



Nürburg/Heiligenroth, 12<sup>th</sup> December 2007

## First alternative BMW 1 Coupé 2008 in Class SP11

The VLN-schedule for the 2008's season is only of a few hours' standing and at the BMW-front something new heralds itself. After the successful operation of the BMW 135 DBD, the team "Racing Event Motorsport" will focus in the next year on the BMW 1 coupé with the designation E82. "After the heavy crash during the ninth heat of the VLN 2007 the question was either to reassemble the 135 or to bet on a new horse", head of the team Andre Ibron said. "We decided to revise a BMW 1 coupé. So we are able to convert the experiences of the past years for the current BMW type series. We will arrange the vehicle from scratch and gear it up for the Nordschleife right from the start. I reckon that we will therewith be able to improve our lap times of 9:30 min/lap at the VLN considerably."

However the car will not show up in its series' garment at the Nordschleife. "Like in 2006 and 2007 we are building a broad BMW 1 for the 2008's season", Andre Ibron announced. "At the moment we are compiling the set forms for the carbon parts, which are to be produced by the company Zim-Composites GmbH (Neuwied). The core of the new racer will again be a biodiesel-fuelled 3,0-litres biturbo diesel engine." Therewith the team wants to be again one step ahead of their alternative fuel competitors. "We have had very positive experiences with the engine. Furthermore we are able to hearken back together with the company Wetterauer to the measuring results in the range of the engine electronics and the components." The main sponsors "Evonik Industries" and "Wetterauer Engineering" already assured their support, the technology partners of the last years are further on backing the team.

The coupé is particularly interesting for the team, due to the weight and aerodynamic advantages over the hitherto five doors BMW 1 E87. At the coupé the airstream is conducted downwards behind the roof, where it produces additional contact pressure through the rear wing. In contrast the steep rear of the usual BMW 1 causes due to the airflow breakaway a slight suction and therefore in the end cuts down velocity. "Furthermore the weight is better balanced" Andre Ibron states about his new car. For some weeks, yet, the bodyshell has been converted into a racing car. Prior to the set-up run in march a first roll-out shall take place.

However the fans at the Nordschleife won't have to do without the "old" BMW 135 DBD. At least the body can be seen in 2008 as well. "We intend to change over last season's BMW 1 back to a 2,0-litres diesel engine and nominate it for class SP10 in the course of the season. But this is in the first instance depending on the developing of the season 2008 in the SP 11 with the new coupé." Andre Ibron is confident of being able to run the second car in the middle of the coming season. Who - alongside Andre Ibron - will board the cockpit of the new car hasn't been determined yet. The head of the team only says: "In 2008 we are anew going to take part in the combat for class victories and I hope that we will find again such a good team of drivers to be able to get in on the VLN-Championship 2008 as well." Until the end of January interested drivers can get in touch with head of the team Andre Ibron via [andre.ibron@BMW-Diesel-Power.de](mailto:andre.ibron@BMW-Diesel-Power.de), not till then the team of drivers will be assembled.