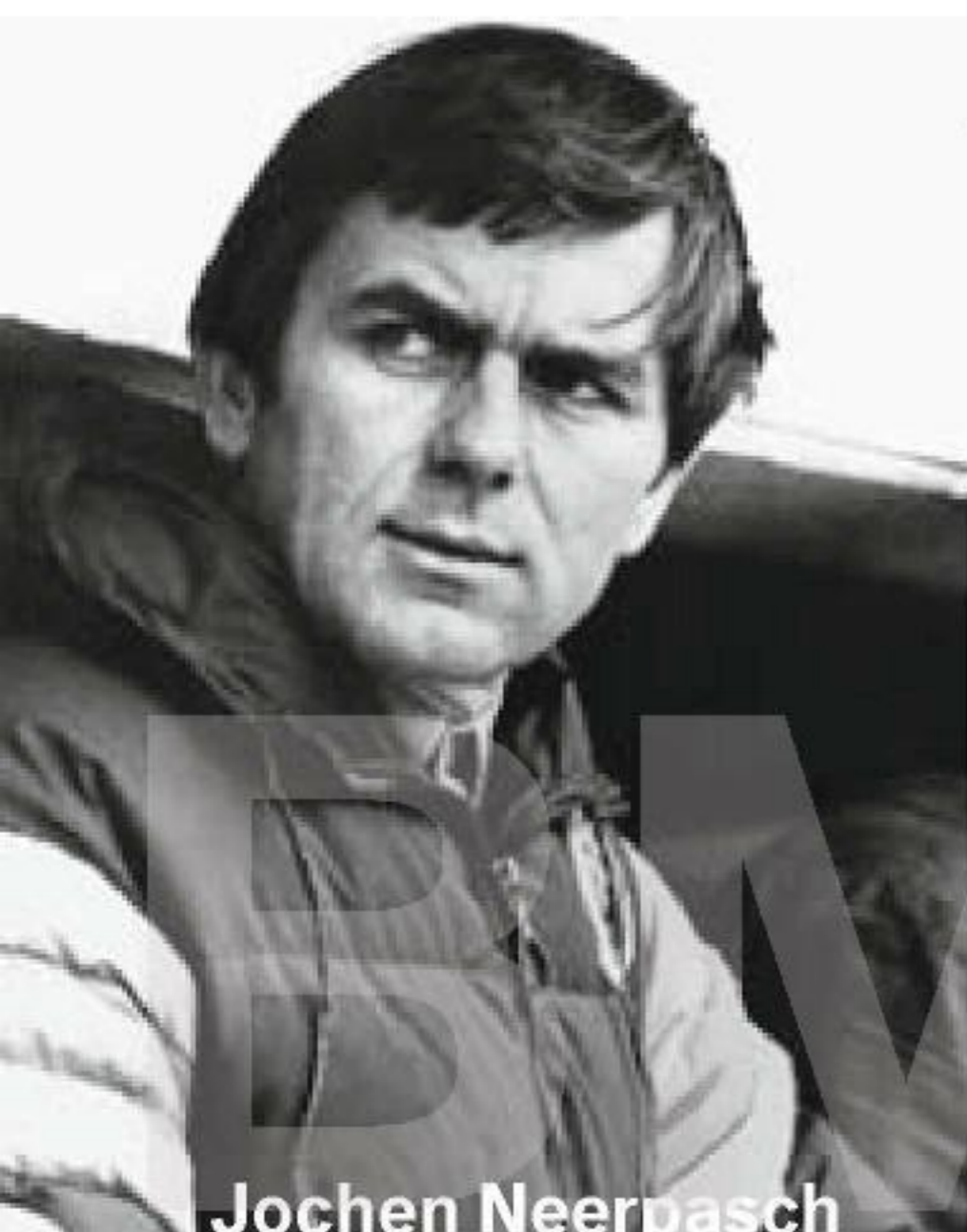
↑ ABOVE Paul Rosche and his mentor, Alexander von Falkenhäusen, at the racetrack, 1967.

← FACING PAGE Paul Rosche and Jochen Neerpasch during the interview in the exhibition hall of BMW Group Classic.

## » Max Mosley and the suitcase



“There is another funny story about Max Mosley and the suitcase. Mosley showed up in our box, talked to us and put down the suitcase with the money. Then he left and forgot the suitcase. Some of the mechanics put the suitcase away into some corner. When Mosley came back, the money was gone. That was quite a commotion, until the mechanic fortunately remembered the suitcase!” (Paul Rosche)



**Jochen Neerpasch**

Neerpasch, born in 1939 as a son of a car dealer, got acquainted with the automotive industry at an early age. He completed technical and business apprenticeships before getting his Master Craftman's Diploma. In the 1960s, Neerpasch competed in various races, and among others, he won the 24 Hours of Daytona in 1968. In the 1970s, Neerpasch was a manager with Ford before BMW made him Managing Director of the newly founded BMW Motorsport GmbH in 1972. There, he initiated the M1 and in 1979 the Procar Series. He then left BMW. In the 1980s, Neerpasch was responsible for various racing series, among others, the Long Distance World Championship. From 1987 to 1992, Neerpasch was Mercedes Racing Director and Managing Director of P.P. Sauber AG in charge of setting up the Sauber Mercedes racing organisation. From 1995 on, he worked for the ADAC (German automotive society) and managed the STW racing series.

**Mr Neerpasch, you presented the Procar Series at the Hockenheimring in 1978. How did you manage to convince the other teams to compete in a one-make Championship?**

Neerpasch: At that time, we had a very good image and we were known as a reliable supplier for motorsports customers. And we threw a lot of prize money into the series. This concept convinced the private teams rather fast, even though in the beginning no one believed that we were also going to be able to win over the five best ranking drivers of the Formula 1 Friday training for our idea. The discussion in the media was also rather controversial. They thought we would never make it. At this time, the series had an outstanding manager, Max Mosley. After the Friday training and before the first race in Zolder, Mosley walked across the paddock with a suitcase full of money and approached the five first placed Formula 1 drivers. I was standing right next to him when he convinced Andretti: Mosley simply kept pulling bill after bill out of his suitcase, until Andretti eventually said “yes”.

After the first race, we had no more problems convincing anyone. Now everybody wanted to get in on it because they could make a lot of money. Driving these cars was fun and the Formula 1 drivers could win because the first five starting positions were reserved for them. Soon, they started to really step on the gas on Fridays to be among the first five.

**Is there any of the Procar races that you remember especially well?**

Rosche: There are in fact two of them: The first one in Zolder and of course the one in Monte Carlo when Stuck had a really bad start and then overtook seven or eight drivers and ended up in the fence. In Zolder, we were still having problems with the vibration dampers. When the drivers revved the engine too high, they fell off. I still remember how Jacques Lafitte came up to me during the first race and said: Paul, I have been just overtaken by my own brake disc. It was of course his vibration damper.

**What would an M1 have to look like today?**

Neerpasch: Just like the M1 Homage Car. I saw the car at the Villa d'Este and think it is fantastic. It has a couple of more edges and would definitely have to have some more hp today.

**Do you think that a successor of the M1 would have good sales chances today?**

Neerpasch: I think that BMW is actually entitled to build a car like that. They have the competence and with a history like that, it could become a sales success.



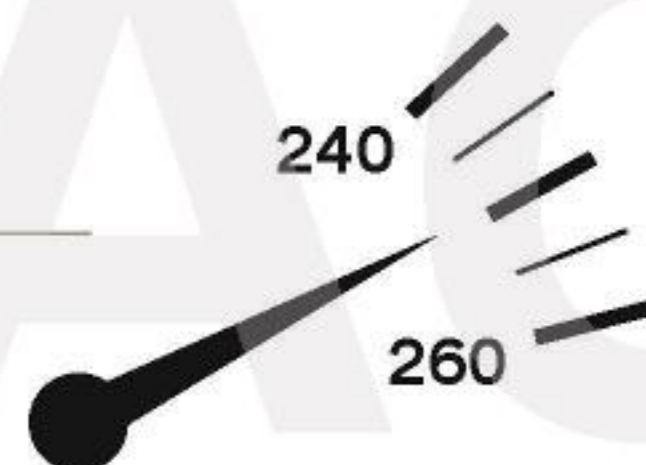
← LEFT Jochen Neerpasch, 2008, in front of the Nelson Piquet BMW M1 Procar.

↙ FACING PAGE Neerpasch was Managing Director of BMW Motorsport GmbH until the end of the 1970s.



# BMW AG

## » Herbert Quandt and the M1



“One day, during test drives on the Nürburgring, I received a call from Mr Schönebeck who wanted me to stop in Bad Homburg because Mr. Quandt wanted to see the M1. The prototype that I was driving had, however, already been through test drives and moreover, the starter’s pinion gear was damaged and the car did not always start well. So I went to the Quandt residence in Bad Homburg with mixed feelings. At that time, Mr Quandt could no longer see very well. After having been guided to the M1, he examined the car by running his hands over its contours. His facial expression told me that he liked what he felt. Fortunately, when we got into the car, it started right away and he seemed to feel comfortable in the car. His escort cars were behind us. We got onto the motorway and Mr Quandt asked me to drive faster. As I sped up, the escort cars could no longer keep up and after I had accelerated up to 250 or 260 km/h, he told me that driving the car felt excellent, even though we were probably doing around 250 km/h. I was really impressed, as he had practically sensed the speed. Only when driving back to his house, did we have a little problem because I did not know the way to his house and he could not see. But in the end, we solved this problem as well.” (Jochen Neerpasch)

By Max Bauer Photos BMW AG, Corbis GmbH

# Colourful, fast, successful BMW Art Car M1 Andy Warhol

The number four of the BMW Art Car Collection is probably the best known artwork of the collection: It is a BMW M1 painted by Andy Warhol. In 1979, it made a furious entrance at the 24 Hours of Le Mans. For the first time in almost 30 years, it now returns to the racetrack at the BMW M1 Procar Revival. As a part of the prelude of the 2008 Formula 1 Grand Prix in Hockenheim, it will lead the field of the M1 Procars.





↑ ABOVE The BMW Art Car M1 Andy Warhol at the 24 Hours of Le Mans in 1979, which was the only race it has competed in.

← FACING PAGE With swinging strikes of the brush and various colours, Pop Art legend Andy Warhol painted the M1 himself.



“He did it so fast”. It still makes Jochen Neerpasch, former BMW Race Director and “father” of the M1, laugh to remember Andy Warhol painting the BMW M1 in 1979. “We had engaged a photographer to film Warhol while he was painting the car, but while the photographer was still setting up his camera, Warhol had already finished his work. He had completely painted the car in about an hour.”

It was the art auctioneer Hervé Poulain who had brought BMW and Andy Warhol together. Neither BMW nor the legendary Pop artist, who was known for his unconventional artwork and methods, had to be asked twice. Unlike most of the other Art Car artists, Warhol even insisted on applying his artwork to the car himself. Neerpasch further remembers: “He had brought a model on the

scale of 1:5, as did the other artists. However, he did not use it at all, he did not look at it once while he was painting the car and yet both looked identical. It was really impressive.” Eventually, Warhol seemed to be more satisfied with the car than with his work of art. “I love this car. It has turned out much better than the work of art.”

The painting on the BMW M1 was shiny and colourful, red, green, blue and yellow, thickly applied to the car. “I have tried to represent speed in a picture. If a car goes really fast, all lines and colors become blurred.” This was how Warhol implemented one of the requirements: The artists not only dealt with the automobile as a “rolling sculpture” but also made its participation in the Le Mans race an integral part of their creative process.

In the same year that the BMW Art Car M1 was designed by Andy Warhol, it was able to prove how much the colours really did “become blurred”. At the 24 Hours of Le Mans in 1979, it made a great and successful appearance. The racing Art Car with 470 hp ranked an excellent sixth in the overall placings and second in its class. The pilots Hervé Poulain, Marcel Mignot and Manfred Winkelhock drove 3,874.837 kilometers at an average speed of 163.386 km/h in the M1. Its start number “76” is an integral part of the design.

Having a car designed by an artist’s hand was the idea of the French auctioneer and racing driver Hervé Poulain. He wanted to compete in the 24 Hours of Le Mans and offered, in return, to have the car that BMW gave him painted by an artist from



his gallery. This is what led to the American artist Alexander Calder painting a BMW 3.0 CSL in the beginning of the 1970s. The experiment was soon continued. One year later, Frank Stella from New York covered a BMW 3.0 CSL in his characteristic pattern. In the eighties, the character of the BMW Art Car Collection became more ver-

In 2008, BMW presents quite a special homage to Andy Warhol's Art Car. On the 30th anniversary of the M1 in July, the most expensive automobile of BMW's history will compete at the Hockenheimring. In the setting of Formula 1, Warhol's BMW Art Car will lead the Procars with Jochen Neerpasch behind the steering wheel. "This is



satile: It was joined by artists of other nationalities and styles, such as the Austrian Ernst Fuchs, the Australian Michael Jagamara Nelson or the Japanese Matazo Kayama. They also no longer only painted racing vehicles but, above all, vehicles from the series production. A prominent example is the red BMW Z1 that A.R. Penck painted as the first German Art Car artist in spring 1991. The newest Art Car of the collection, which at that time consisted of 16 unique pieces, was "Your Mobile Expectations: BMW H<sub>2</sub>R project" by Olafur Eliasson, which was presented last autumn in the Museum of Modern Art in San Francisco.

a dream coming true for us. Naturally, we are aware of our responsibility towards the Art Cars as art objects but Warhol's M1 also simply belongs on the racetrack and this is an exception that we are more than willing to make in the anniversary year"; as said by a happy Karl Baumer, Director of BMW Group Classic. Neerpasch's co-driver will be Frank Stella, who is not only one of the most important artists of the 20th century but is also a passionate racing driver and himself a part of the history of the Art Cars: Three years ahead of Warhol, he had already turned a BMW 3.0 CSL into a "rolling work of art" that competed in Le Mans in 1976.

- ↑ ABOVE A very sought-after work of art: The BMW Art Car Andy Warhol M1 in Venice on the way to an exhibition.
- RIGHT In the 24 Hours of Le Mans, the Art Car ranked second in its class and sixth in the overall placings.



# Andy Warhol

Warhol was born in 1928 in Pittsburgh, Pennsylvania, as Andrew Warhola and started his career as a commercial artist. Three years after graduating in Painting and Design at the Carnegie Institute of Technology in Pittsburgh, he received the much sought-after “Art Directors Club Award” in 1956. Warhol is today considered one of the most important representatives of American Pop Art. In the 1960s, he became famous especially because of his “assembly line productions” – illustrations of prominent faces such as Marilyn Monroe, James Dean and Mao Tse-tung; cartoon characters like Micky Mouse and Popeye as well as of everyday objects, such as Campbell’s soup cans and Coca-Cola bottles, which he duplicated and modified using screen printing techniques. Warhol’s studio, the “Factory”, where the New York scene met and where his assistants were always busy copying his pieces of art, was also legendary. In the following years, Warhol dedicated himself more to portraiture and movies. In 1987, he died unexpectedly as a result of an operation in New York.



“ I love this car. It has turned out much better than the work of art. ”

Andy Warhol



Motorsport

BMW ACC





## The Procar Series

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# One of a kind till this day

The Procar Series brought the BMW M1 to the racetrack before its homologation; moved the Formula 1 drivers closer to the production car racing; was a stage for talent and offered the fans thrilling duels between Formula 1 professionals and private drivers.

By Niklas Drechsler   Photos BMW AG





**W**hen Jochen Neerpasch initiated the development of the BMW M1, the idea was to create a vehicle that could participate in prestigious racing series. A street version was derived because it was required by the regulations. It was soon very clear that this project could only be realized in co-operation with a partner who would provide the capacities and the know-how for the production of a small series sports car. In view of this situation, the choice at that time was Lamborghini, which, according to Jochen Neerpasch, “was predestined as they had a beautiful plant and production facilities for 750 cars per year. They could have done everything themselves, which was actually the ideal situation for us. Their employees were very good and highly motivated and, thus, the develop-

mental stage ran quite well.” The company, however, got into such a dramatic financial situation that the co-operation had to be called off. Some of the Lamborghini employees subsequently founded their own company and continued to support the BMW M1 project.

**T**he search for new partners which was now necessary took a lot of time. Consequently, BMW was not able to manufacture enough series vehicles to achieve the homologation for Groups 4 or 5. In this situation, Head of BMW Motorsport, Jochen Neerpasch, was still looking for a possibility to get the BMW M1 on the racetrack. Together with Max Mosley, the then manager of March and right hand of the Head of the Formula One Constructors As-



## Hockenheimring 1979

The surprise in the fifth M1 Procar racing of the 1979 season was not the victory of Niki Lauda but the ranking of Hans Georg Bürger. After having achieved the best time in training in front of 45,000 spectators, the 27-year-old driver from Wellschbillig finished third behind Lauda and Hans-Joachim Stuck, thus, finishing better than numerous Formula 1 stars, such as Didier Pironi and Clay Regazzoni. Bürger was driving one of the five factory M1s; he owed his participation to Niki Lauda, who always drove his private M1 Procar in the qualification race, so an extra car was available.

In bright sunshine and at 30 degrees, the race started off with a multiple car pile-up. Four BMW M1s dropped out right away. After Lauda and Pironi had duelled a long time for the lead, Lauda won in the end and finished first.

The winner needed 33:00,40 minutes (185 km/h) for the course (15 rounds) of 101.835 kilometers. Lauda, who would also win the overall standings in 1979, then had 63 points and took over the leading position in the overall rankings.

sociation (FOCA), Bernie Ecclestone, they created the Procar Series. Mosley would also later be appointed President of the series.

The Procar Series took place in 1979 and 1980 in the setting of eight selected Formula 1 World Championship races in Europe. Only BMW M1s were allowed to participate and all of them had to be built in accordance with Group 4 rules. The racing distance was roughly one third of the distance of the respective Formula 1 Grand Prix race and the races always took place on Saturday after the final Formula 1 training.

Jochen Neerpasch, Head of BMW Motorsport, affirmed at that time: "We welcome the decision of the FOCA to make the Procar racing series possible. This gives us the chance to have the BMW M1, which is built for sports, compete in races before its homologation." And he further explained: "If the majority of Formula 1 pi-

↑ PAGE 32/33 Alan Jones in the B&S team BMW M1 Procar at Brands Hatch, 1980.

↖ ABOVE LEFT Wailing engines and a gathering crowd at the start of the very first Procar race of the 1979 season in Zolder.

↑ ABOVE Jochen Neerpasch and his crew are cheering the third place finishing of Hans Georg Bürger in his debut in the factory BMW M1 Procar at the 1979 Hockenheimring race.

↓ PAGE 36/37 The factory BMW M1 Procars were optimally prepared at BMW Motorsport GmbH in München and then taken to the Procar races with the transporter.

lots do not have time to come to the production car races, it is only natural to bring the production car races to the Formula 1 pilots."

The spice of the Procar Series was the mixture of the drivers. On the one hand, drivers of private international teams such as Schnitzer and Osella-Italy were at the start – young talents as well as established masters of the production racing, long distance racing and sprint car racing scene. On the other hand, the five fastest Formula 1 drivers of the Friday training also started. They all competed with each other in equally equipped full-blooded racing cars. Ecclestone said in the run up to the Procar Series: "These races will not only be interesting from a technical point of view but will also give the spectators the chance to see the most popu-

lar Formula 1 stars with equal vehicles directly competing with each other."

The then FIA president, Paul Alfons Fürst von Metternich, gladly welcomed this development: "This racing series is an excellent opportunity to refamiliarize the Formula 1 drivers with production cars." In the 1960s, it was already common for the Formula 1 drivers to also take part in the Sports Car World Championships and GT races of the time.

Teams and drivers were lured by large prize monies and premiums in the form of BMW vehicles. At the end of the 1979 season, the winner of the Procar Series, as well as his team, were each awarded a BMW M1. The driver and team placed second each received a BMW 528i. The third placed driver and his team each got



## BMW M1 Procar – the vehicle

The BMW M1 was developed as a racing car to compete in as many championships as possible. As Jochen Neerpasch, the "father" of the M1, pointed out, the objective was to have the BMW M1 compete in the prestigious Group 5 from the very beginning. The basis point for all further consideration was, however, the BMW M1 version in accordance with Group 4 regulations – which later became the vehicle for the Procar Series. All of the vehicles in this series were technically identical with the BMW M1, having a naturally aspirated engine with roughly 480 hp. In the development stage of this car it was clear from the start that the basis engine needed to be able to perform at almost twice its normal engine output, like those of Group 5. Likewise, it was, however, clear that for the purpose of the homologation, a street-legal version needed to be derived.

Under these circumstances, a competition vehicle with mid-engine concept, tubular space frame and glassfibre reinforced plastic body shell was born. Being a full-blooded racing car, the Group 4 BMW M1 was predestined for an engine with dry sump lubrication – to ensure a reliable oil supply in case of extreme curves – as well as for individual throttle valves (sliding valves in the racing version) for a most direct response to accelerator pedal movements. A limited slip differential was provided for the driver to put the horsepower on the road, and for high curve speeds, the M1 had a double wishbone suspension.

All these technical features were adopted by the series vehicle. Of course, the series vehicle was more suitable for daily use. Nevertheless, it is based on pure racing technology. The racing vehicle was not derived from the series but vice versa. The compromises made in view of the later series version were very limited. One example though is the double chain, which promised the street version a better running smoothness.

The engine of the BMW M1, internally designated M88, was a masterpiece. It was, in principle, the logical further development of the BMW 3.0 CSL racing engine, internally designated M49. The engine of the BMW M1 needed to cover a performance spectrum from 277 to 950 hp and, as a series engine, be fully suitable for daily use. The M49 also had a bi-turbo-variant with over 750 hp. There was no civilian street version of this engine. The M88's suitability for street vehicles is proven by the fact that it was also built into the BMW M635CSi and into the first generation of the BMW M5 – both of them being vehicles that also met sporting demands – with only minimal modifications and additional digital engine electronics instead of the mechanical fuel injection.

The top-class, professionally implemented and flawless racing technology of the BMW M1 in accordance with Group 4 regulations was instrumental in turning the Procar Series into a success. No Formula 1 driver would have ever set foot into the cockpit of another brand and driven it for one season, if the technology



### BMW M1 Procar

had only been series tuned technology. The most precious praise for the developers of the BMW M1 was the fact that, as soon as they had driven an M1 once, the Formula 1 drivers wanted to continue to drive in the Procar Series. Of course, a lot of attention was also paid to how the drivers individually coped in this series, in which everybody drove with identical material. Aside from that, the racing technology of the vehicles was decisive for the Formula 1 pilots. The Friday training was regarded more and more as the qualifying for the Procar Series and performance was needed accordingly. In the Procar Series, the drivers were challenged in a professional way. It was critical to gradually learn to understand the vehicle, take it to its limits and get the impossible out of the material – ideally even a little bit more than the other professionals in the starting field.

In production	1978 – 1980
No. of units	48
Engine	6-cylinder in-line dohc four-valve
Bore x stroke	94 mm x 84 mm
Displacement	3,498 cc
Output	345 kW/470 hp at 9,000 rpm
Max Torque	390Nm at 7,000 rpm
Compression ratio	11,2:1
Fuel preparation	mechanical injection
Lubrication	Dry sump
Clutch	Double-disc dry clutch
Steering	Rack-and-pinion, steering column axial adjustable
Brakes	Inner-vented disc brakes
Wheelbase	2,560 mm
Track front	1,594 mm f, 1,560 mm r
L x W x H	4,360 mm x 1,924 mm x 1,110 mm
0 – 100 kph	4.5 sec
Top speed	310 kph
Kerb weight	1,020 kg

a BMW 323i. Each race of the 1979 Procar Series paid 5,000 US dollars for finishing first, 3,000 for finishing second and 1,000 US dollars for finishing third.

In addition to that, each Procar driver received 50 US dollars for each lap that he completed in front of a Procar F1 driver (provided that the Procar F1 driver had driven at 95% of the average speed of the leader), and another 50 US dollars per lap for each further Procar F1 driver he had passed.

According to a press report, some special measures were taken in order to guarantee that all drivers started with equal material. "Among other things, they used a highly sensitive electronic device which exactly measured and stored driven engine rotation speeds. Based on the experiences with Formula 1 sports, the company "Contactless Electronic" developed an independent engine speed measuring

and storage system in co-operation with BMW, specially designed for production cars – an electronic trip recorder that only reacted to peak values." This device, with components taken from military and space technology, was to ensure that the fixedly adjusted rev limiters in all vehicles really remained fixed at the maximum speed of 8,500 rpm so that nobody tried to steal performance advantages for themselves.

The races were very popular with motorsport fans. Spectacular duels and three-way battles, as well as door-to-door scenes and overtaking manoeuvres, even when overtaking seemed impossible, delighted the audience. Moreover, it really showed which driver was able to draw just a bit more performance out of their equally equipped vehicles. The drivers, therefore, needed to understand their vehicle very well, perfectly adapt it and then exploit its full potential.

In the first season, Niki Lauda claimed overall victory. In 1980, it was Nelson Piquet. Both of them benefited from these M1 Procar victories for their future Formula 1 careers. Niki Lauda drove a Project 4 BMW M1. Head of this team was Ron Denis who was team manager for McLaren in 1984, when Niki Lauda became World Champion with this team. Nelson Piquet made a name for himself among the leading people of BMW Motorsport GmbH whom he met through the Procar Series. The later co-operation between Nelson Piquet and BMW finally led to winning the Formula 1 World Championship in 1983. Nelson Piquet claimed the driver's title in a Braham with a BMW turbo engine.

BMW AG





## Hockenheimring 1980

It is regarded as one of the most thrilling races of the Procar Series: Formula 1 pilot Didier Pironi winning at Hockenheimring. His victory caused quite a stir, as the Frenchman was at least partially responsible for two collisions. Hans-Joachim Stuck was absolutely unable to contain himself. "The next time when Pironi participates in a race, I will stay home. This guy is a murderer", said the German in a ZDF television interview.

Previously, the 40,000 spectators had been spoiled with a thrilling four-party fight between Manfred Schurti (in a Sauber BMW M1), Marc Surer, Pironi and Stuck. During the fifth lap, Pironi grazed Stuck who spun several times at a speed of 250 km/h but was able to go on and, in the end, even came in third. Pironi missed one chicane and was not only able to stay in contact with Schurti, who was then leading, but also managed to overtake him. The 13th lap featured the next thrill: Surer had worked his way up to Pironi but, in an attempt to overtake him, hit the crash-barrier. The Swissman later stated: "I had clearly overtaken Pironi when he hit me and kicked me out."



↑ ABOVE Jacques Lafitte, Alan Jones and Didier Pironi at the 1979 Procar race at Hockenheimring.

← LEFT Hans-Joachim Stuck was one of the most ambitious drivers of the BMW M1 Procar races. Here, his 1979 victory in Zandvoort.

# BMW Motorsport and BMW M GmbH

Photos BMW AG

By founding BMW Motorsport GmbH in 1972 as a 100 percent subsidiary of BMW AG, the then Head of Sales, Robert "Bob" Lutz, pursued the aim to bundle BMW's involvement in different fields of motorsports. To achieve this thrilling and yet tricky task, he engaged Jochen Neerpasch, who had, until this point, been the successful Head of Ford motorsports. By signing the contract, Neerpasch became the first Managing Director of Motorsport GmbH. With the first product, the BMW M1, Neerpasch

wanted to develop a vehicle that was capable of competing in as many racing classes as possible. Due to the regulations of several championships, a street version also had to be produced. This is how BMW Motorsport GmbH also became a manufacturer of sporty production vehicles.

In 1977, Neerpasch created the BMW Driver Training, the essential features of which were developed by Böttcher von Breitenbuch –

## Ludwig Willisch

In January 2008, Ludwig Willisch took over the Chairman position of BMW M GmbH's Board of Management. As the Head of BMW M GmbH, Willisch is responsible for an entire division of the Group, which includes development, production and sales of the M vehicles. The man, born in Cologne, had managed the sales region Germany since 1 August 2003. Before this, the 51-year-old was the president of BMW Group Sweden and Japan as well as the Head of the BMW branch office in Düsseldorf. The certified economist has been working with BMW AG since 1996.



**Mr Willisch, what significance does the BMW M1 have within the M model product range?**

The M1 takes an outstanding position because it is the original and the final product. It was the basis for everything. It was the first street legal automobile that was created by M GmbH [back then still called Motorsport GmbH, editor's note] 30 years ago. And, of course, the M1 still fascinates us today.

**Do you still recognize M1 genes in today's M models?**

There is no doubt that the sportiness has been maintained to this day; it is a part of all M models. It is things like the high-performance engines and also the lightweight construction which were accentuated in the M1 as they are in the M models of today.

**What do you like best about the M1?**

I have driven the car a lot and what I still like best is the way the car drives, the way it reacts, the way it holds the road – especially, when moving a little faster. To this day, nothing about that has changed, even though, with respect to the performance and the missing electronic equipment such as chassis control systems and power steering, it is of course not an automobile that meets modern standards. The car is very pure and yet fascinating.

**How important is the history of the M models?**

If I don't know where something comes from, I also don't know either where it will go, and that is clear to us: Our roots lie in the M1 – an absolute race car, that, at that time, was very successful. Then after the M3 E30, which is one of the most successful saloon cars of all times, came the M3 GTR (E46.) We are looking back at a long and successful history. This helps us and gives us the consistency to carry on.

**Speaking about racing, do you think it would still be possible today to create a racing series for M models - like the Procar Series in 1979 and 1980?**

In principle, yes. Take for example the 24 hour races at the Nürburgring. Today, the M models are already the most strongly represented ones there. Irrespective of that, it is imaginable, but you would have to ask yourself to what end. If we had a car again today with the character of the M1, it would be fantastic. But at the moment, we don't have such a car.

**A design for a new mid-engined coupé is presented in the M1 Homage Car. How do you like the study?**

I like it very much and I am not the only one. There were a number of serious enquiries from people who would like to have such a car. On top of this, we are very happy about the positive resonance from the press and the readers.



the Sports Secretary of the German Automobile Association – and Rauno Aaltonen – racing driver and multiple winner of the Monte Carlo Rallye. This was the first time that an automobile manufacturer conceived a professional driver training for everyday drivers. Consequently, as of 1977, the BMW's involvement in motorsports, the BMW M series vehicles and the BMW Driver Training were all consolidated under the umbrella of BMW Motorsport GmbH.

In the 1980s, BMW Motorsport GmbH also took over the construction and sale of individual vehicles. These activities, which had nothing to do with racing, took an increasingly bigger and more important role. To communicate this also to the outside world, the company was renamed in 1993 to BMW M GmbH.

Since 1995, BMW's motorsports activities have been detached from BMW M GmbH. BMW Motorsport Ltd. was founded at that time as a new independent company based in Munich and England. In co-operation with Williams, they built the BMW V12 LMR for the 24 Hours of Le Mans. The return of BMW to Formula 1 was also prepared in co-operation with Williams. After joining the "Top Class", BMW Motorsport Ltd. closed their doors again at the end of 1999.

Since then, BMW Motorsport has been an independent department within the development division of BMW AG. As of 1995, BMW M is in charge of "BMW M Vehicles", "BMW Individual" and "BMW Driver Training" and, as an independent subsidiary, has a staff of about 550 employees.



**Mr Theissen, 30 years of BMW M1 – what made the BMW M1 so special or maybe still makes it so special today?**

The fascination of the BMW M1 instantly captivates every observer, whether or not they are motorists themselves. It is a style icon with a timeless design that still appears modern in the 21st century. Just have a look at the reactions to the current BMW M1 Homage study. From a technical point of view, the M1 has achieved the road performance of a super sports car with most modern means: A lightweight construction and a highly efficient drive train. The M1 can definitely be regarded as a sporty predecessor of the current BMW program "EfficientDynamics."

**The particular appeal of the Procar Series was the fact that Formula 1 professionals duelled with drivers of private racing teams in equally powered racing cars. Are these kind of duels still conceivable today?**

The clash between Formula 1 professionals and M1 specialists was definitely thrilling. However, I cannot imagine the Series to take place in the same way anymore: Mainly because at that time, the professionals really gave their best. Any Formula 1 team manager today would turn pale if they saw the way their pilots were warming up only a few hours before the real race.

**The visitors were thrilled by the Procar races and the Formula 1 drivers fought no holds barred in the Friday training for the five free seats in the M1 Procars. How big would the fascination of this car be today?**

We still like using the BMW M1 for demonstration laps at BMW events such as the Formula BMW World Final. I can assure you that all of our work drivers fight a similarly hard fight beforehand to find out who will finally be behind the wheel of the BMW M1. When the engine is started and you look into the faces of everyone involved, you understand why. The BMW M1 is a classic on the racetrack with fascinating technology and a still irresistible appeal. If it is moving on the racetrack, you do not get the impression that you are watching a 30-year-old vehicle.

**During the course of the German Grand Prix at the Hockenheimring, BMW Classic will celebrate 30 years of BMW M1. What does BMW Motorsport expect from the event?**

BMW has written a great history in motorsports which has decisively formed the brand. We want to raise awareness of this heritage and, at the same time, build a bridge to the present. With the M1, BMW has already built a super sports car 30 years ago that demonstrates all of the strengths that I associate with the BMW brand: Sportiness, emotion, tradition, fascination, innovation – and of course driving pleasure. There is definitely no way I will miss dropping in on the anniversary.



**Prof. Dr. Mario Theissen**

After finishing his studies in mechanical engineering, Mario Theissen was hired by BMW in the engine calculation department in 1977. After finishing his doctorate at the Ruhr University in Bochum, Theissen filled various leadership positions before he was promoted to Managing Director of BMW Technik GmbH in 1994. Since 1999, the 46-year-old engineer has been the Director of BMW Motorsport. In 2005, Theissen was appointed Honorary Professor for Innovative Vehicle Development.

# The BMW M1 Procar Revival in Hockenheim Comeback of the “Old Heroes”

Photos BMW AG, Tillmann Franzen

The duel between the Formula 1 professionals and the best drivers of the private racing teams provided the special attraction of the Procar Series in 1979 and 1980. The Procar Revival (18 to 20 July 2008), which was organized by BMW Classic for the anniversary of the M1, brought part of the drivers – Formula 1 professionals and private racing drivers – back to the racetrack. Behind the wheels of original M1 Procars, they will demonstrate how timelessly fascinating the M1 is to this day.





## Marc Surer

Born 18 September 1951 in Basel.

Nationality: Swiss

Marc Surer can look back at a long racing career. In 1972 and in 1973, he had already become Swiss Carting Champion. In 1976, he finished second in the German Formula 3 Championship behind the wheel of a March BMW. In the 1977 German Racing Championship, he was amongst the legendary drivers of the BMW Junior Team, which with a BMW 320 delivered hot duels with the competition in 1977. One year later, as a driver of the BMW Junior Team, he came in second in Formula 2, driving a March BMW. In 1979, he became European Formula 2 Champion with BMW. Between 1984 and 1986, he competed in Formula 1 with BMW turbo engines in racing cars from Arrows and Brabham. In 1985, together with Gerhard Berger and Roberto Ravaglia, he won the 24 hour race in Spa-Francorchamps at the wheel of a BMW 635CSi.



MARC SURER



## Prince Leopold of Bavaria

Born 21 June 1943 in Umkirch.

Nationality: German

Prince Leopold of Bavaria started his racing career in 1963. His activities ranged from mountain racing in a Mini Cooper up to Formula Super V. Since 1976, he has specialized in touring car racing in Germany as well as in international championships with Porsche. In 1981 and 1983, he participated in the 24 Hours of Le Mans in a BMW M1, in the German Touring Car Championship in a BMW M3 and in the Super Touring Car Cup in a BMW 320i. In 1993 and 1994, he competed in historical races at the wheel of a BMW 1800 TISA. Today, Leopold Prince of Bavaria is an official ambassador for the BMW brand.



LEOPOLD VON BAYERN



## Jacques Laffite

Born 21 November 1943 in Paris.

Nationality: French

Jacques Laffite won the French Formula Renault and the French Formula 3 Cup in 1969. In 1975, he became European Formula 2 Champion with a BMW MK 16. He brought home victory in several long-distance races for Alfa Romeo before driving a BMW M3 as a regular driver in the Bigazzi team in 1988. In the 1979 M1 Procar Series, Laffite placed 6th and in 1980, he ranked 8th. Laffite was active in Formula 1 from 1974 onwards. In 176 GP starts, he achieved six victories and scored a total of 228 World Championship points. He ended his Formula 1 career after an accident at the Grand Prix in Great Britain in 1986.



JACQUES LAFFITE

## JÖRG MÜLLER



### Jörg Müller

Born 03 September 1969 in Kerkrade (NL).

Nationality: German

Jörg Müller has been one of the most important drivers for BMW Motorsport for many years. He is greatly appreciated, particularly, due to his valuable development work. In 1998 and 1999, for example, he was working as a Formula 1 test driver, before BMW returned to Formula 1. At the beginning of his career he won the Formula Ford European Championship, the Opel Lotus Challenge, the German Formula 3 and the Formula 3000 European Championship. His most important successes for BMW with the BMW M3 GTR were the 2001 ALMS victory and the overall victory of the 24 hour race in 2004 at the Nürburgring. Both in the ETCC and in the WTCC, he is constantly competing for overall victory - to date, only a few points separated him from this triumph. In the WTCC in 2008, Müller participated as a regular driver for BMW Team Germany - Schnitzer Motorsport - at the wheel of a BMW 320si.

## CHRISTIAN DANNER

### Christian Danner

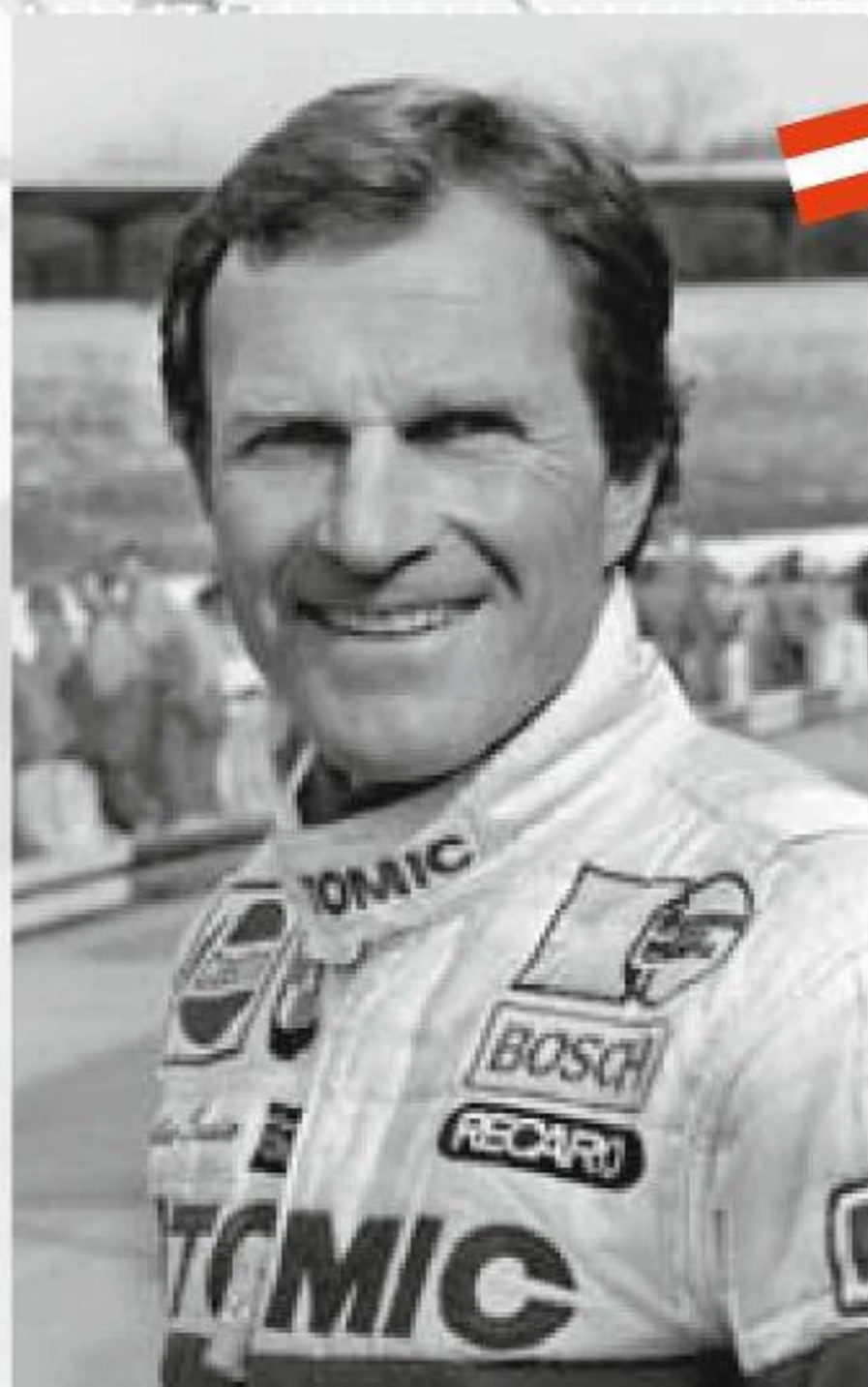
Born 04 April 1958 in Munich.

Nationality: German

Christian Danner competed in Formula 2 from 1981 to 1984 and also successfully in touring car sports. In 1985, he became Formula 3000 European Champion. From 1985 to 1989, he competed in 36 Formula 1 races, in which he scored four points. Additionally, he achieved division victories at the 24 Hours of Spa-Francorchamps with a Linder BMW 325i and at the race in Anderstorp in 1984. In 1992, he brought home overall victory at the 24 Hours of Spa-Francorchamps. In the same year, he also claimed overall victory at the 24 hour race on the Northern Loop of the Nürburgring. Today, Christian Danner works as an on-site commentator for the German TV station RTL at all Formula 1 races. In 1999, he was honored with the German TV prize for "best sports TV live transmission".



## DIETER QUESTER



### Dieter Quester

Born 30 May 1939 in Vienna.

Nationality: Austrian

Only few racing drivers can look back at such a long motorsports career like Dieter Quester, and only few racing drivers achieved so many successes with products of one brand. In 1968, he had already established three World Records with a racing boat that was driven by a BMW engine. In the following 40 years, he brought home numerous victories and triumphs with BMW automobiles. He won four European Touring Car Championships. He celebrated successes in mountain races and in Formula 2. In 1979, Quester ranked twelfth in the Procar Series. In 1973, 1986 and 1988, he won the 24 Hours of Spa-Francorchamps. Until the end, Quester was successful in 24 hour races with BMW. In 2006 and in 2007, he won three races within 12 months.



## Harald Grohs

Born 28 January 1944 in Essen.

Nationality: German

Harald Grohs' racing career started in 1973. After having drawn attention to himself by winning four out of ten races of the German Circuit Cup, Grohs was allowed to compete, on a trial basis, in two races behind the wheel of a Faltz team BMW 3.0 CSL. He won both of them. Jochen Neerpasch, at that time BMW Race Director, organized another two appearances for Grohs in the American IMSA Series before BMW contracted him in 1975. Grohs then celebrated successes in the German Racing Championship. In 1981, he missed the long-distance World Champion Title in a Porsche by only one point. In 1983, Grohs won the German Race Trophy in a BMW M1. In 1987, Grohs achieved the first victory of a BMW M3 in the German Touring Car Championship. A few years ago, Grohs eventually founded its own team – Grohs Motorsport.



HARALD GROHS

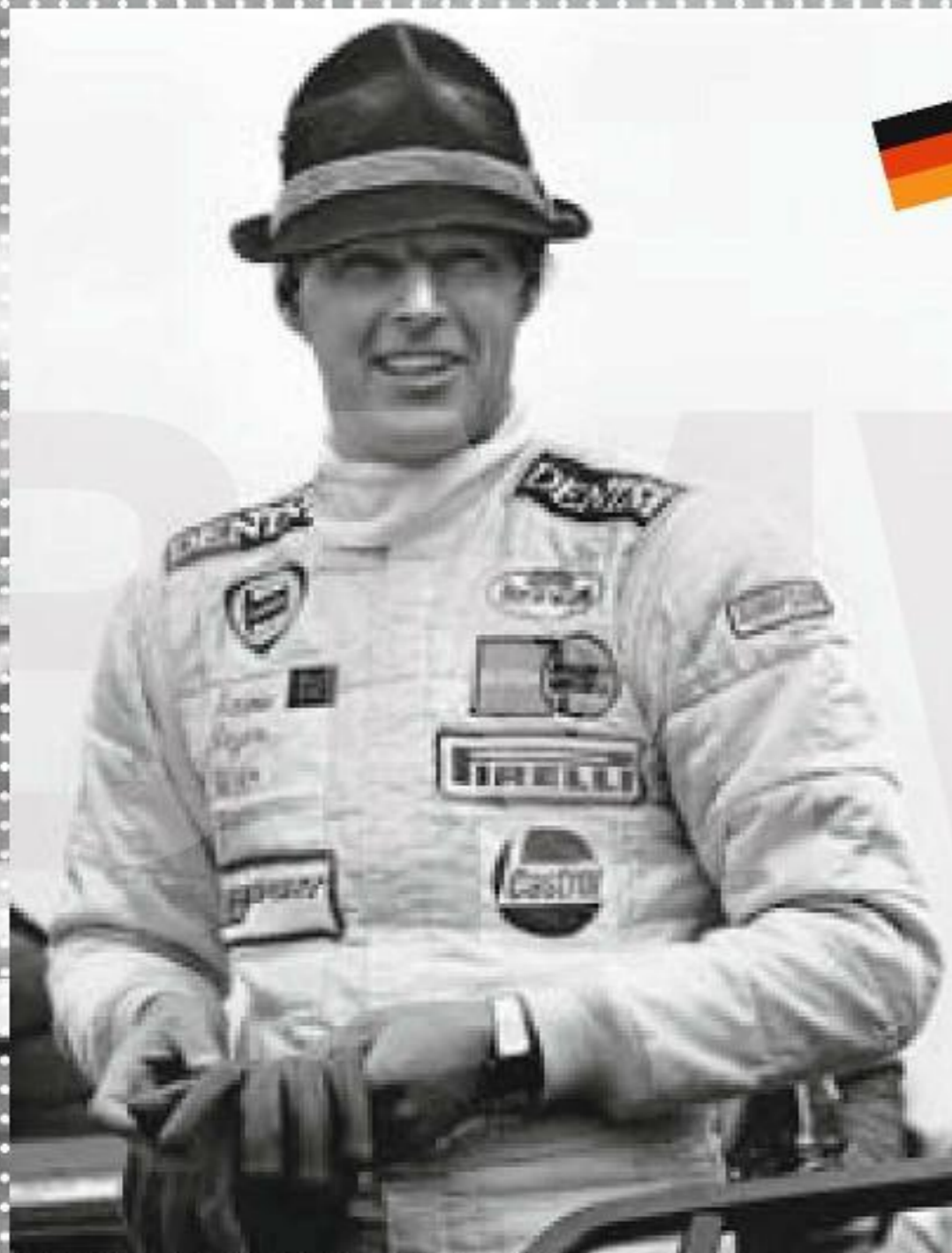


## Hans Heyer

Born 16 March 1943 in Mönchengladbach.

Nationality: German

Hans Heyer is one of the institutions of German motorsports. To this day, the professional car mechanic is the most successful Cart pilot in Germany (two-time Vice-World Champion, four time European Champion and four-time German Champion). He was able to celebrate victory in the German Racing Championship three times. He was also often successful in the 24 Hours of Spa-Francorchamps, twice with a BMW (with a BMW 528i in 1982 and with a BMW 635Csi in 1983). In 1974, Heyer became Touring Car European Champion and he was also three time Vice-European Champion. With Porsche and Lancia, he won the sports car Manufacturer's World Championship. At the end of his career, Heyer competed in the Dakar Rallye and achieved first place in the truck rankings.



HANS HEYER



## Joachim Winkelhock

Born 24 October 1960 in Waiblingen.

Nationality: German

Joachim "Jockel" Winkelhock has – like its older brother Manfred – been a racing driver since 1979. He gained entry into the racing scene with three victories in the Porsche 944 Turbo Cup and in the German Formula 3. From 1990 to 2000, he drove for BMW Motorsport GmbH. After three victorious years in the DTM, he switched to the British Touring Car Championship, which he also won. His most important triumph was probably the overall victory, together with Pierluigi Martini and Yannik Dalmas, in the 1999 24 Hours of Le Mans with the BMW V12 LMR. He won the 24 hour race on the Nürburgring in 1990 and 1991 and the one in Spa Francorchamps in 1995. In the same year, he was also victorious in the ADAC STW Cup. Since 2000, Winkelhock has been working with Opel.



JOACHIM WINKELHOCK

# Hockenheimring



After the destruction caused by the war, the "Hockenheimring" is re-opened. On 11 May 1947, motorcycles, sports cars and racing cars speed over the racetrack again for the first time.

# BMW AG

The fifth race of the newly-created Procar Series in 1979 brings the BMW M1 to Hockenheim in the prelude of the Formula 1. The two-time World Champion Niki Lauda finishes first ahead of Hans-Joachim Stuck.

The Motodrom is built in 1966. On 22 May, the new spectator friendly area is opened for the German Grand Prix for motorcycles.

**North Curve**

**Sachs Curve**

**Start/Finishing line**

**Motodrom**

**Mobil 1 Curve**

**South Curve**

On 29 May 1932, the first motorcycle race takes place on the newly built triangle circuit.

The Formula 1 comes to Hockenheimring. On 2 August 1970, more than 100,000 spectators experience the victory of Jochen Rindt at the wheel of a Lotus-Ford.

Next to the Avus racetrack in Berlin and the Nürburgring, the Hockenheimring is the best known German racetrack. Its thrilling history spans from the first motorcycle race in 1932 until this day. From 18 to 20 July 2008, the Formula 1 will be in Baden-Württemberg: This year's prelude of the German Grand Prix will feature the fascinating BMW M1 Procars on the racetrack just as it did in 1979 and in 1980.

### Jim-Clark Curve

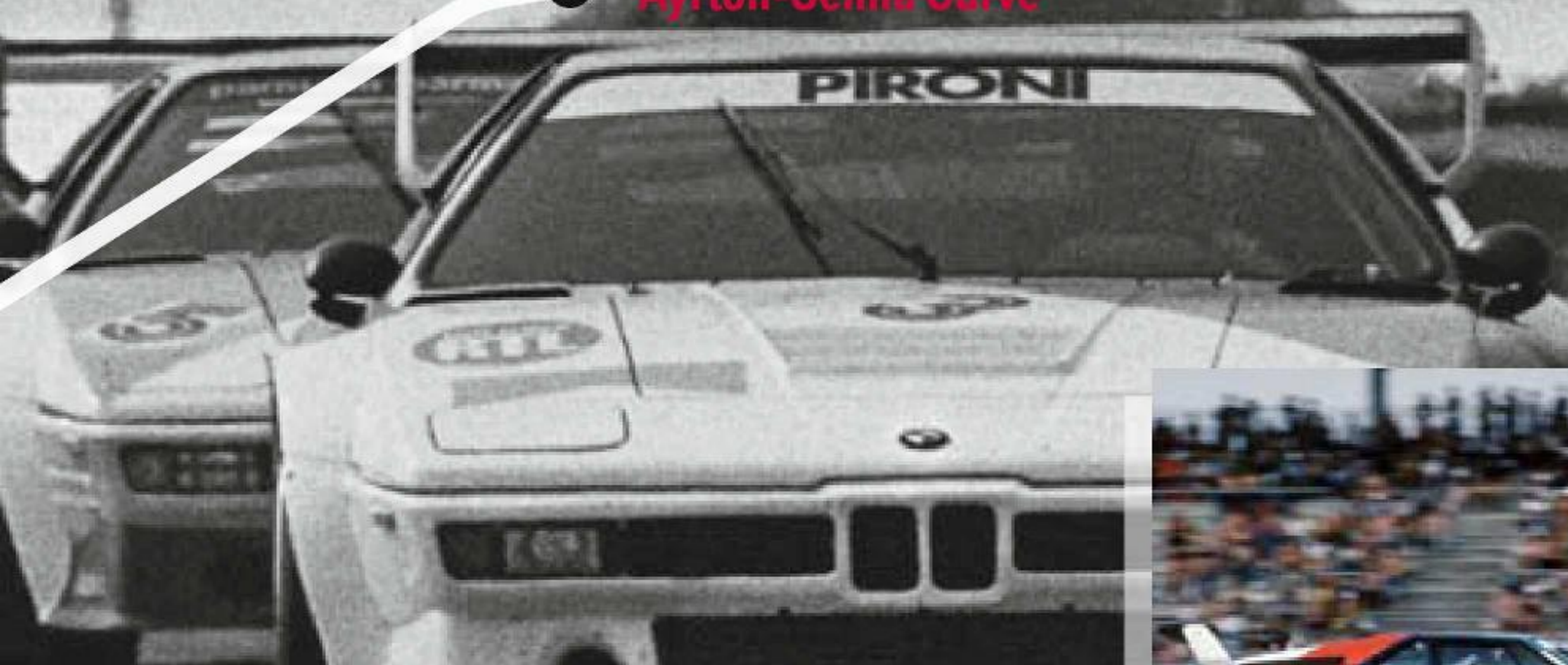
The former first braking curve was named after Jim Clark. Here, the two-time Formula 1 World Champion from Scotland had a fatal accident with a Lotus Formula 2 car on 7 April 1968.

### East Curve

After a basic reorganization in 1938, the "Kurpfalzring" receives its well known oval shape with the big east curve, large parts of which are used until 2001.

### Ayrton-Senna Curve

The former second braking curve was named after the three-time Formula 1 World Champion Ayrton Senna. The Brazilian had a fatal accident in Imola with his Williams Renault on 1 May 1994.



BMW AG

The most important successes for  
**BMW in Hockenheim**

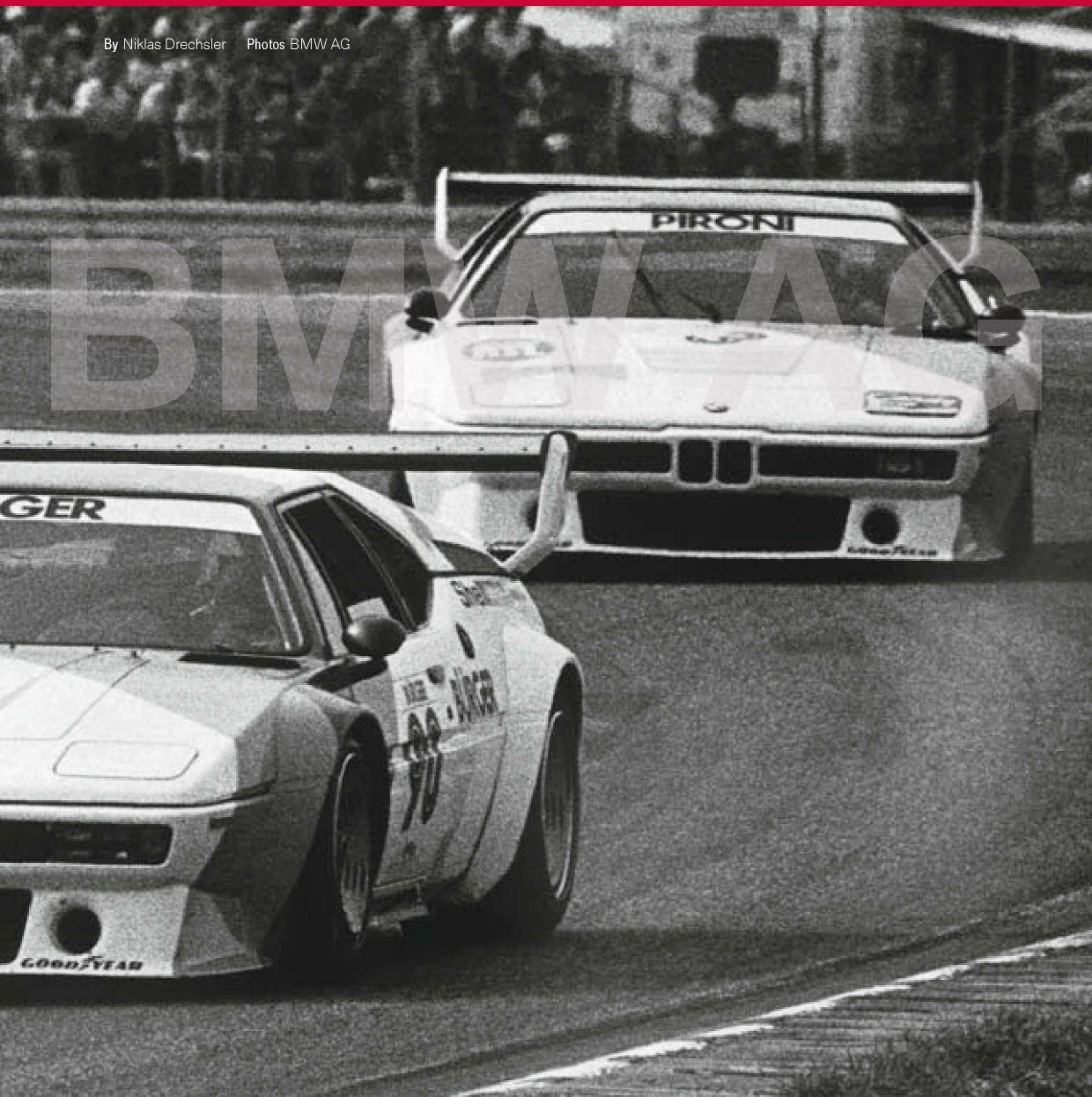




At the Hockenheimring, BMW celebrated much noted victories in all sorts of disciplines. The following is an abstract of the list of successes.



By Niklas Drechsler   Photos BMW AG

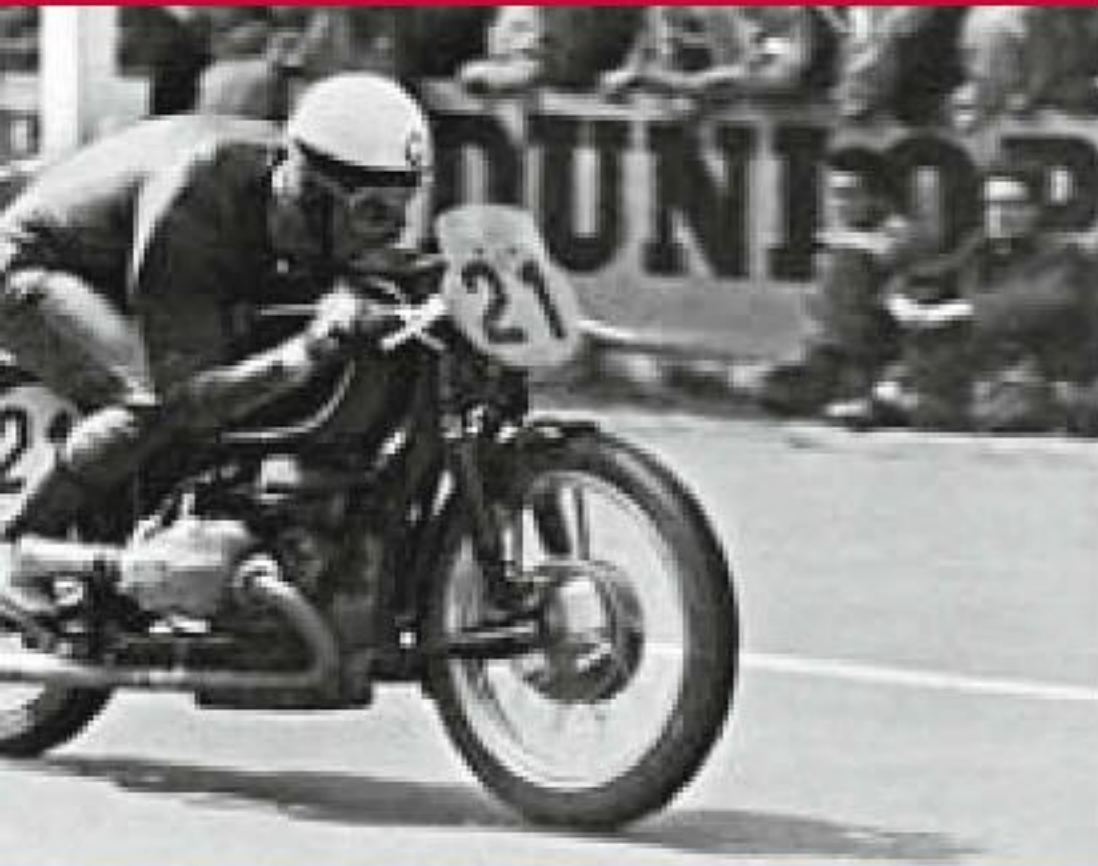




▼ In the late 1920s, the government decided to prohibit the use of public roads as “secondary racetracks”. This decision was primarily taken for safety reasons. Moreover, the significant increase in traffic called for roads that were available at any time. When country roads were temporarily blocked for racing, they were, of course, then missing from the public road network. In 1929, when the last race at a wind power plant took place, before a ban was also placed on this “racetrack”, it was clear that these locations could only be substituted by a permanent racetrack – similar to the Nürburgring. Courageous men such as Ernst Christ and Wilhelm Friedrich as well as the mayor of Hockenheim, Phillip Klein, contributed to the emergence of the racetrack in Hockenheim. On 29 May 1932, the racetrack was inaugurated with a motorcycle race. This premiere was attended by 60,000 spectators.

Before it became a host to car races, the original gravel road had already been widened and tarred. In the first sportscar race at the Hockenheimring in 1938, it was a BMW car that was victorious. O. Unzner successfully won in a BMW 328. When the first race after the war took place at Hockenheimring on 11 May 1947, Karl Kling claimed victory in quite a special BMW: The BMW 328 Kamm racing saloon which was constructed for the Mille Miglia in 1940 but which dropped out there due to oil loss. The aerodynamic body of the vehicle was built according to recommendations by Professor Wunibald Kamm – one of the leading scientists in the relatively new field of vehicle aerodynamics. The vehicle, which delivered 136 hp, was very impressive, above all due to its low weight of about only 750 kg and its maximum speed of 230 km/h. On 11 May 1947, it was again a BMW 328 with reduced displacement that won the 1.5 liter class.





At the steering wheel was Alexander Freiherr v. Falkenhausen who also played the leading role in the mentioned below next success.

In 1966, BMW celebrated a very special success: Four World Records. BMW had bought a second-hand Brabham BT7 Formula 1 racing car without engine and put in a BMW four-cylinder racing engine built by the design engineer Ludwig Apfelbeck. The engine had four valves per cylinder in cross-over arrangement, each inlet valve having its own intake duct, carburettor and throttle valve. The complicated arrangement of the valves was at that time necessary to achieve the theoretical ideal: a spherical combustion chamber. At Hockenheim, the vehicle was driven by Alexander Freiherr v. Falkenhausen - Head of BMW's engine development at that time. He was a real multi-talent: a racing driver on two and four wheels, a develop-

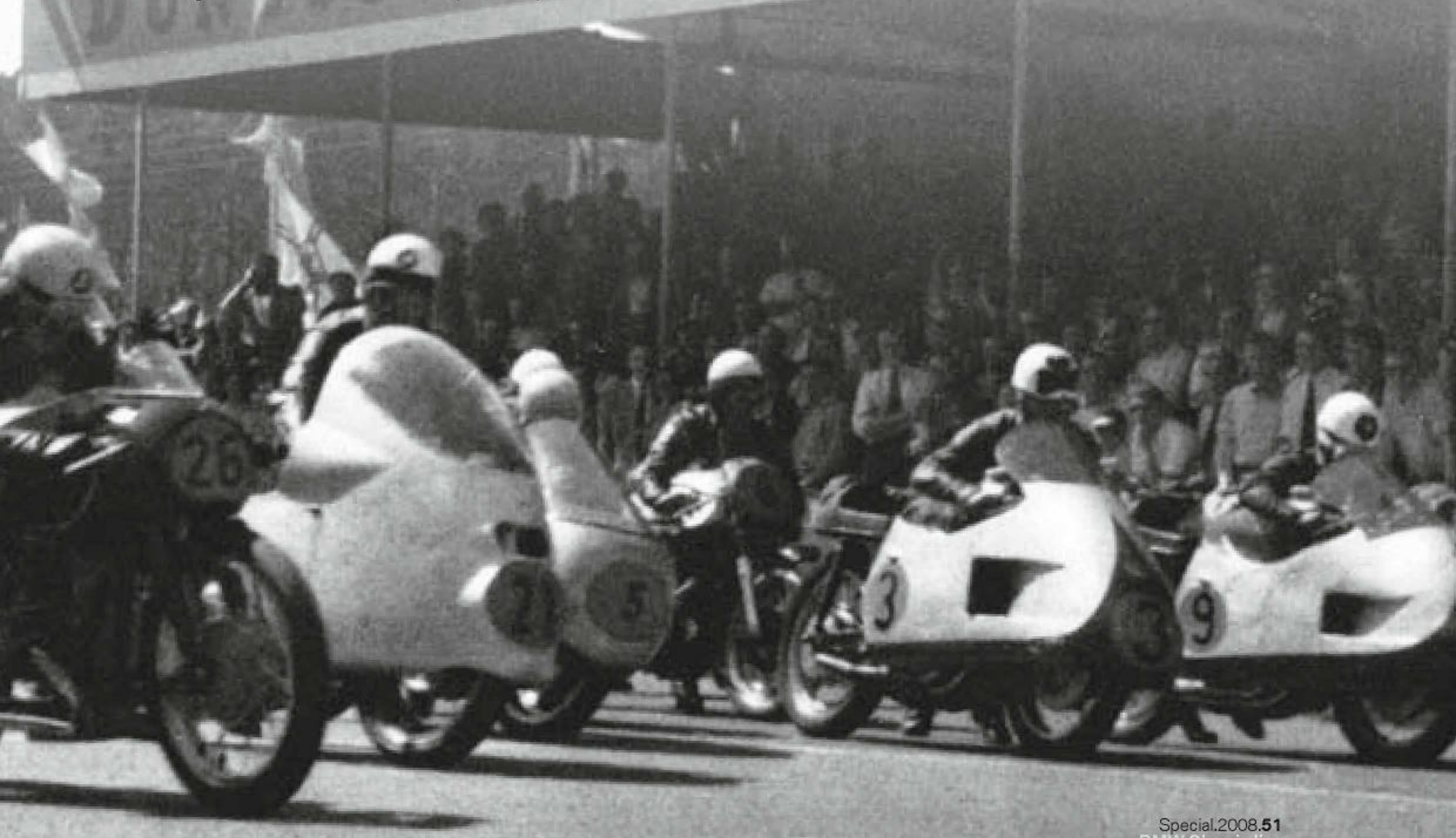
↖ FAR LEFT Wilhelm Noll and Fritz Cron on a fully covered BMW racing trailer in 1955.

↖ 2ND FROM THE LEFT Otto Unzner with the BMW 328 at the start before his victory in the first sports car race in 1938.

↖ 2ND FROM THE RIGHT Walter Zeller hunting for tenths of seconds.

↑ FAR RIGHT Alexander von Falkenhausen in a Brabham BT 7 BMW attempting to establish the world record at Hockenheimring in 1966.

↓ BELOW Start of the up to 500cc Solo class at the Rhein Cup race in 1955.





er, a mastermind and visionary, both for automobiles and a motorcycles. On 22 September 1966, he established the acceleration world record over a quarter mile and over 500 meters at the Hockenheimring.

**A**t the Hockenheimring, BMW also wrote an unprecedented success story on three wheels. Between 1955 and 1973, BMW won the 500cc class for motorcycle teams with sidecar every year. In the Solo motorcycle races, it was Sorsch Meier and Walter Zeller, who achieved much noted victories.

**A** lot of attention was also paid to the series of victories of Formula 2 racing cars with BMW engines at the Hockenheimring. At the beginning of the 1970 season, Hubert Hahne was able to celebrate the first victory for a Formula 2 BMW at the

Hockenheimring. When Formula 2 came back to Hockenheimring on 11 October, Dieter Quester won the race at the wheel of a BMW F 270. Jean-Pierre Jarier claimed victory for BMW in 1973 at Hockenheimring.

**H**ans-Joachim Stuck's performances between 1974 and 1976 with Formula 2 racing cars at the Hockenheimring were also quite respectable. His successes brought him the title "King of Hockenheim". The highlights: On 7 April 1974, "Strietzel" Stuck dominated both in the training and in the two qualification laps in front of a full grandstand. In 1975, Stuck focused his racing activities on Formula 1. For the sake of the audience, he also competed in the Formula 2 races in Germany – and won at the Hockenheimring just as he did at the Nürburgring. Stuck also thrilled the audience with pole





← FAR LEFT Victory ceremony from Roberto Ravaglia, winner of the DTM in 1989.

← LEFT “The Pope of Engines” Paul Rosche is giving Hans-Joachim Stuck, the “King of Hockenheim” final instructions before the start of the Formula 2 race.

↓ BELOW Jean-Paul Jarier on the course to victory with the March BMW 732. The Frenchman won the 1973 European Formula 2 Championship with 11 victories in 16 races.

position and victories in both qualifying laps at the very beginning of the 1976 season.

The audience at Hockenheimring also witnessed a Formula 2 BMW victory in 1977. Jochen Maas competed in the races in Baden, as well as at the Nürburgring and won both times. Until 1982, BMW dominated the Formula 2 races at the Hockenheim-

ring with drivers like Bruno Giacomelli, Stefan Belof, Corrado Fabi, Christian Danner, Marc Surer and Markus Höttinger.

In Formula 1, Ralf Schumacher and Juan-Pablo Montoya, both of them driving Williams BMWs, won the Formula 1 Grand Prix at Hockenheimring in 2001 and in 2003.



BMW A



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BMW M

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Sheer  
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**Sometimes faster than you think.**

BMW M GmbH's team of dedicated engineers created something in 1986 which made automotive history right from the start. The BMW M3.

**Power. Crafted at BMW M.**





**Erstklassige Automobile zu bauen,  
ist eine Wissenschaft. Einzigartige eine Kunst.**

**Jetzt gibt es ein Automobil, das beides ist:  
Der neue BMW M1.**

Der BMW M1 ist ein Sportwagen, der als eine der wenigen Ausnahmen auf dieser Welt den Sinn des Wortes wirklich erfüllt. Der M1 ist keine Erweiterung des Angebotes von repräsentativen Luxus-Sportwagen, er wurde vielmehr als reinrassiger Rennwagen für den Einsatz im Produktionswagen-Sport gebaut: kompromißlos, exakt und absolut funktionell.

Der neue BMW M1 besitzt ein Fahrwerk in Sportqualität und eine aufwendige Gitterrohrrahmen-Konstruktion, wie sie beim Bau von Prototypen und Formelrennwagen eingesetzt wird. Das Antriebsaggregat liegt vor der Hinterachse. Die Gestaltung dieser Präzisionsmaschine signalisiert die beste Synthese aus optimaler Gewichtsverteilung, günstigem Luftwiderstandsbeiwert und Platz

für aufwendige Fahrwerks-Konstruktionen mit extrem breiten Reifen.

Der BMW M1 fährt nach den internationalen Sportregeln in der Version der Gruppe 5 mit einem über 588 DIN kW (über 800 PS) starken Turbo-Triebwerk. In der Version nach den Vorschriften der Gruppe 4 leistet sein Triebwerk über 353 DIN kW (470 PS). Und nach den Vorschriften der Straßenverkehrsordnung gibt es diesen Rennsportwagen als Serien-Version für ein paar hundert der anspruchvollsten Fahrer mit 204 DIN kW (277 PS).

Viele fahren mit modifizierten Serienwagen Rennen. Bei BMW geht jetzt ein modifizierter Rennwagen in Serie. Und wird so zu einem Automobil, das nicht möglichst vielen etwas bietet. Sondern sehr wenigen alles.