



BMW M3 DTM 2012 „Bruno Spengler“

BMW-Motorsportdirektor Mario Theissen fällt die Entscheidung zur Rückkehr der Münchener in die DTM schon im Jahre 2010, nachdem man nach der Saison 2009 aus der Formel 1 ausgestiegen war. Vorgeschobene Umweltargumente für den Formel 1 Ausstieg wurden von Fachleuten schon damals infrage gestellt, weil ein DTM Fahrzeug kaum weniger Verbrauch und Schadstoffausstoß bringt. Somit war für die Fachleute die Entscheidung, wieder werkseitig an der DTM teilzunehmen, keine wirkliche Überraschung.

Schon von 1987 bis 1992 engagierte sich BMW in der DTM. Volker Strycek gewann den Titel für BMW mit dem 635 CSI in der Premiersaison 1984. Den zweiten Titel holte man mit Eric van de Poele 1987 bei einem dramatischen Finalrennen auf dem Salzburgring. Den dritten und letzten DTM-Titel konnte Roberto Ravaglia in der Saison 1989 mit dem BMW M3 für die Münchener einfahren.

Für die Saison 2012 brachte BMW dann drei Teams (Racing Bart Mampaey, Reinhold Motorsport und Schnitzer Motorsport) mit je zwei Fahrzeugen an den Start. Damit stellte man sich der Herausforderung gegen Audi mit dem neuen Audi A5 DTM und Mercedes mit seinem DTM AMG Mercedes C-Coupe.

Man hätte es ahnen können, dennoch war das Ergebnis der Saison eine Überraschung: Bruno Spengler vom Team Schnitzer konnte in einem überaus dramatischen Finale das vierte DTM Rennen der Saison gewinnen und damit den bis dahin führenden Mercedes Piloten Gary Paffett noch kurz vor Schluss abfangen. In der Saison 2012 startete der Kanadier Bruno Spengler in seine achte DTM Saison. Sieben davon fuhr er für Mercedes und konnte 2006 und 2007 den Vizetitel gewinnen. 2012 sicherte sich der Kanadier dann endlich mit 149 Punkten den DTM-Meistertitel mit dem überzeugenden BMW M3. In 10 Rennen konnte Spengler viermal siegen, stand einmal auf Platz 2 und einmal auf Platz 3. Dazu holte er dreimal die Pole Position.

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BMW motor sport director Mario Theissen came to the decision to bring Munich back into the DTM early in 2010, after the 2009 season when they had withdrawn from Formula 1. Environmental arguments put forward in favour of quitting Formula 1 had already been called in question by the technical experts, because the consumption and noxious emissions of a DTM car are hardly any less. So, for the experts, the decision for the works to participate again in the DTM was no real surprise.

BMW was already engaged in the DTM from 1987 to 1992. Volker Strycek won the title for BMW with the 635 CSI in the 1984 Premiere Season. The second title was taken by Eric van de Poele in 1987 in a dramatic final race on the Salzburgring. The third and last DTM title was gained for Munich by Roberto Ravaglia in the 1989 season with the BMW M3.

For the 2012 season BMW then brought three teams (Racing Bart Mampaey, Reinhold Motorsport and Schnitzer Motorsport) with two cars each to the starting grid, thus challenging Audi with their new Audi A5 DTM and Mercedes with their DTM AMG Mercedes C Coupé.

They might have expected it, but the result of the season came as a surprise: Bruno Spengler from Team Schnitzer was able to win the fourth DTM race of the season in an extremely dramatic final and therefore to catch up with the Mercedes pilot Gary Paffett, who had been leading till then, just before the end. In the 2012 season the Canadian Bruno Spengler was in his eighth DTM season. In seven of these he had driven for Mercedes and had been the runner-up in 2006 and 2007. In 2012 the Canadian finally secured the DTM championship title with 149 points in the impressive BMW M3. Out of ten races, Spengler won four and took 2nd and 3rd places once each, which gave him pole position three times.

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GE-ATTENTION: Read the instructions thoroughly prior to assembly. Each component is numbered (1) Adhesive is applied sequentially to assembly. Tools required: buffers and file for removal of components from frame (2); rubber band, adhesive tape and clothes pegs for clamping components together after applying adhesive (3). Clean plastic components in a mild detergent solution and allow to air-dry on their paint and removers adhesives before. Prior to applying adhesives, check to see whether the components fit together; apply adhesives sequentially. Removers chrome and paint! From the contact surfaces. Paint small components before assembling them from the frame (4). Attach large components last. Assemble the frame first. The components are attached to the frame by means of the frame (4). Allow paint to dry well, and only then continue to assemble. Cut out each transfer individually and laminate it across water for approx. 20 seconds. Slide transfer all paper and laminated positions, then press on with blotting paper.

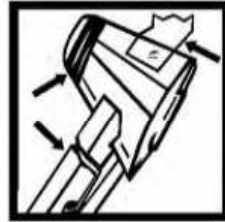
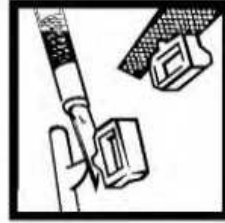
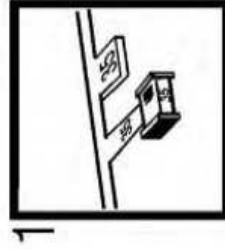
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1. ATTENZIONE. Prima dell'assemblaggio leggere attentamente le istruzioni di montaggio. Ogni pezzo è numerato (1). Tenere presenti la successione delle fasi di assemblaggio. Alcuni accessori: cellophane a lino per togliere lo sbavatore dai pezzi (2), nastro adesivo e scotch da bucato per tenere insieme i pezzi di gesso dopo averli installati (3). Lavorare periodicamente in plastica con un detergente delicato e lucidare accuratamente, per una migliore adesione dello strato di colore e della futura decorazione. Prima di installare, verificare che i pezzi si abbiano bene tra di loro, copliarli il collante con pennello. Selezionare come colore della superficie da incidere.

...e non si può che concludere che il motore della politica è la ricerca del profitto. E che, in definitiva, la politica è un business. E che, in definitiva, la politica è un business. E che, in definitiva, la politica è un business.

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GR: ΠΡΟΣΧΕΙΔ: Πριν τη συσπαραλίσθηση, διαδίδεται καλά η δόξα της. Κάθε ελάττωμα είναι αρνητικό και (1). Προσέχει τη σκέψη των βλαπτικών ανωκυρώσεων. Αναστροφή είναι: μορφή και ήμος για τη λείανση των ελαττωμάτων (2). Τα ελαττώματα ταίρια, καλή η ταύση και η μεταβολή για τη συσπαραλίωση των κολλημένων προμεμένων ελαττωμάτων (3). Καθόριστε το πλαίσιο ελαττωμάτων μέσα σε ένα "πλάσμα" καθαριστικό δαμάκα και στεγνώστε το στο σέκο, ώστε να υπάρξει καλύτερη πρόσδεση του χρωματισμού και των χολοκρινών. Πριν το κλάσμα, ελέγξτε αν ταίριαζαν μεταξύ τους τα ελαττώματα. Εναλλάξτε ανακατεύοντας την κόλλα. Απομακρύνετε από τη σπινθηρίστρα επιπλοκή, χρώμα και βαφή. Βάζετε τα μέρη ελαττωμάτων, πριν ανακατευθούν από το πλαίσιο (4). Αφαιρέστε τα στεγνωσιμικά καλά και χρωματιστά και στεγνώστε τα ανωκυρώσιμα. Κόψτε ξεχωριστά από κάθε μέρη των χολοκρινών και βουτήξτε τα σε ζεστό νερό για περί 20 δευτερόλεπτα. Απομακρύνετε το μάρτιο από το χερί, στο επιμεταβένιο επιμάρτιο και μετέτε το με το στυλεόπαστο.

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RUS. Выясните. Перед сборкой хорошо прочтите руководство по монтажу. Каждый деталь пронумерована (1). Обозначения, рассмотревшие, монтажа. Необходимые рабочие инструменты: молот и пила, а также для зачистки деталей (2). Разделите ленту, свободная лента и зажмите для скрепления с помощью скрепки (3). Прочтите инструкцию по установке деталей (4). Детали из пластика очистить в растворе мягкого моющего средства и высушить на воздухе для того, чтобы краска и переносные материалы лучше прилипали. Перед приклеиванием промойте, подержите на детали, чтобы полностью высохла. Хром и краску удалить с помощью шлифовальной бумаги. Небольшие детали покрывать перед тем, как они будут установлены на рымках (4) (5). Краску необходимо хорошо просушить, только после этого продавать. Каждую соединяющуюся соединяющую детальку следует тщательно вымыть и примерно на 20 секунд опустить в чистую воду. На обозначенном месте прикрепить, отбуксировать от булав и прижать проволочной деталью, булавой.

PL: UWAGA: Przed składowaniem przeczytać dokładnie instrukcję montażu. Każdą część jest ponumerowaną. Zwrócić uwagę na kolejność przeprowadzania poszczególnych punktów montażowych. Pożebierać narzędzie i materiały do samodzielnego montażu z poszczególnych elementów [2]. Istnymi gumowa, taśma klejąca, nakrętki oraz blizny dla przytrzymywania elementów [3]. Wybrać plastikowe całe w wodzie z dekaratorem środkiem myjącym oraz osłazny na powietrzu, aby zapewnić lepszą przyczepność farby oraz kalilowania. Sprzączkę przed przyklejeniem, czy dane elementy sąsiednie do siebie; nakrętki być oszczędzając. Usunąć chrom oraz farby z powierzchni przeznaczonych do klejenia. Małe elementy pomalować jeszcze przed wycoptem z ramki [4]. Farby dobrze wysuszyć, dopiero potem kontynuować składanie części. Wyjąć połączony każdy z motywów kolorem i zasznużyć na 20 sekund w ciepłej wodzie. Skłonić motyw z papieru na osłonięte miejsce i docisnąć bibułę.

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CZ: POZOR! Před sestavením montážního národu důkladně pročítej. Každý díl je označen (!). Dvalet na pořadí montážních kroků. Potřebné nástroje: Nůž a pleštk k odstraňování výmolků na dílech (2); pryzky plastu, lepidlo palisá a kuličky na přidání pro přizvolání lepených jednotlivých dílů (3). Díly z plastické hmoty vyložit v rozložu jemnou prachou prostředkem a nechat vyschnout na vzduchu, za účelem zajištění lepší přilnavosti barevného nálepu a odlepis. Před nalepením zkontroluj, zdali díly jsou; lepidlo namázej lepidlem. Chráni a barvu na lepených plochách ochráníme. Máš díly našit? Před jejich oddělením z rúmu (4). Barvy nechat dobře proschnout, teprve potom pokračovat v sestavení. Každý motýl obtiská jednotlivé výřezové a poněmž dělá lepe vzduchu na dobu přibližně 20 sekund. Motýl na označeném místě z pspru odsaut a přitiská pomocí atrakce vzduchu.

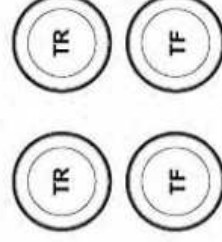
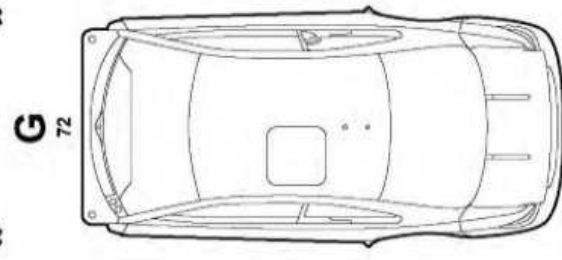
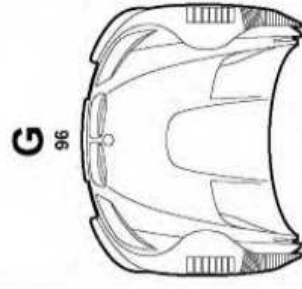
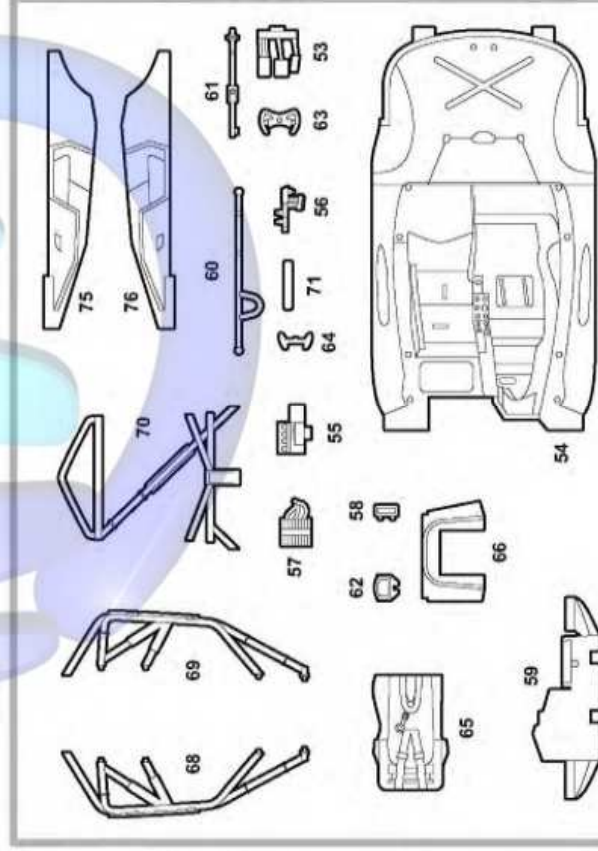
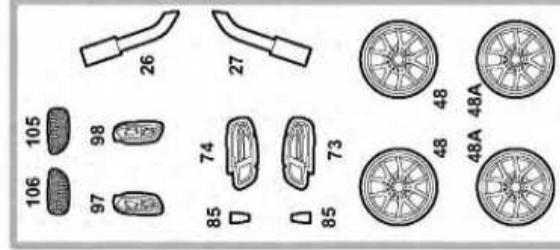
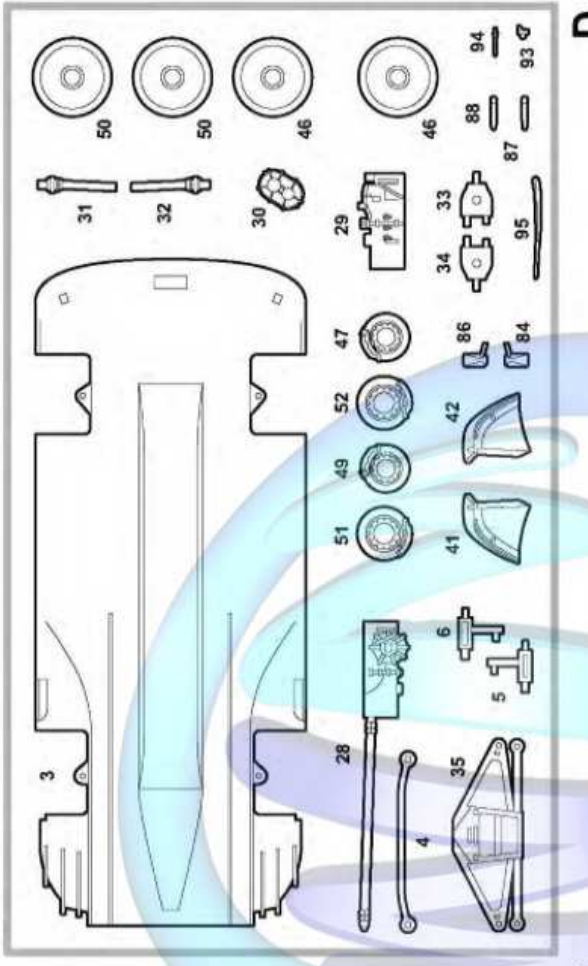
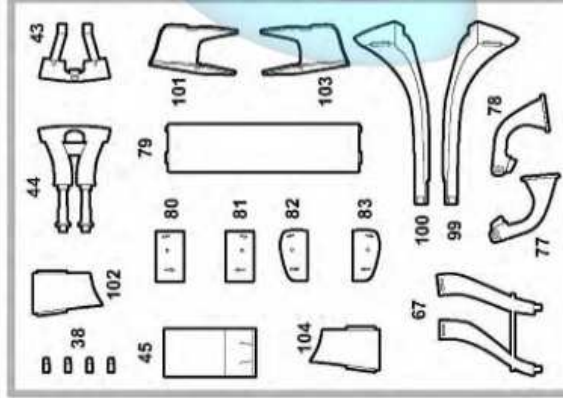
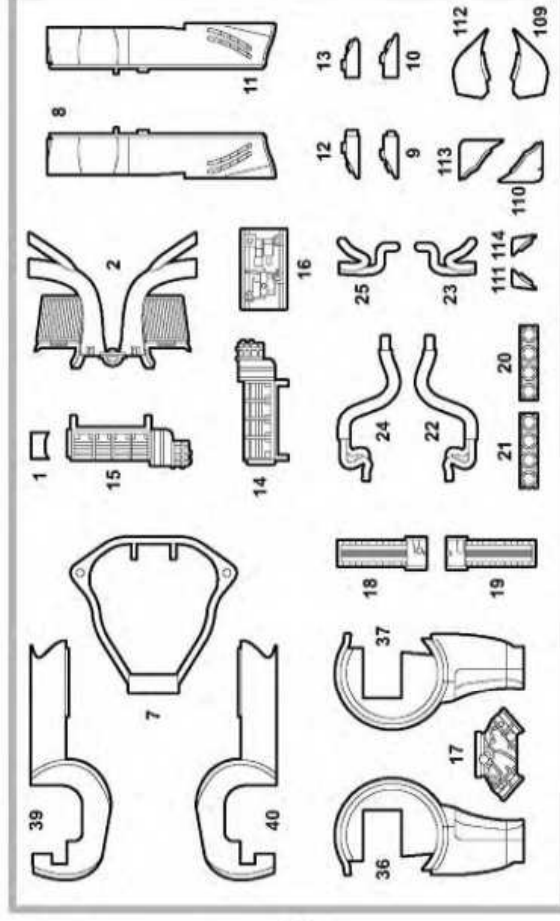
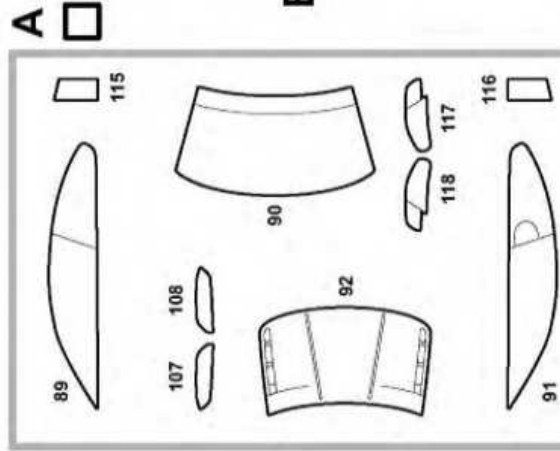
H. FGYELEM: Az összeállítás előtt az ábrák útmutatóit alaposan át kell olvasni. Minden alkatrészt számmal jelöltek és (1). A szerelés lépéseit sorrendben úgyeni kell. Szükséges szerszámok: kés és rezecse az alkatrészek szétválasztására (2); gumiszalag, ragasztócsalag és ruhacsipesz az összezsugorodó alkatrészek megfogására (3). A mágnás alkatrészek légy mozgására odaltalan kell tisztítani és a levegőt kell megszárítani, hogy a festékbetonot és a mátrixot jobban tapadjanak. A festés előtt előfordulhat, hogy az alkatrészek összeillesztése a ragasztóanyagot használva nem lehet pontos. A kétféle és festéses a ragasztási felületéről a kell távolítani. A késmérettől alkatrészt a keményítő forróban előválasztott kell festeni (4) (5). A festékbeton "nagyra kell jó megvárni", az összezsugorodó csak csúfán száraz lehet. Minden mátrix-motívumot egyesével kell kívágni és 20 másodpercig meleg vízbe kell áztatni. A motívumot a megfelelő helyen a papírról lecauszítani és festékbetonba áztatni.

SLO: Opozastavilo: Pred pričetkom sestavljanja gradbeni navodila za Euroboru. Vask del je označen s 1). Pri opozastavitvi upoštevati naslednje pogoje: Potrebno razložiti: notek in pilica zadrževalna delov (3), elastika, lepilni trak in vijak za pritrditev na steno (3), plastifine drole ali ožice, blagim pralnikom in posušilnik za sušenje barve in lepila po potrebi. Pred lepiljenjem obvezno preveriti, če se del pravilno prilaga. Povzeto naravnost lepilo, ki povzroči, na katere nanašate lepilo, najprej odstrani trnek in barvo. Manjše dele pobarvati pred njih odstranitvijo iz okvirja (4/5). Barva naj se dobro posuši pred nadaljitvijo sestavljanja. Vasko nalepko izreži in potopij vtoplo vode (cca. 20 sekund), odstrani iz papirja, položi na odgovarjajoče mesto in pritrdi na steno.

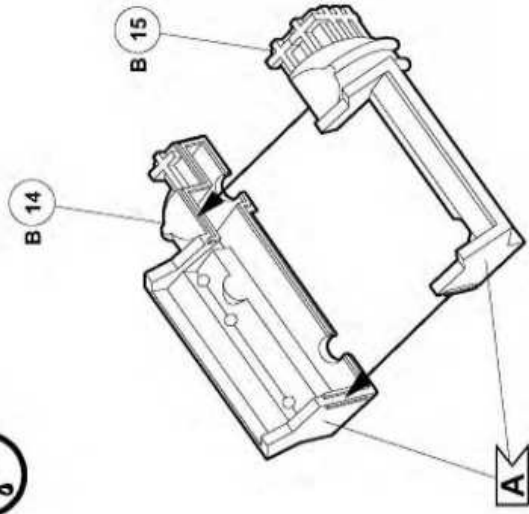
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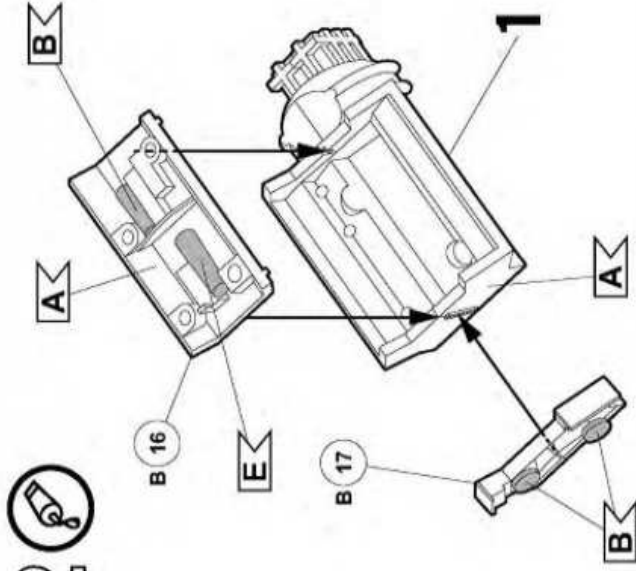
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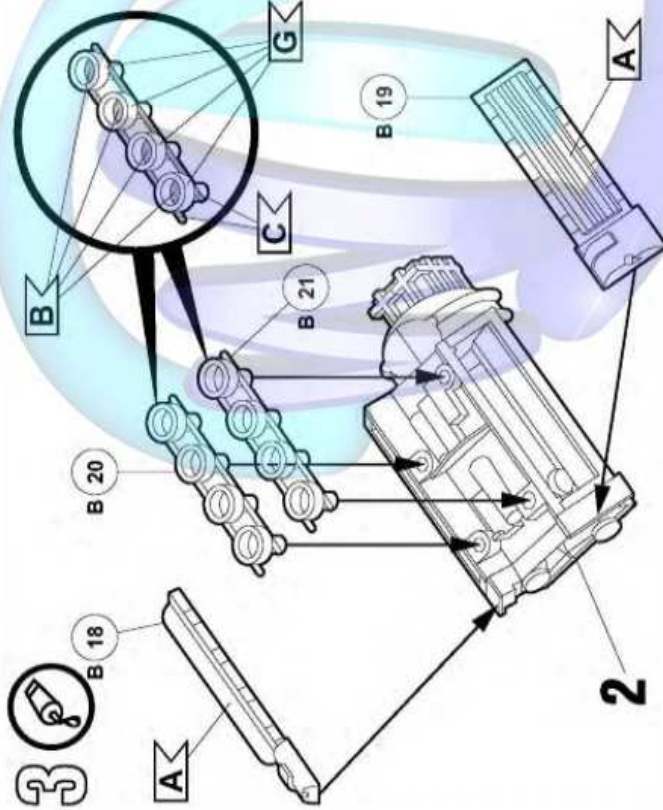
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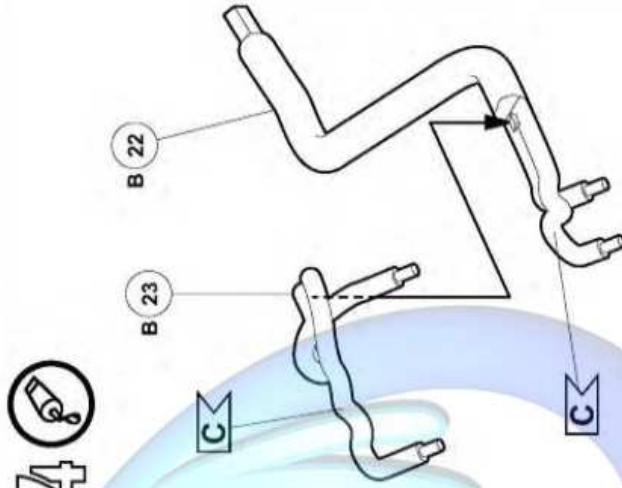
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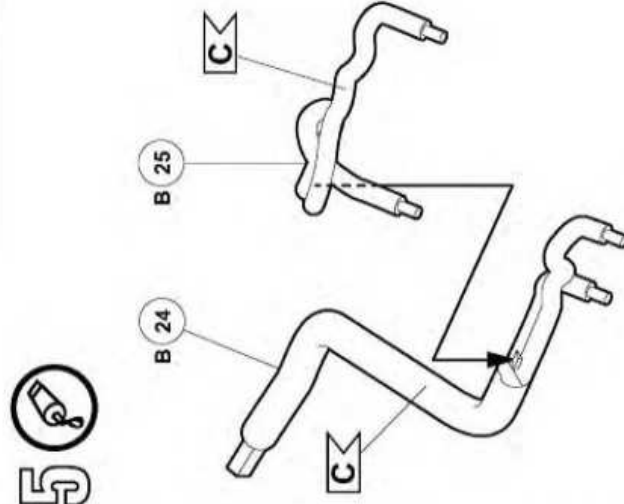
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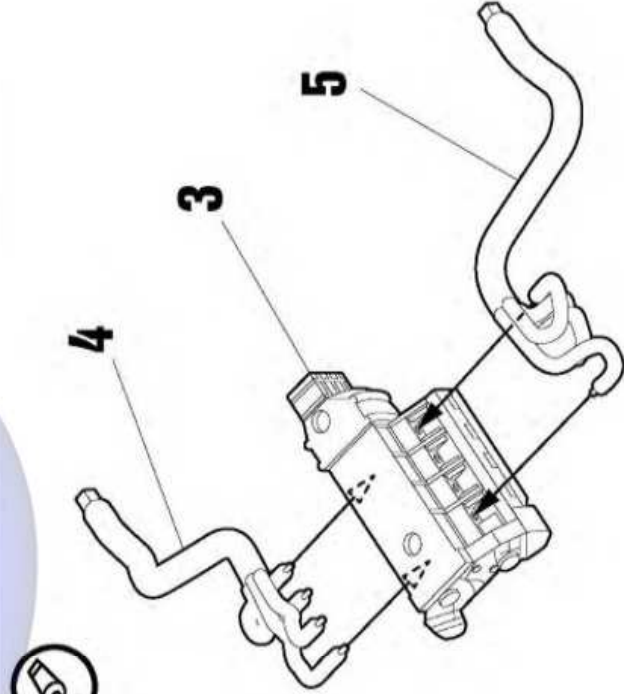
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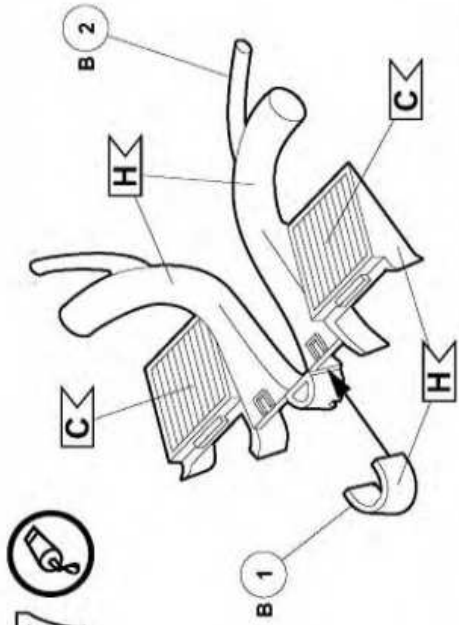
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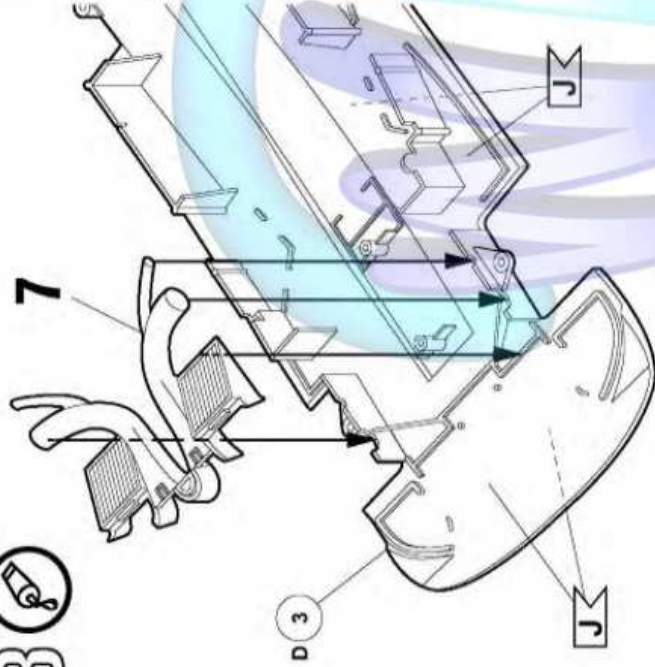
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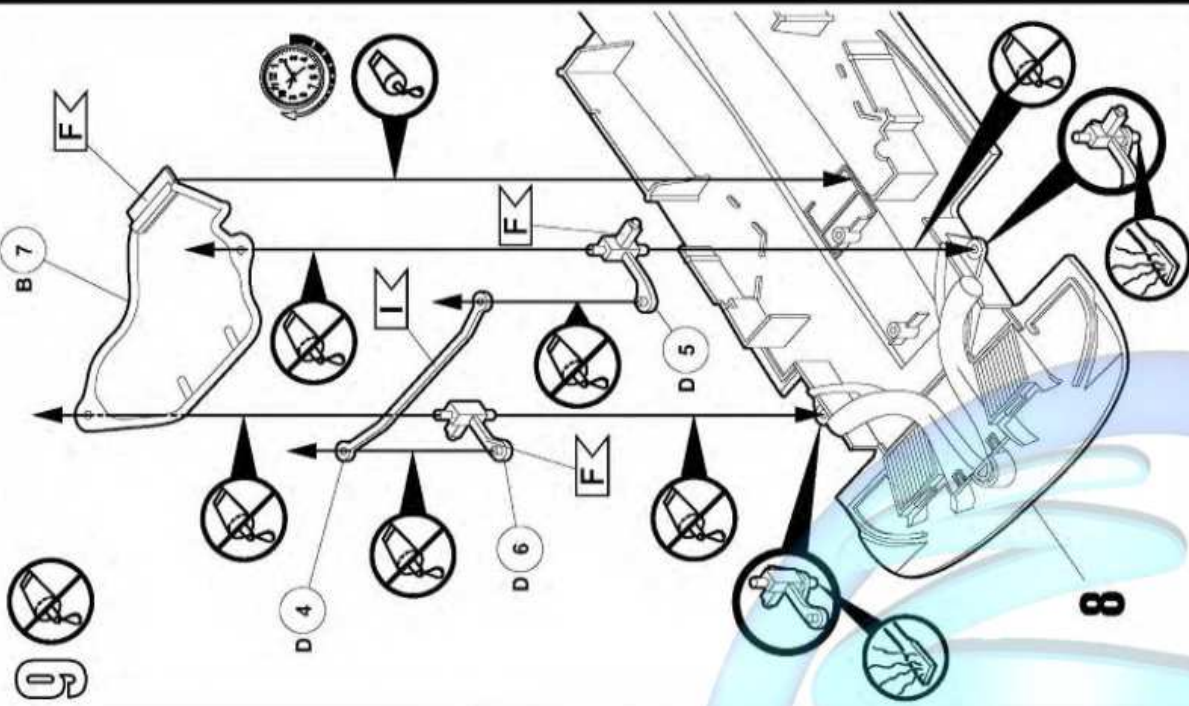
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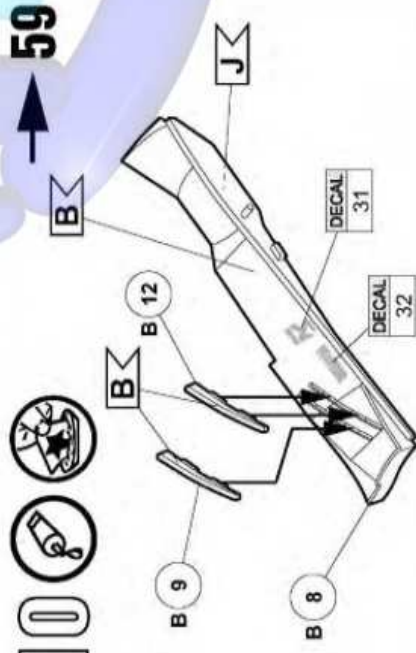
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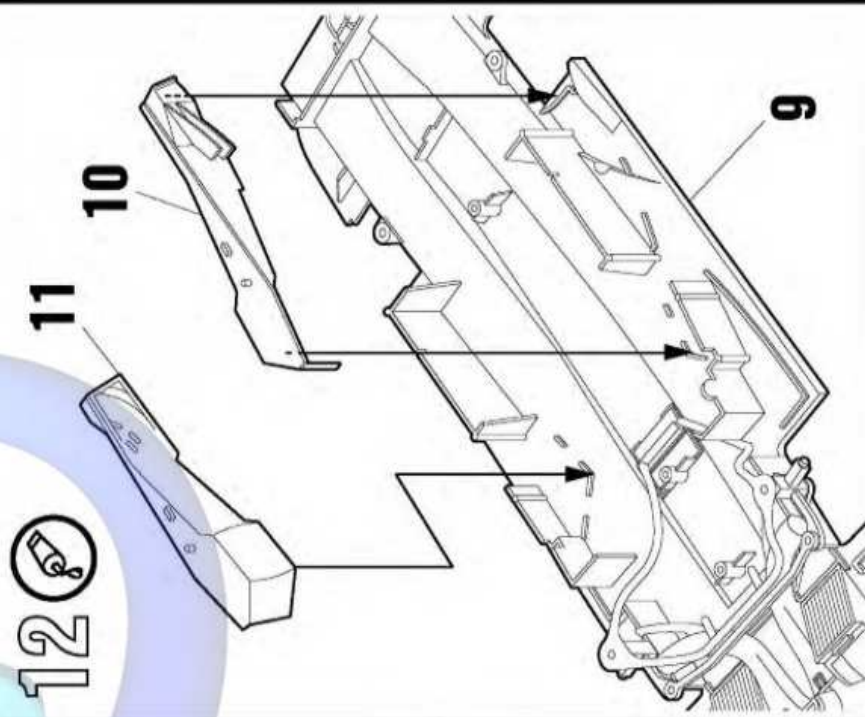
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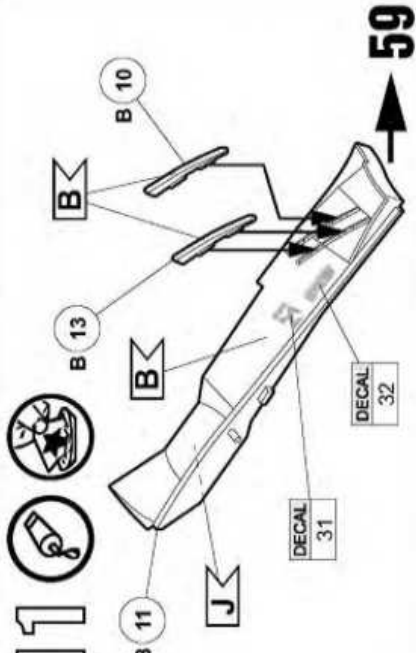
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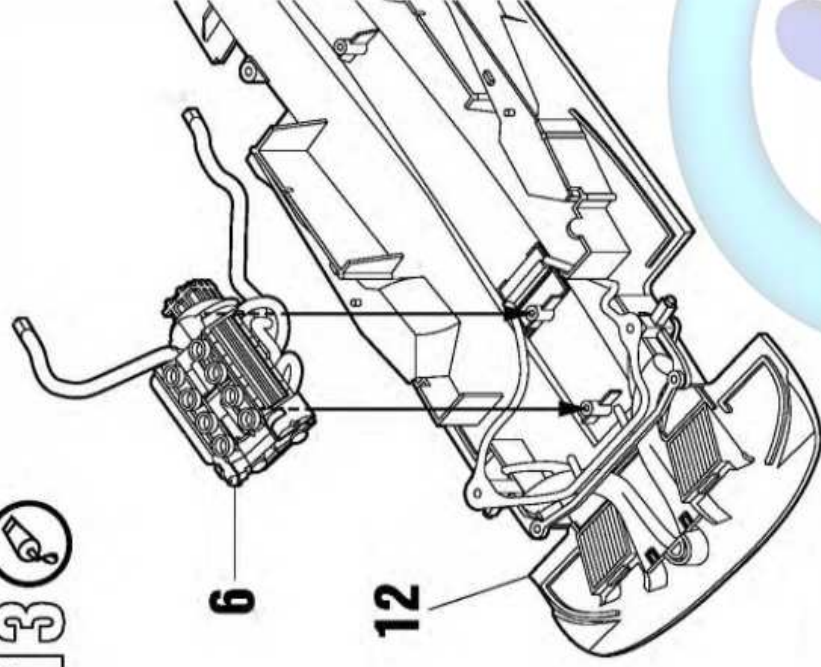
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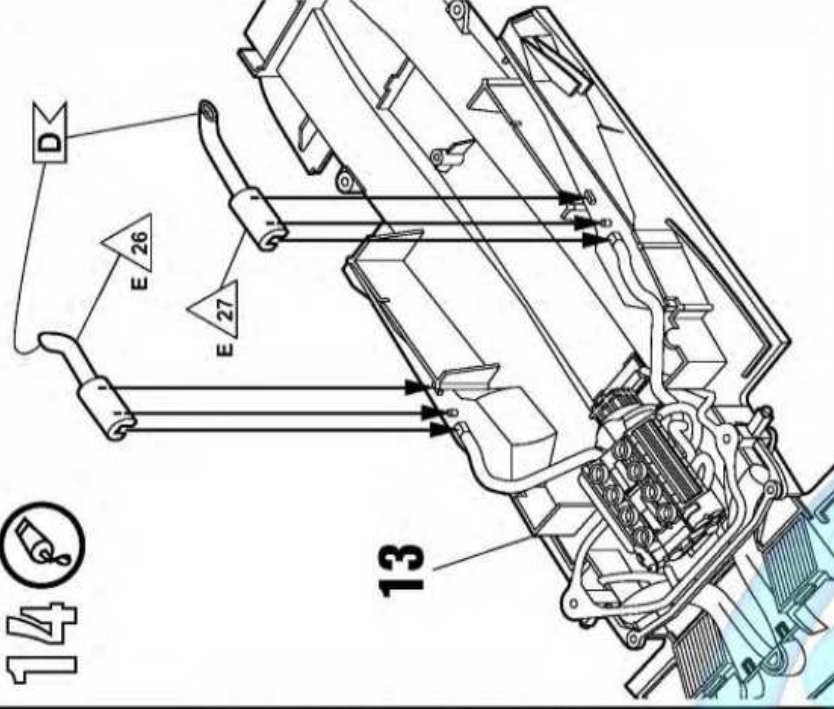
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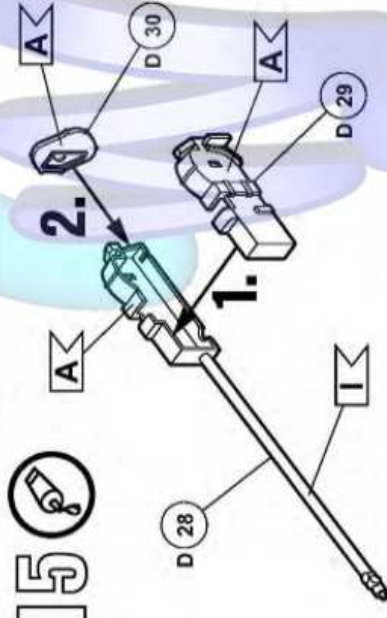
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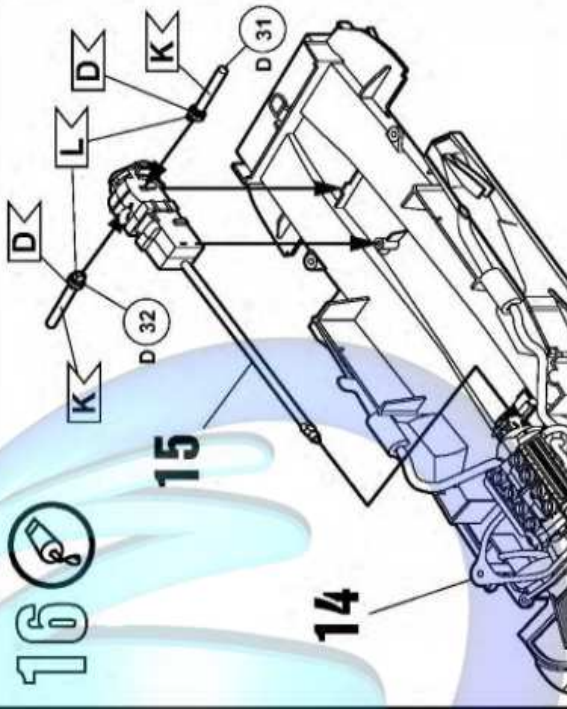
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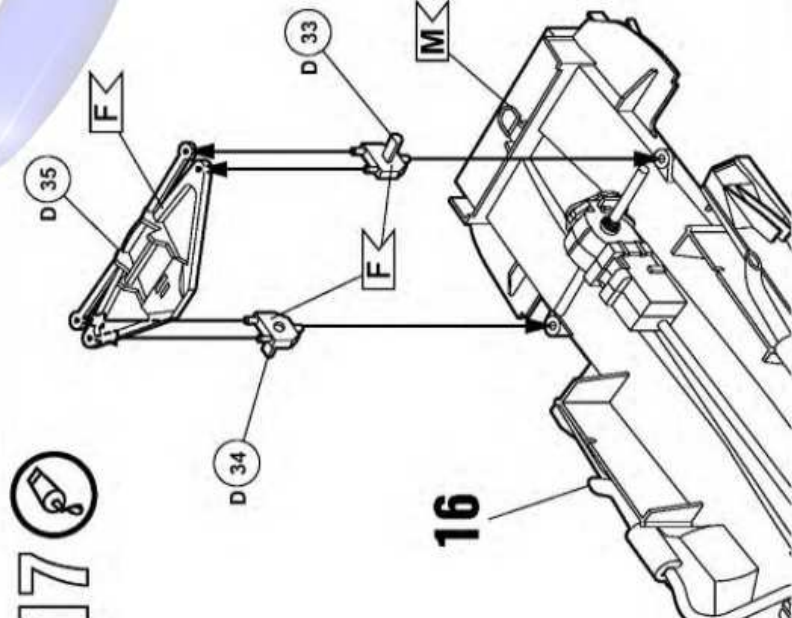
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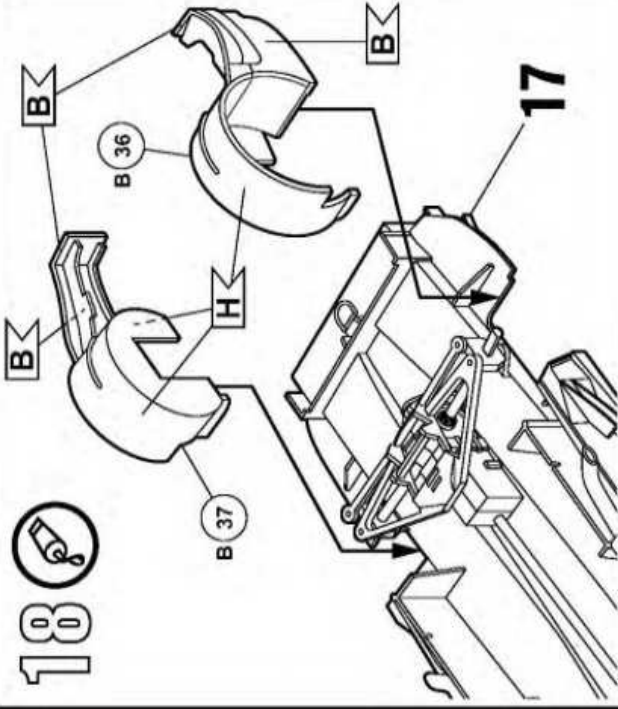
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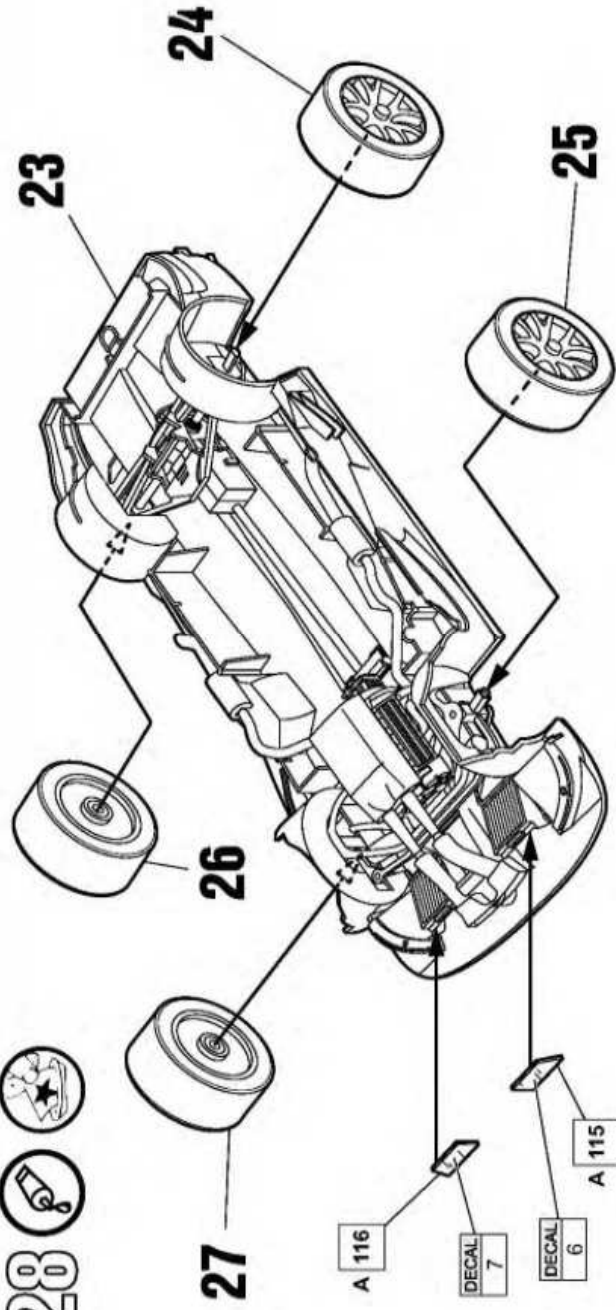
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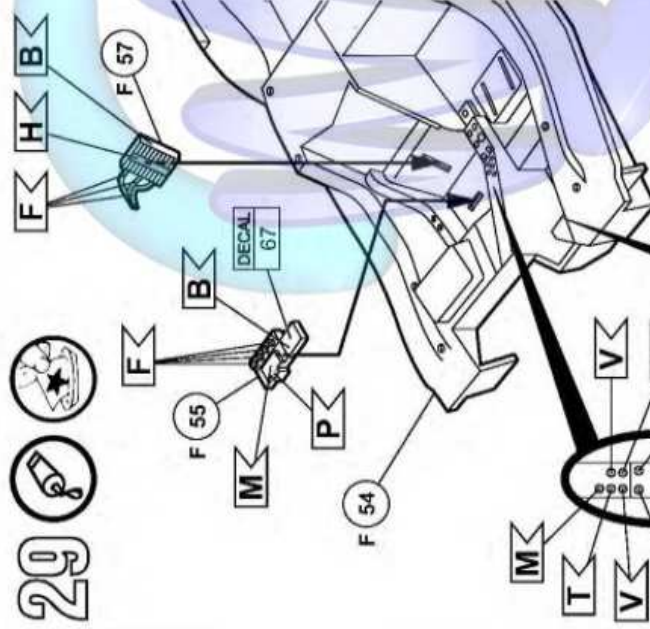
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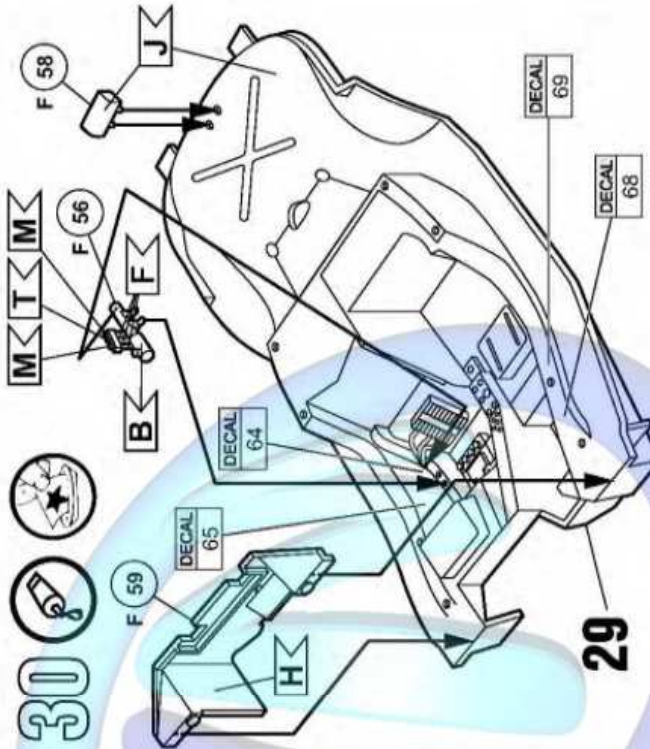
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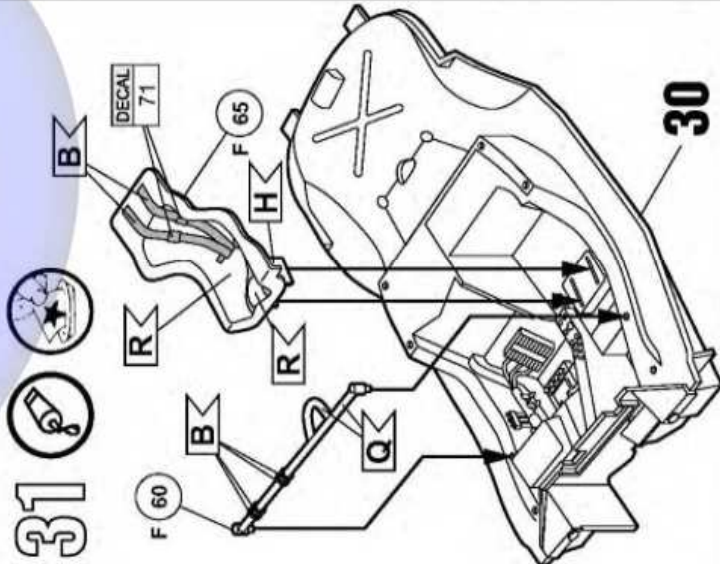
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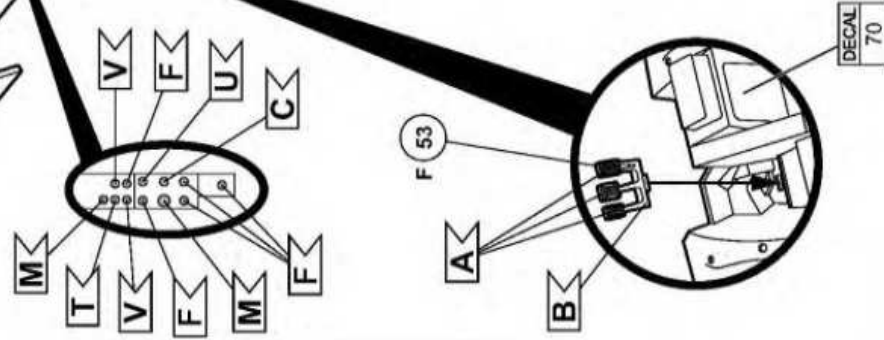
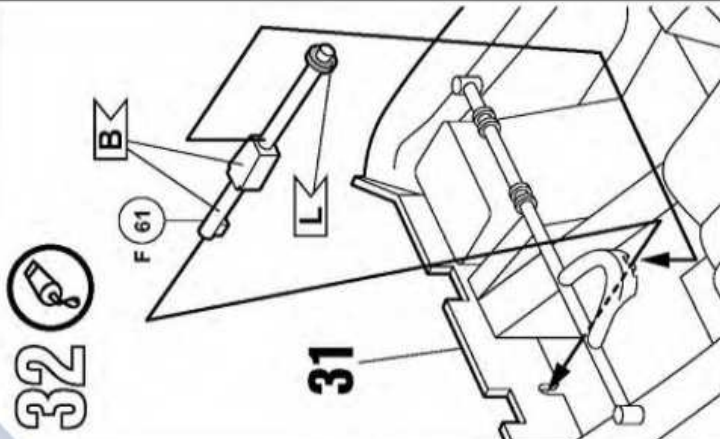
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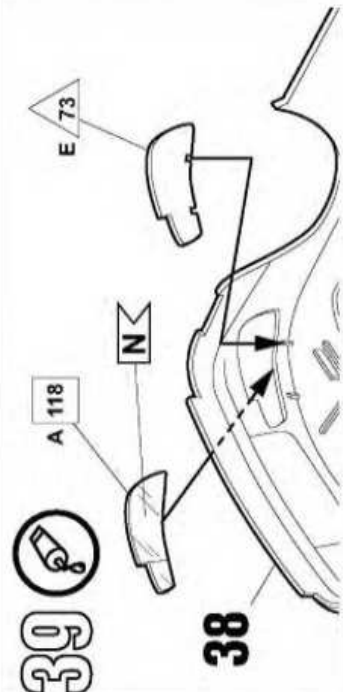
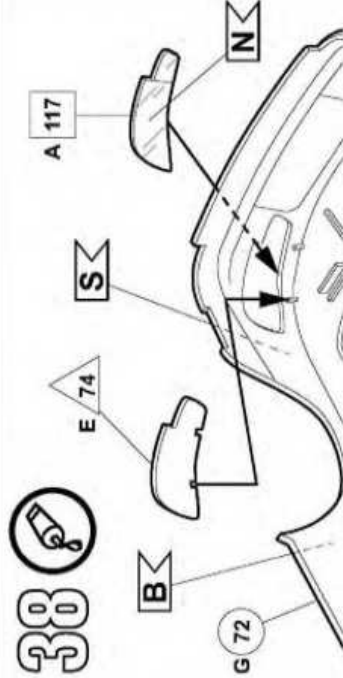
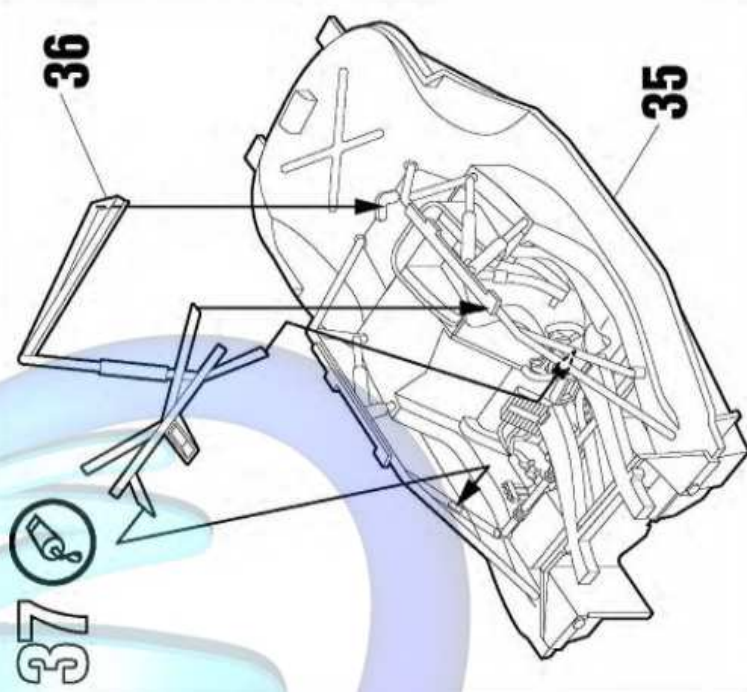
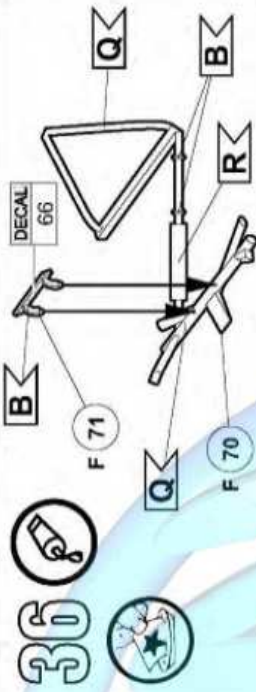
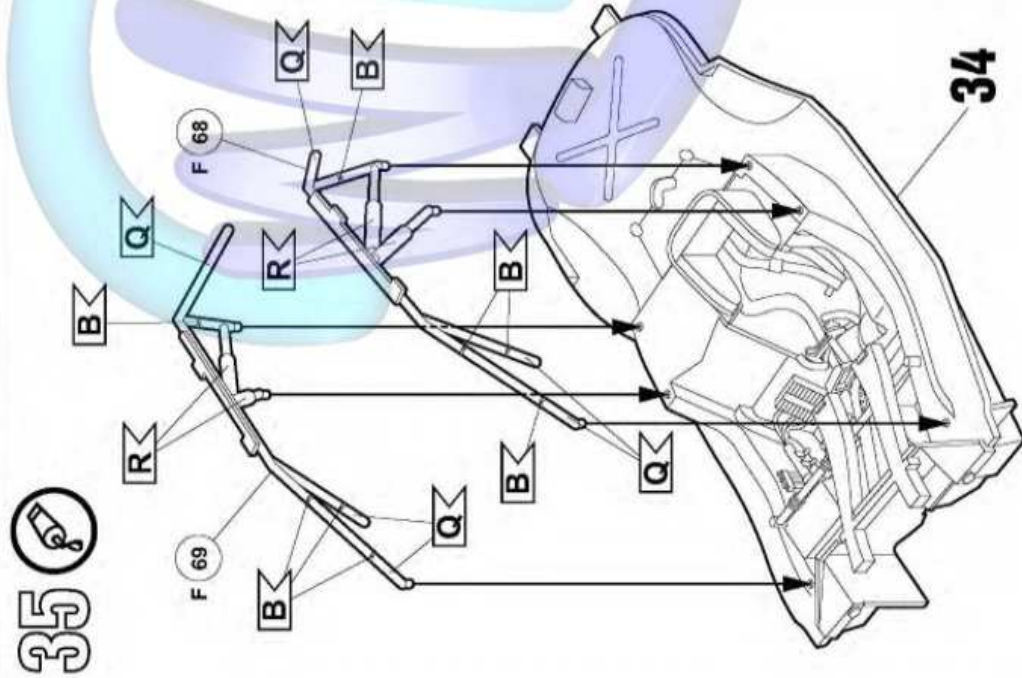
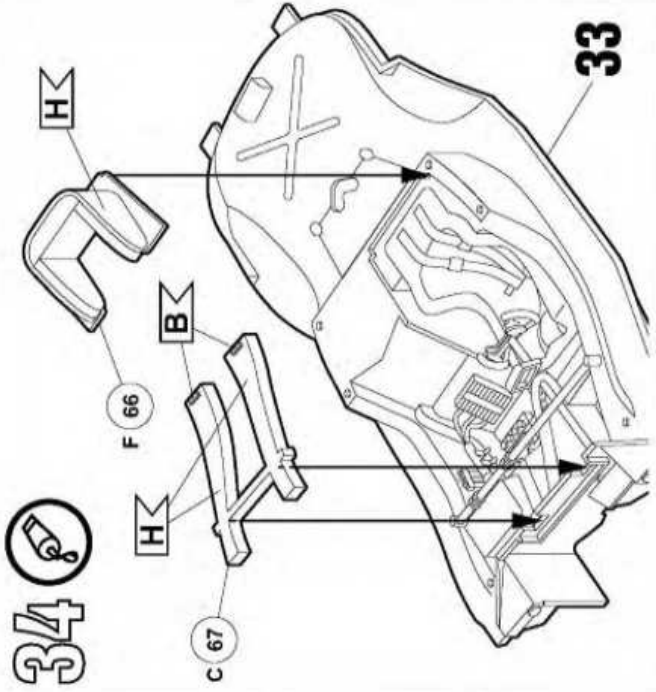


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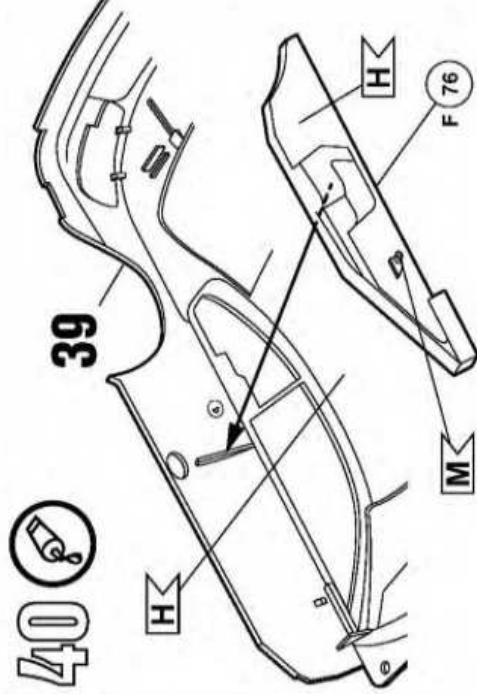


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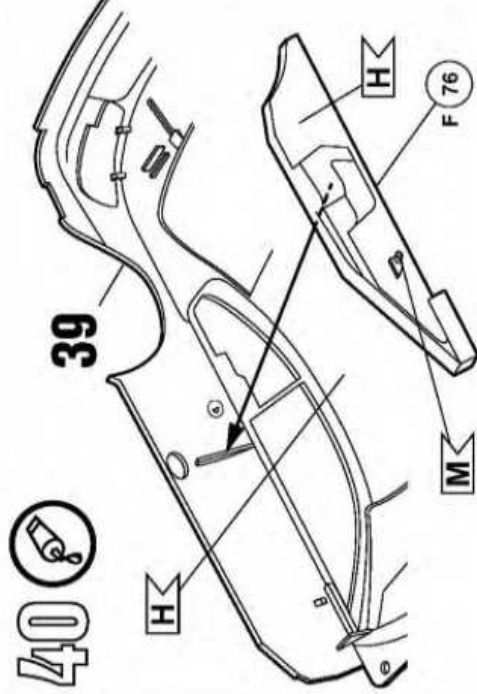
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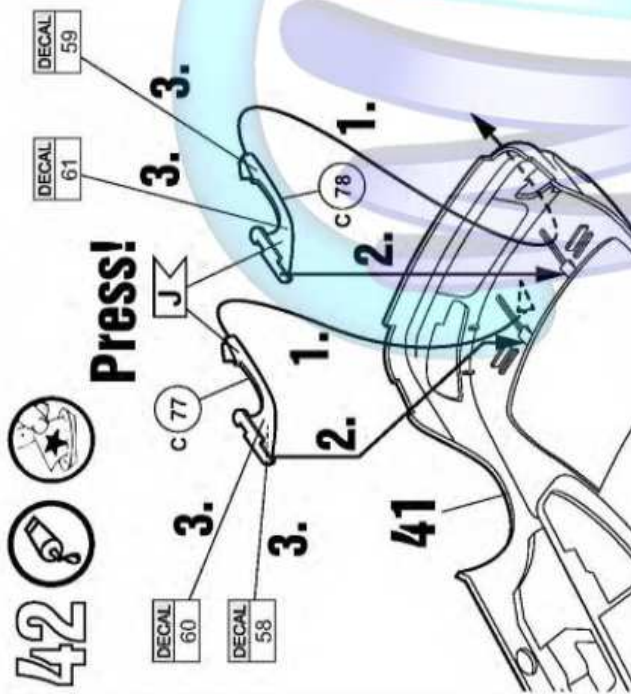
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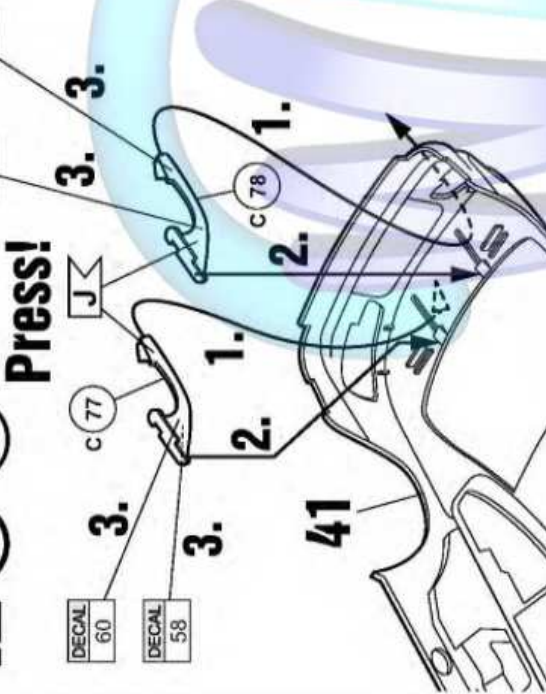
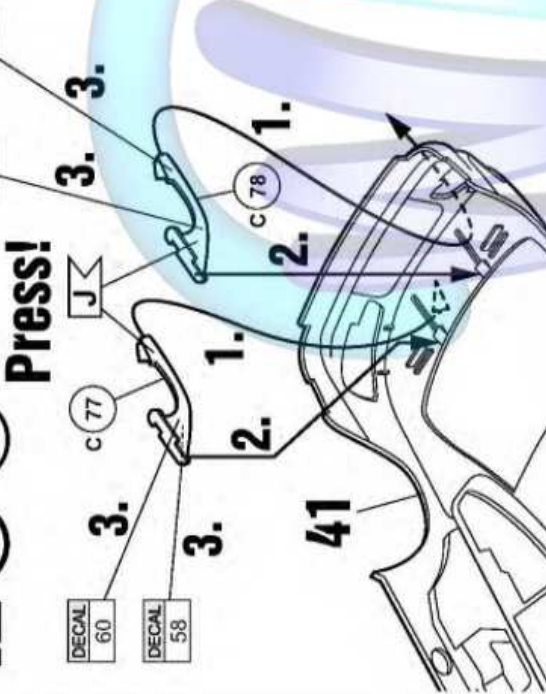
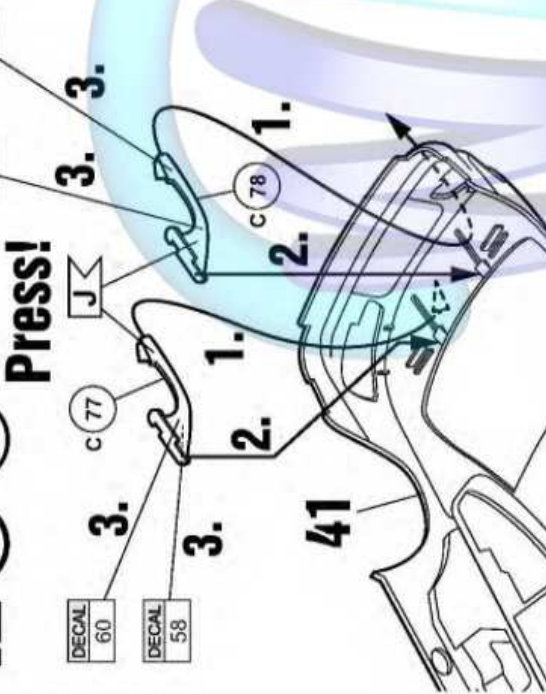
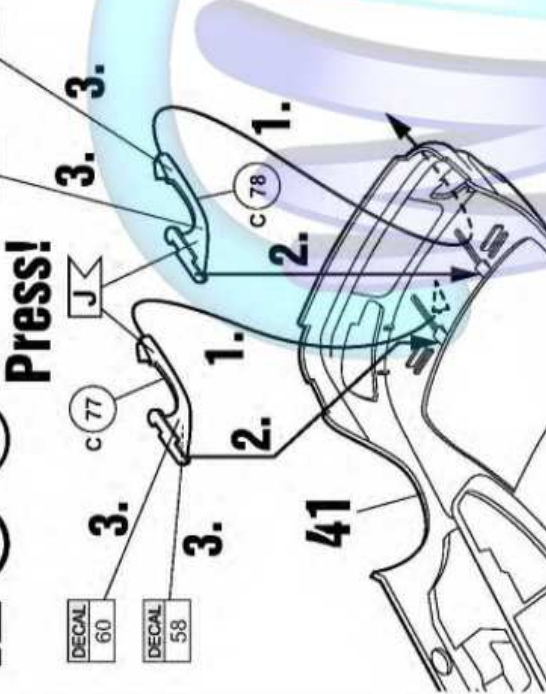
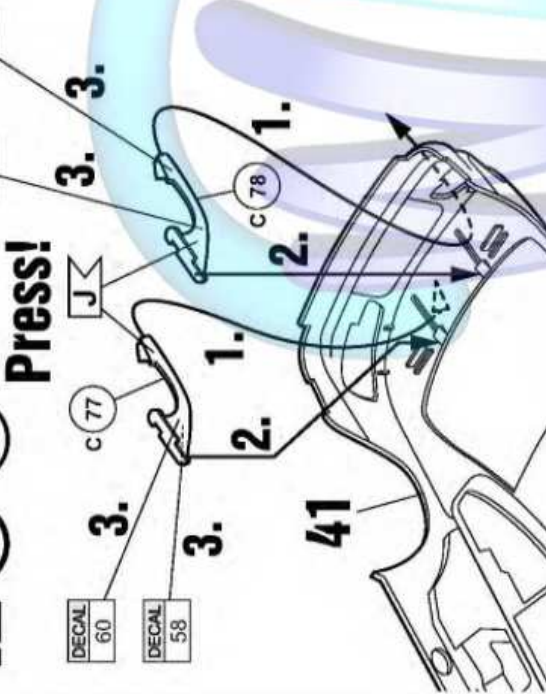
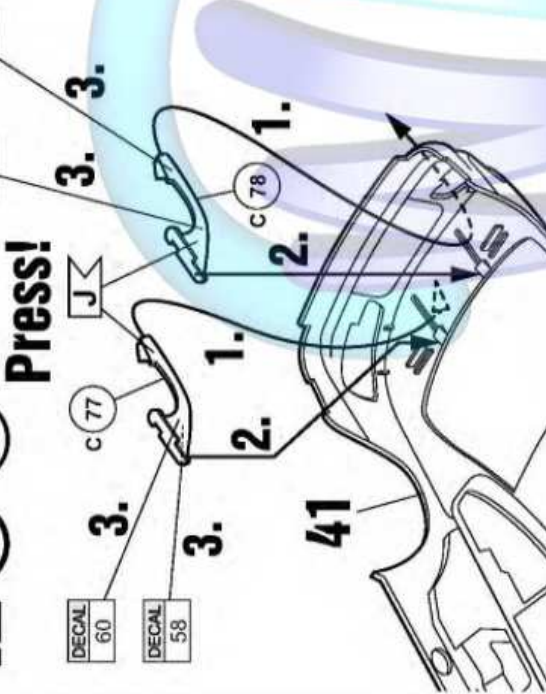
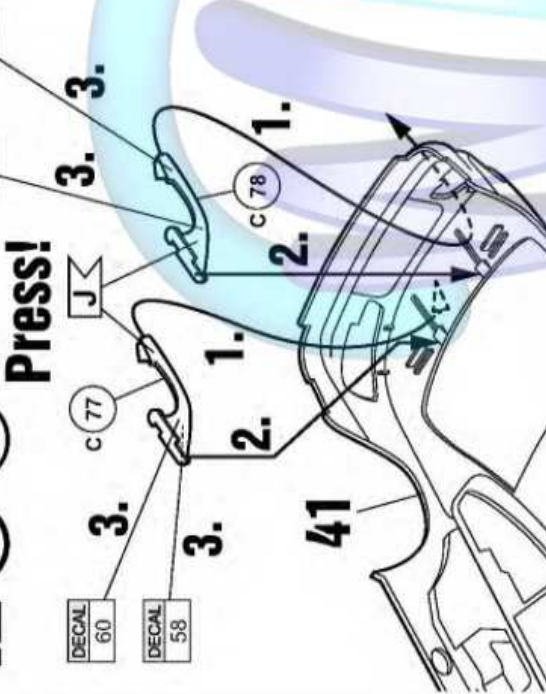
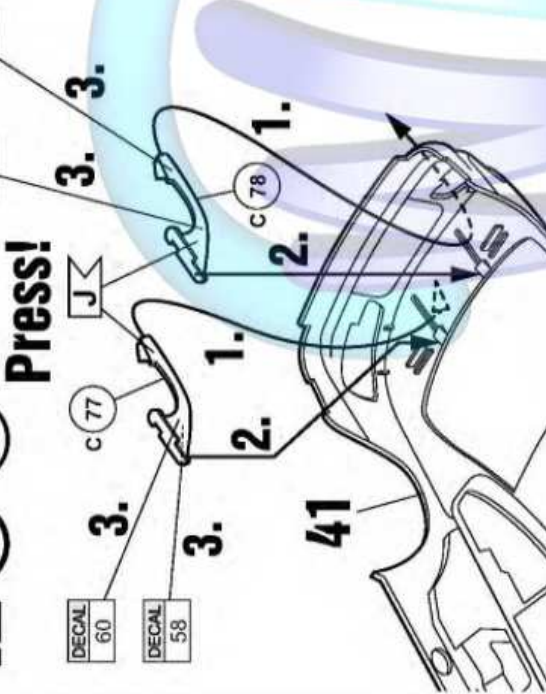
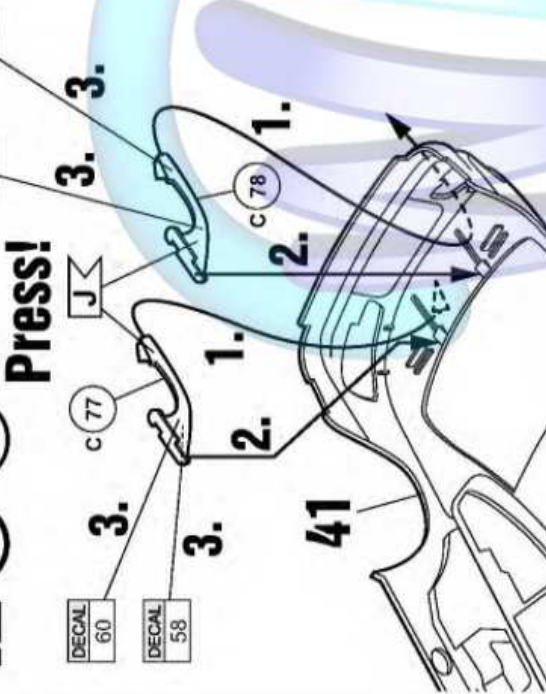
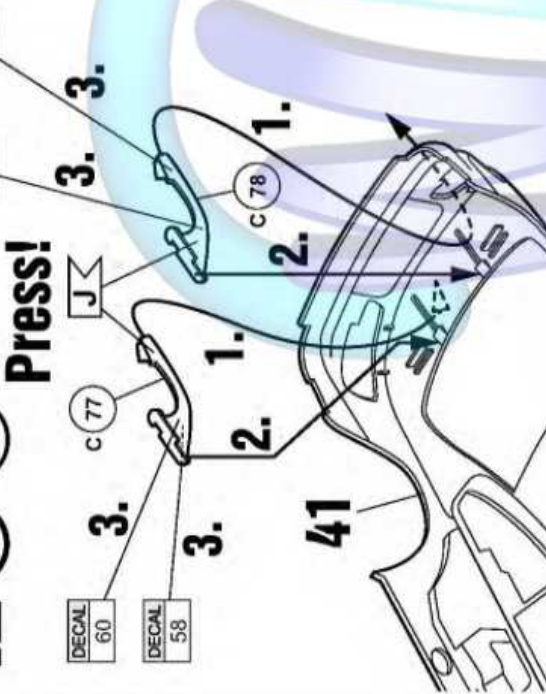
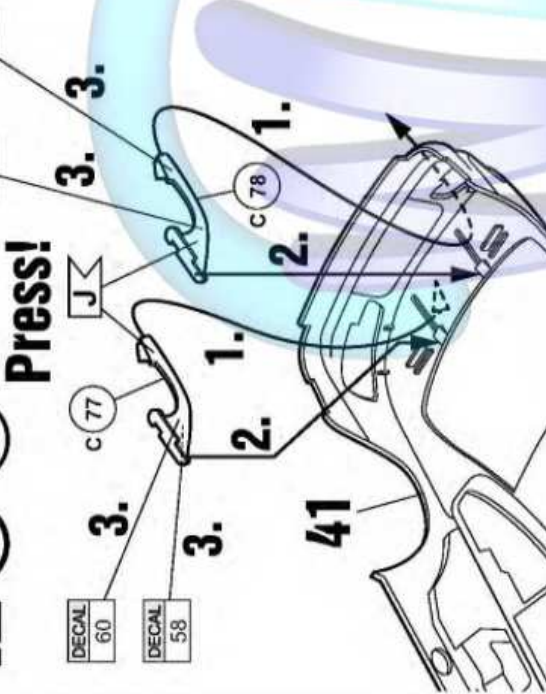
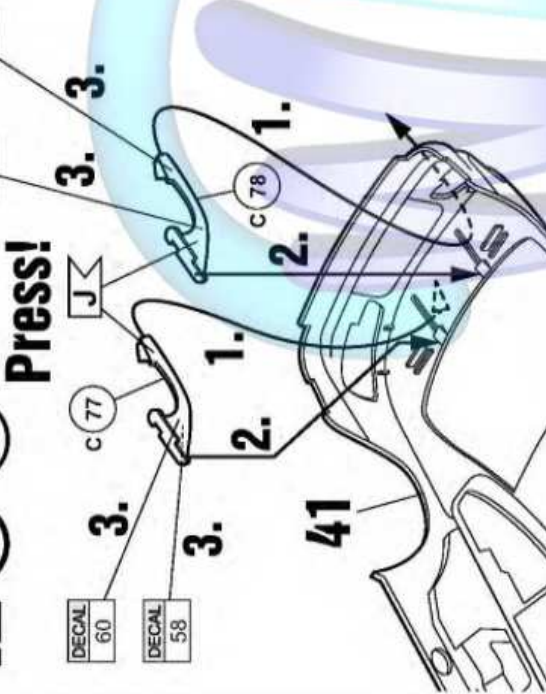
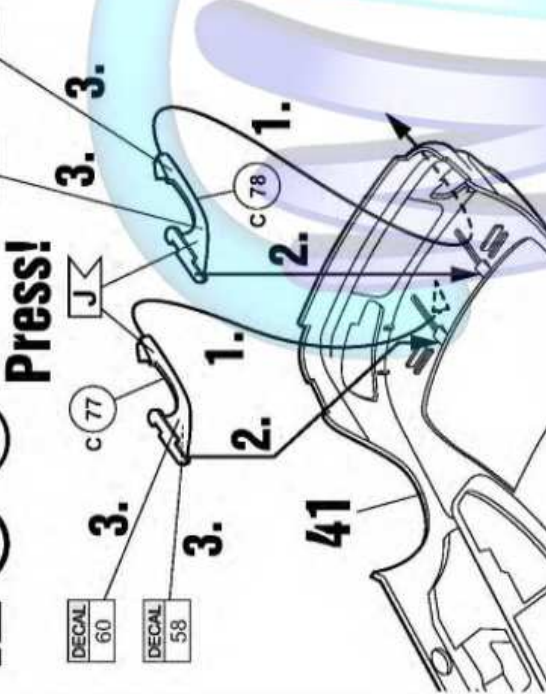
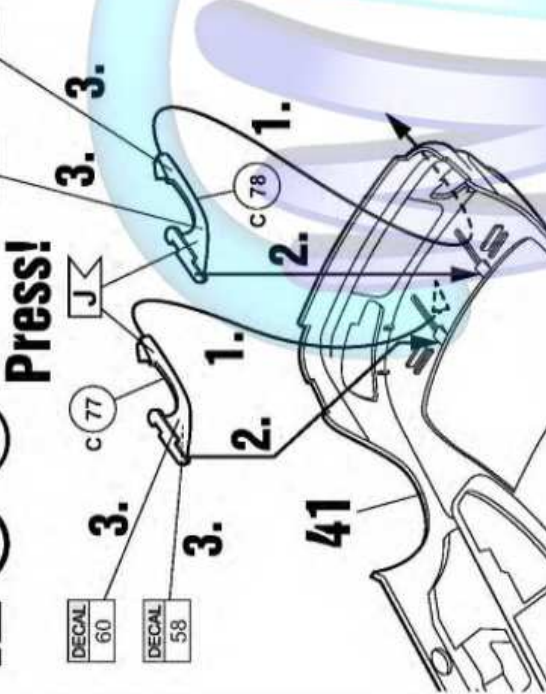
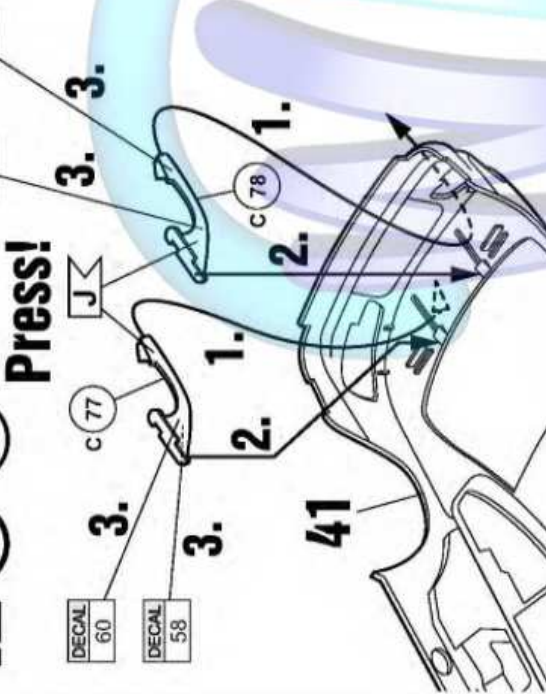
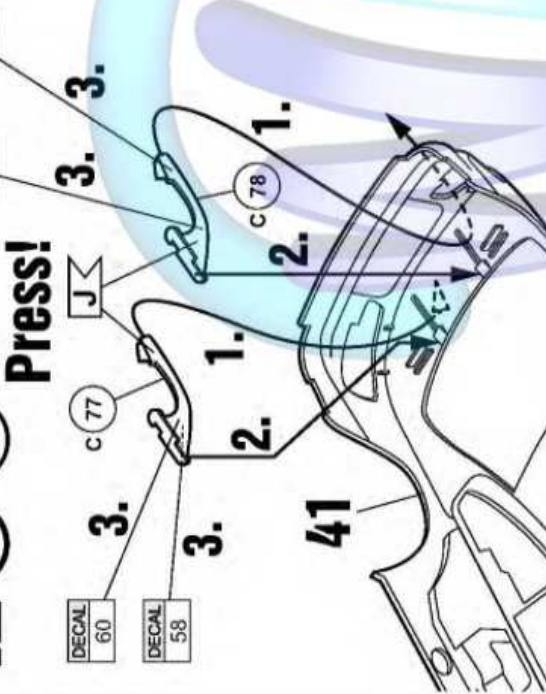
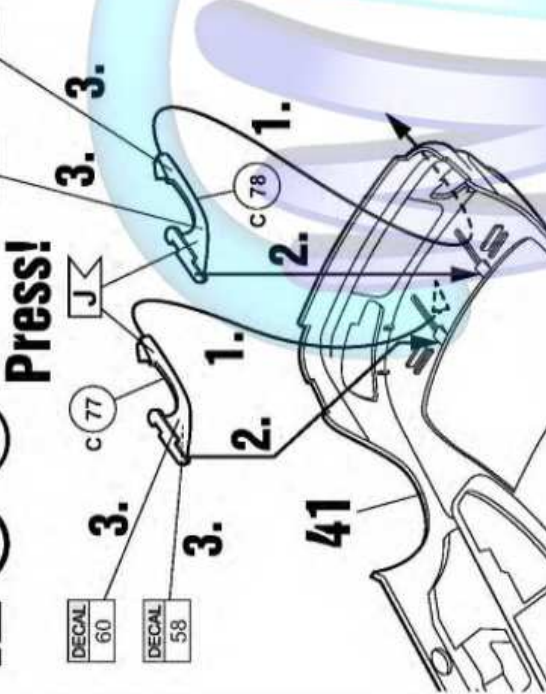
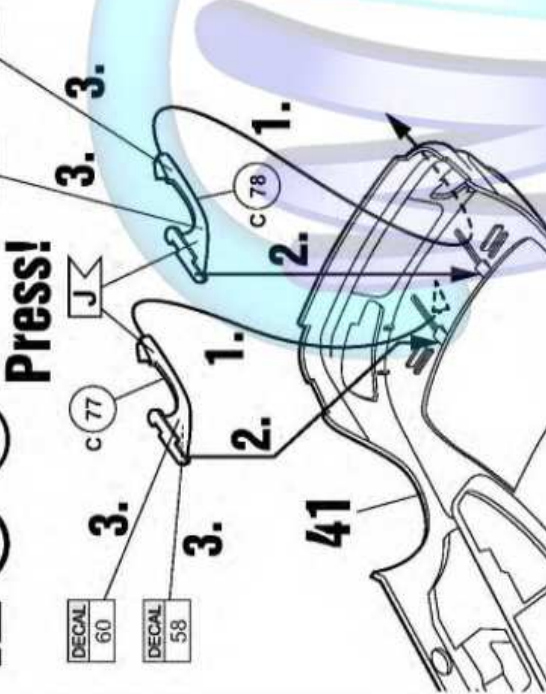
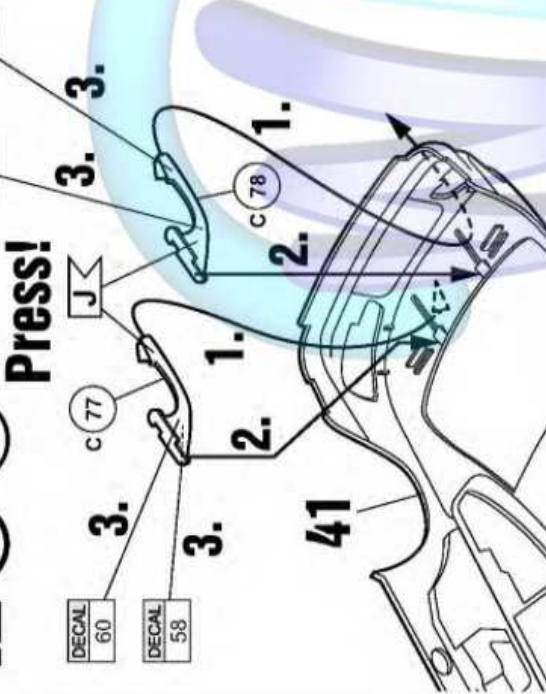
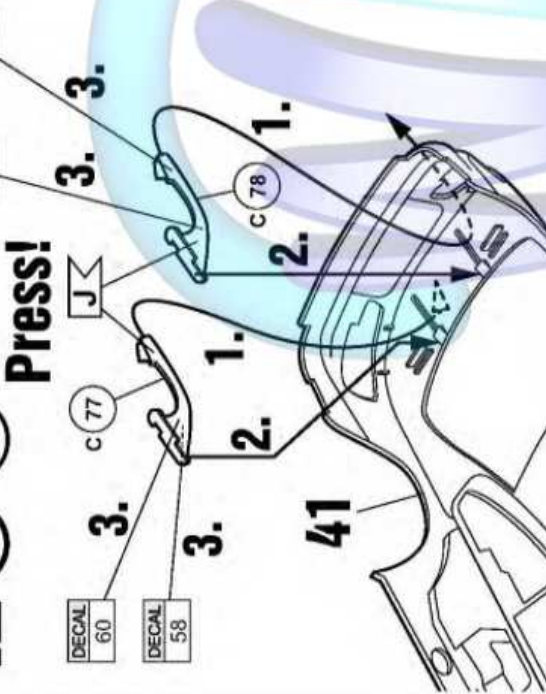
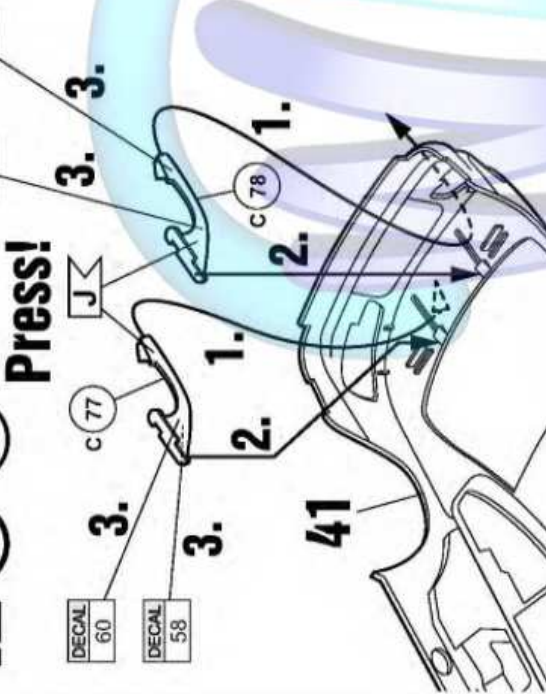
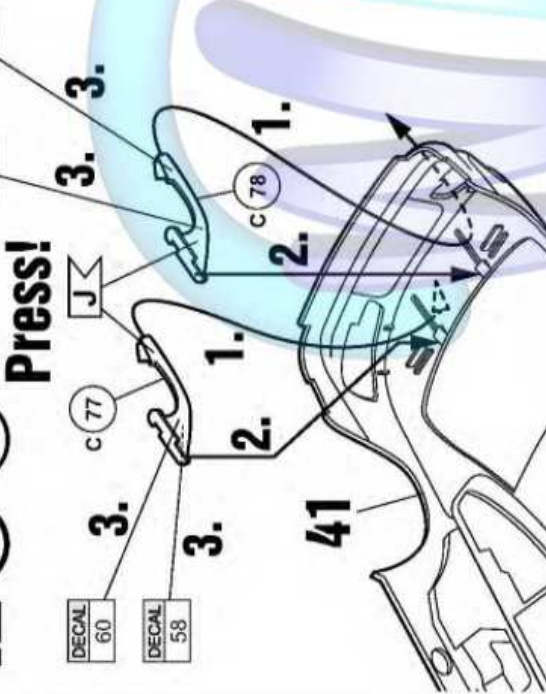
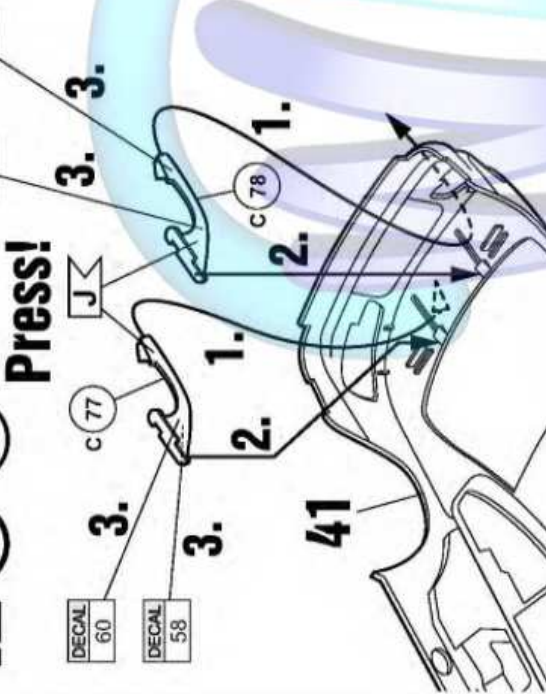
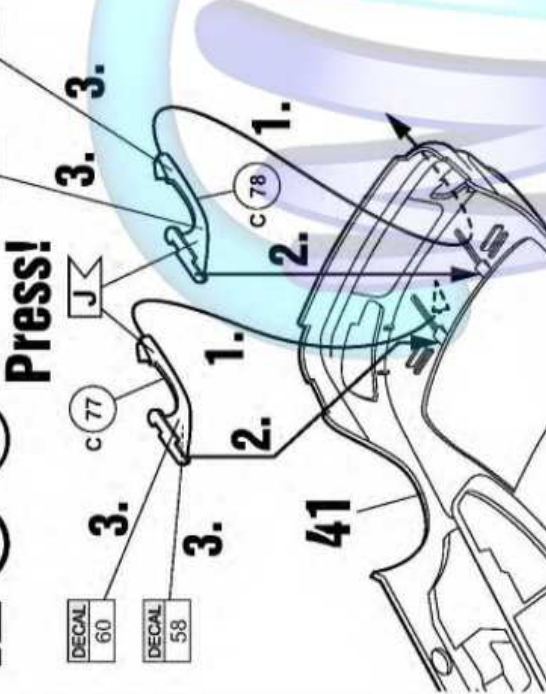
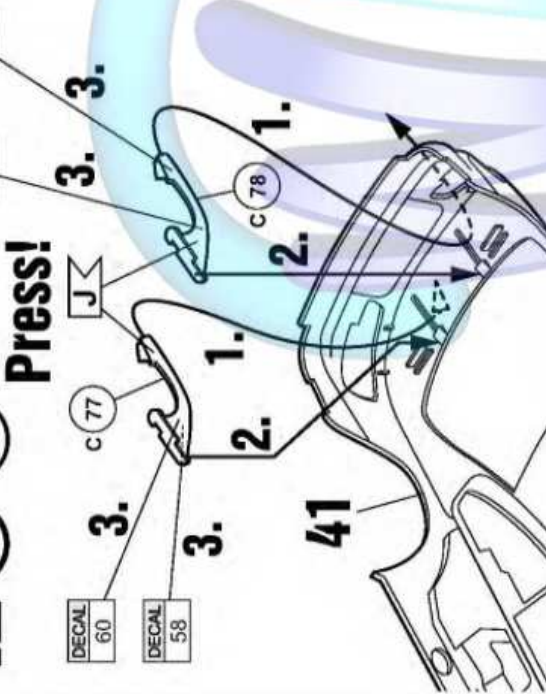
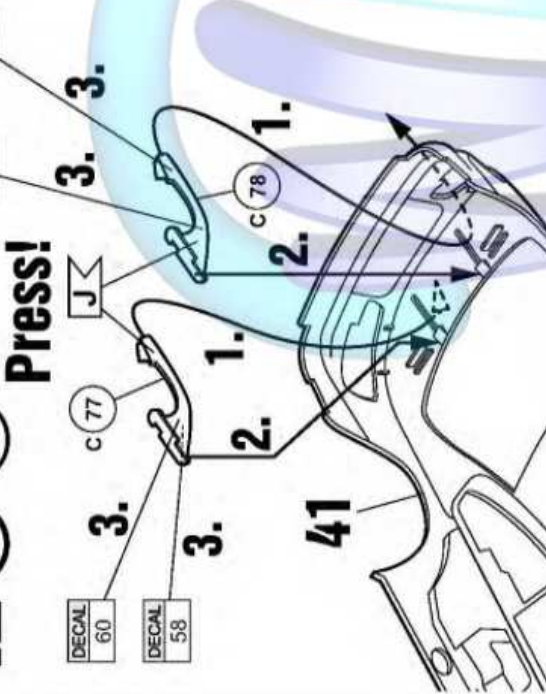
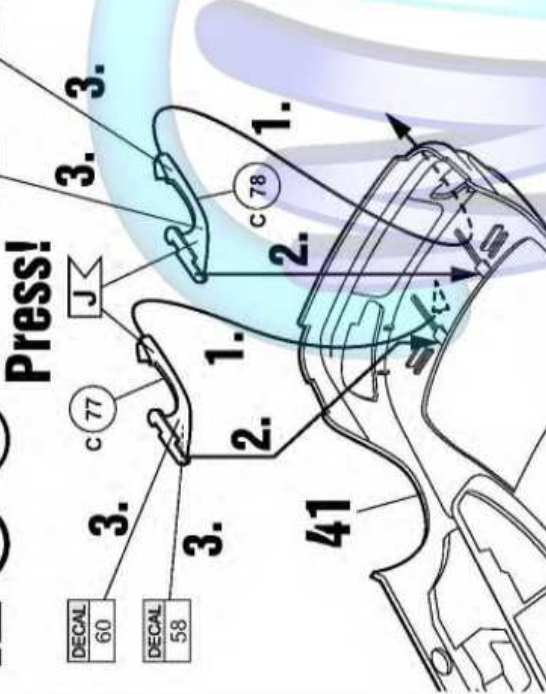
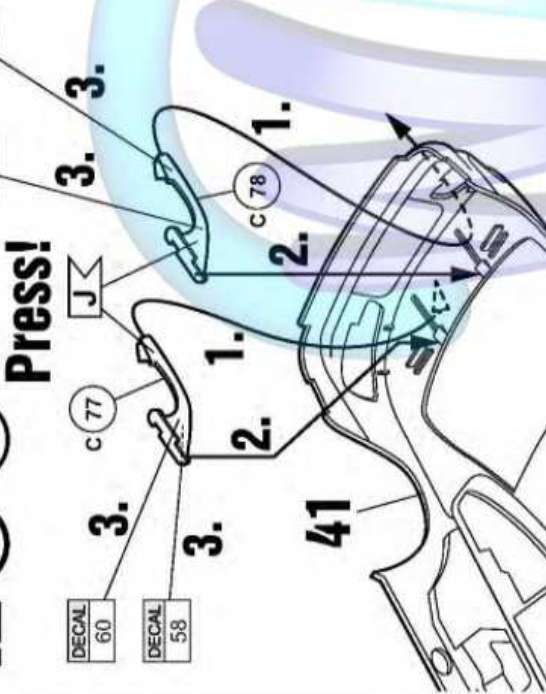
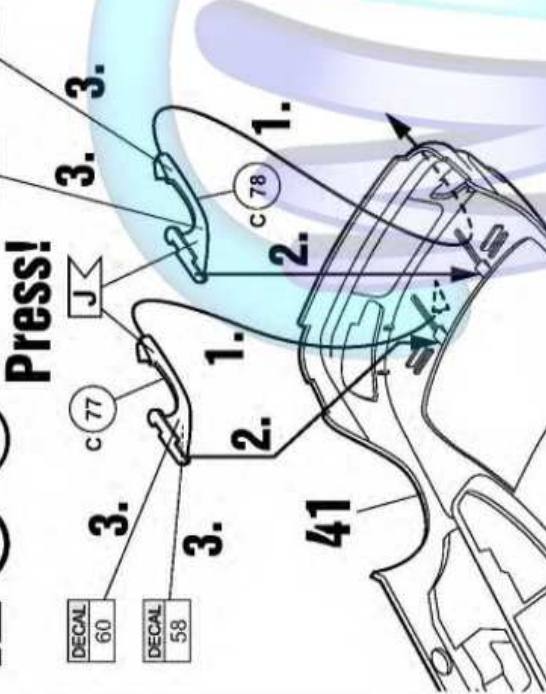
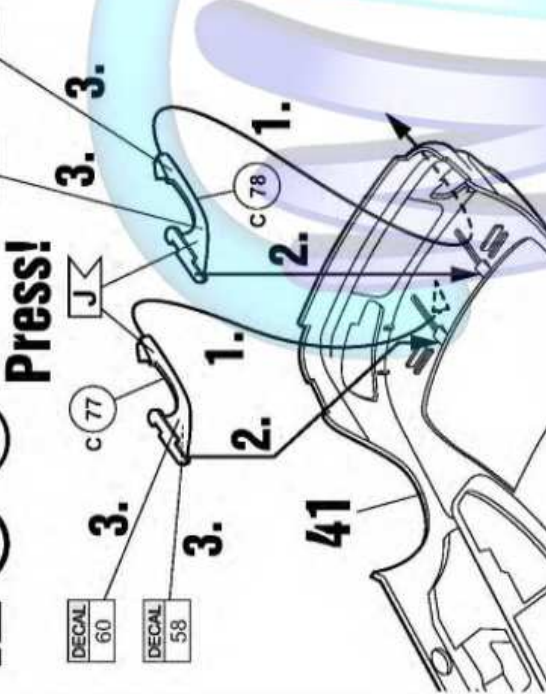
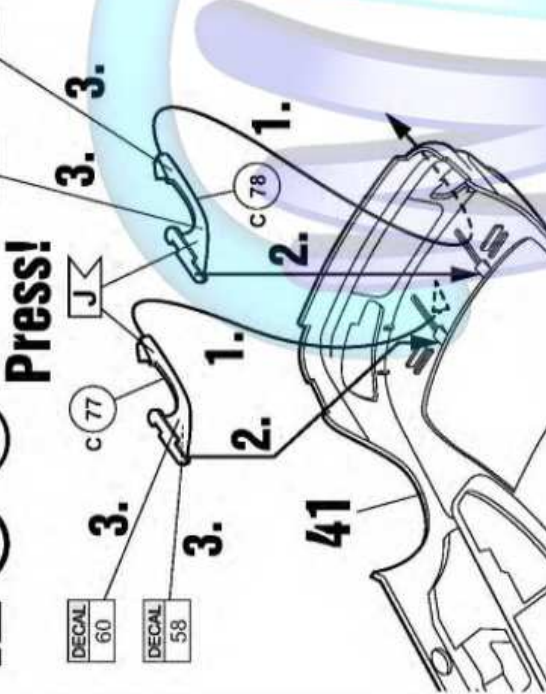
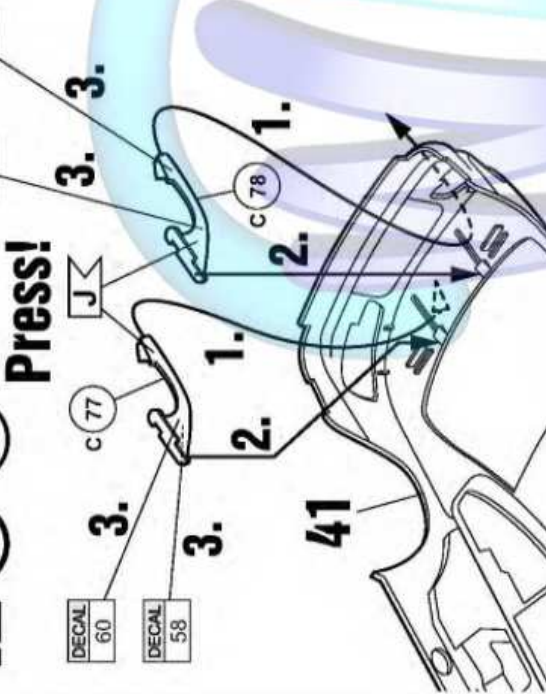
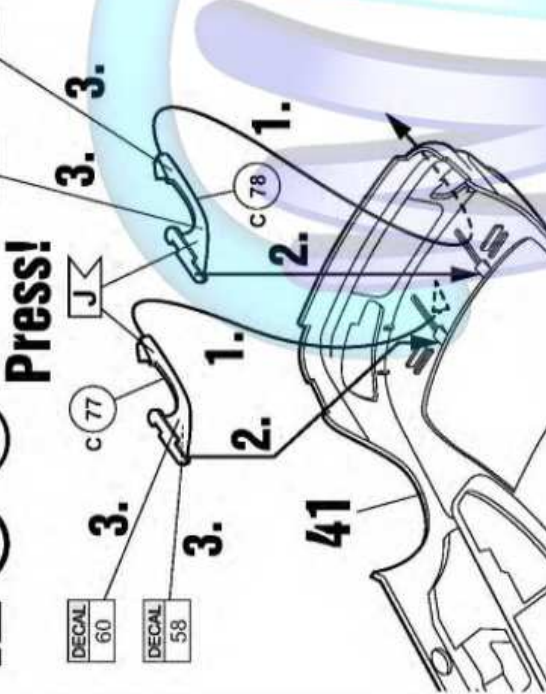
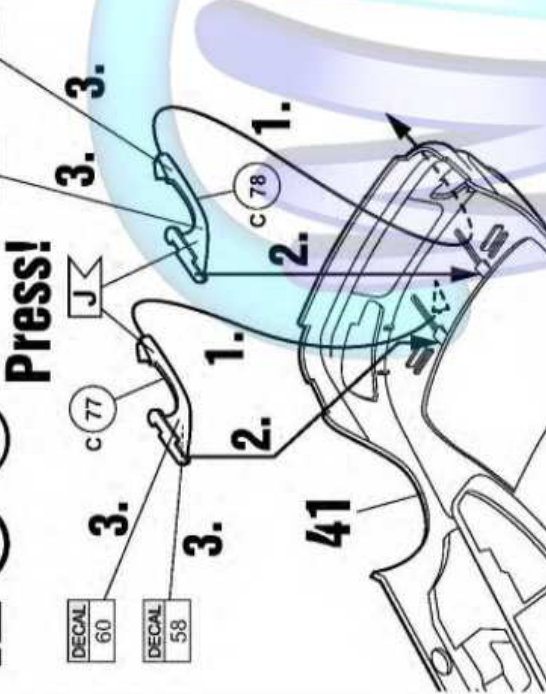
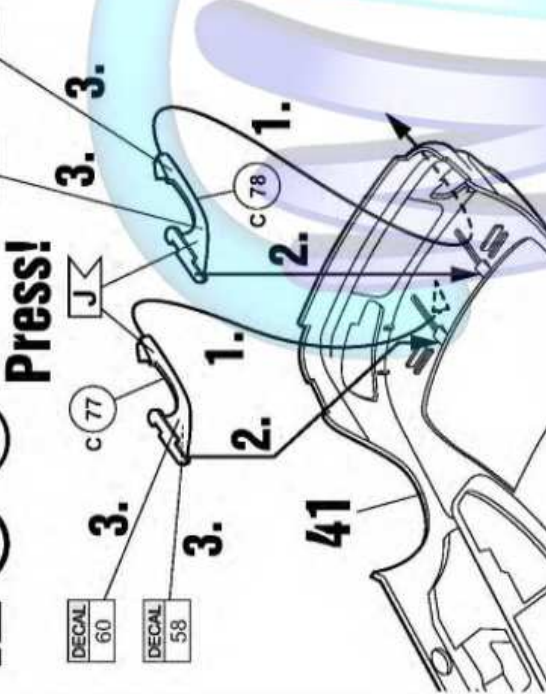
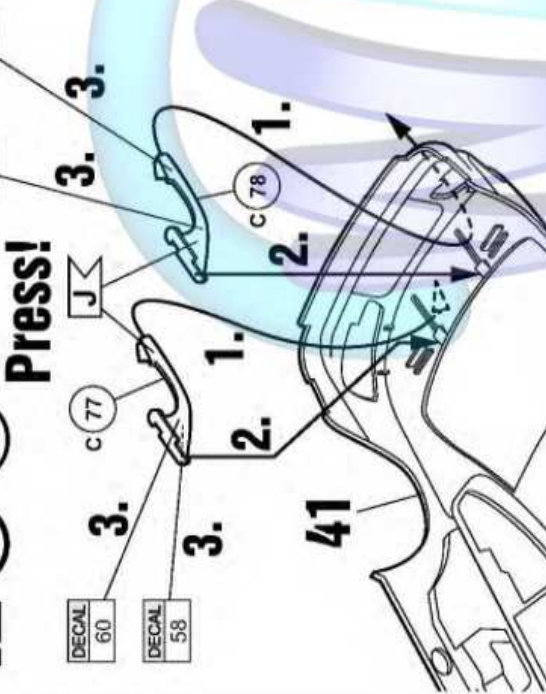
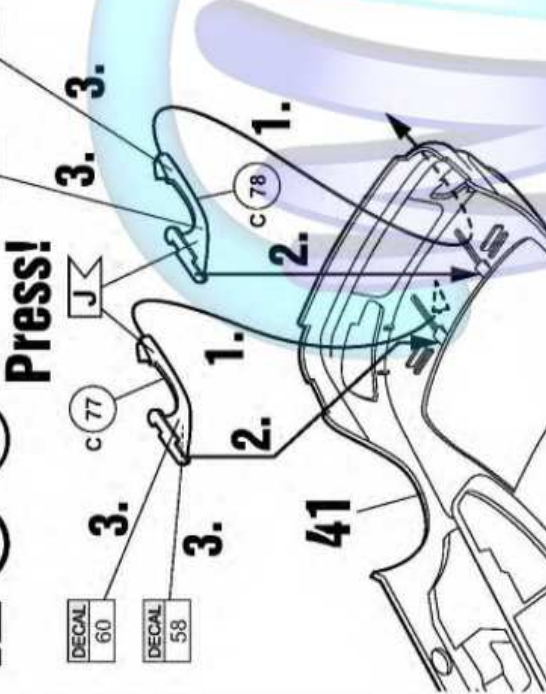
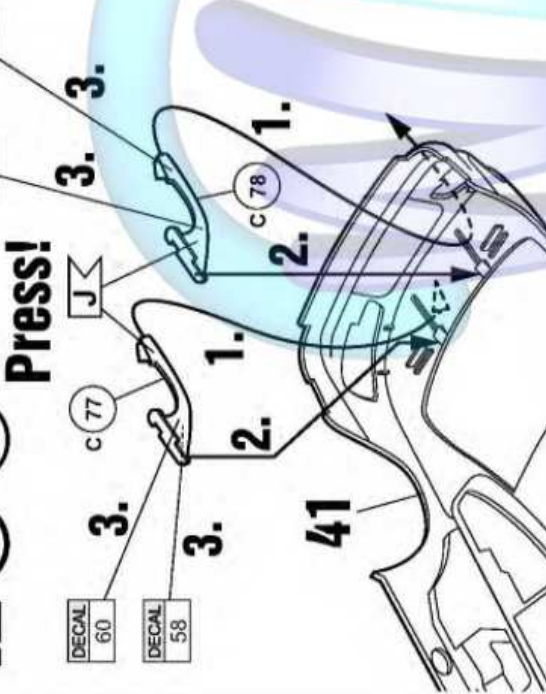
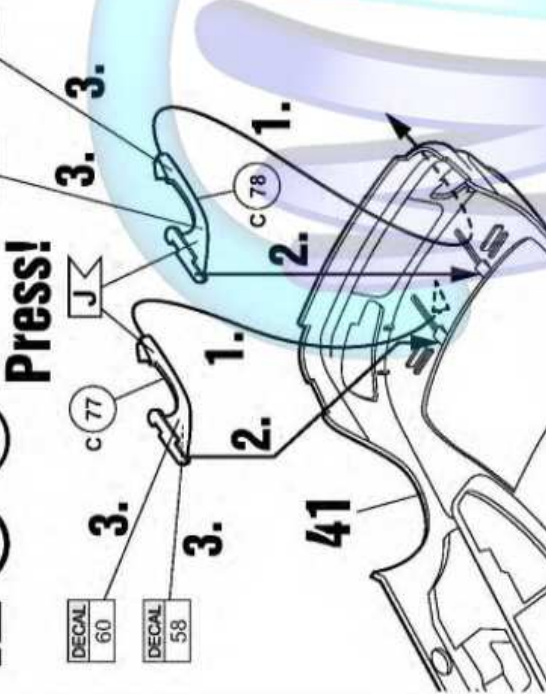
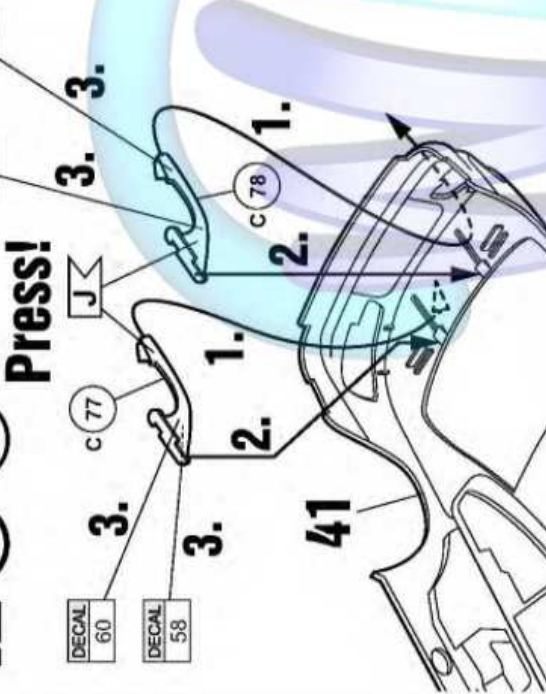
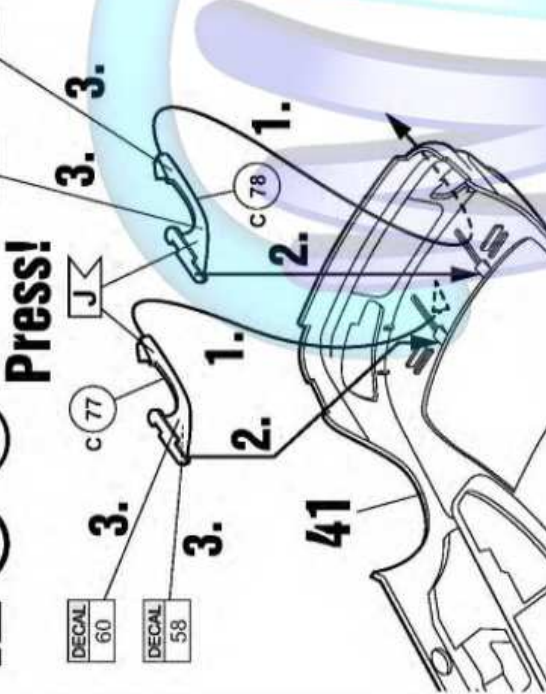
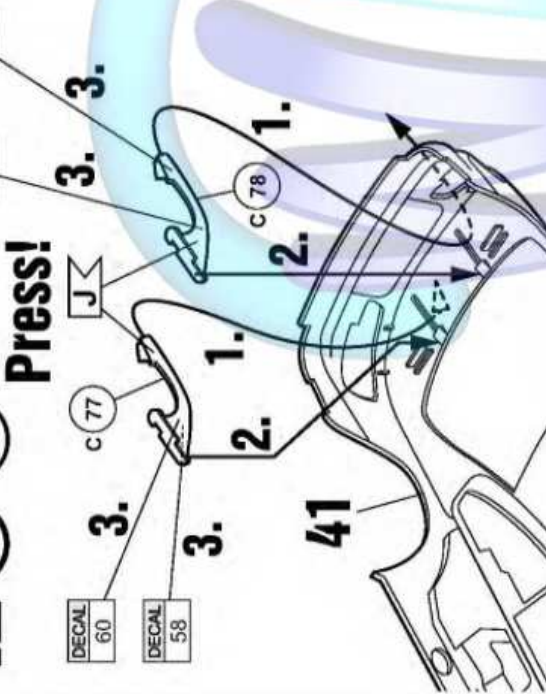
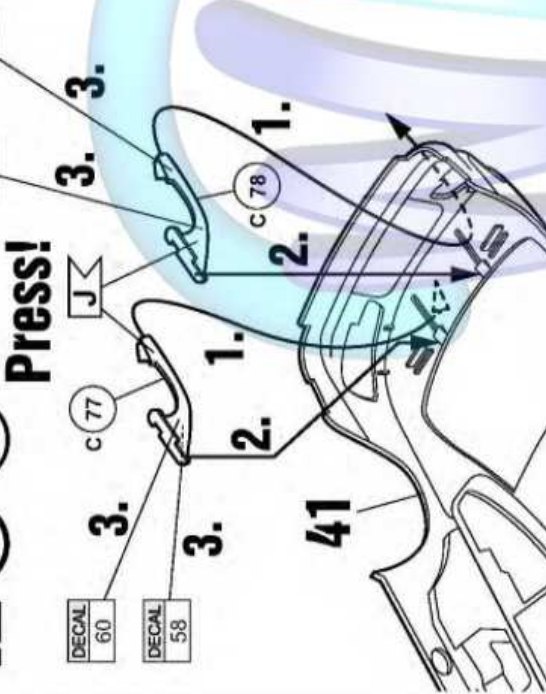
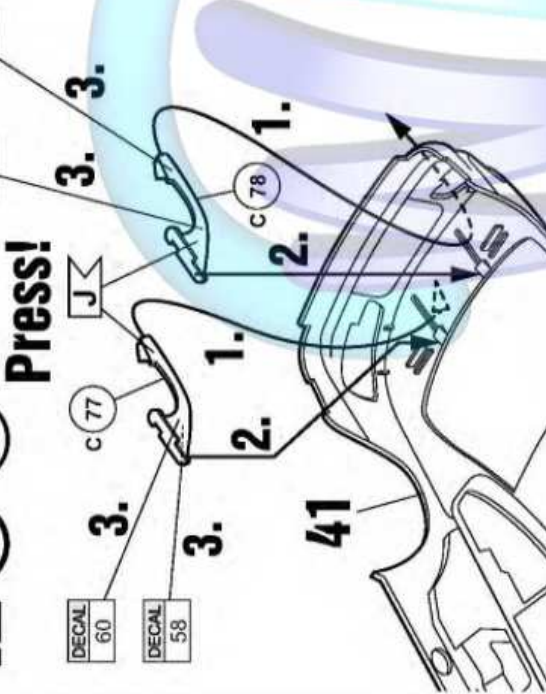
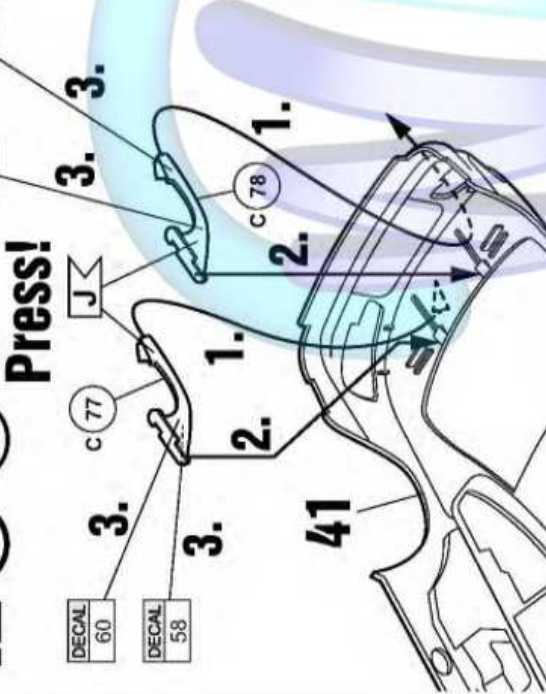
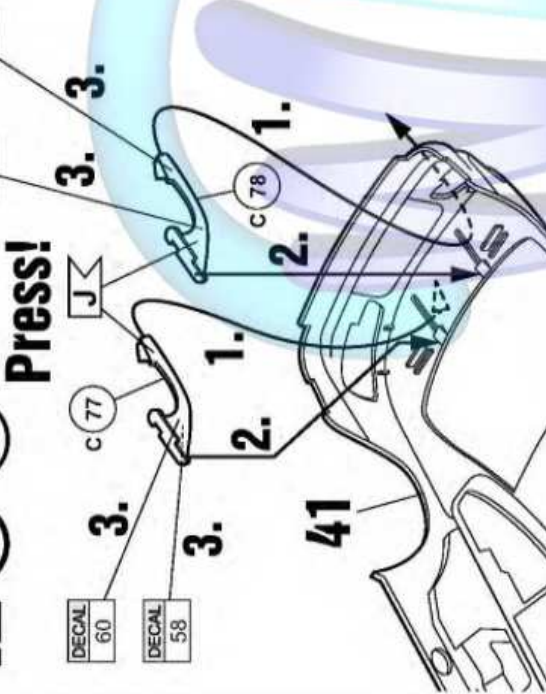
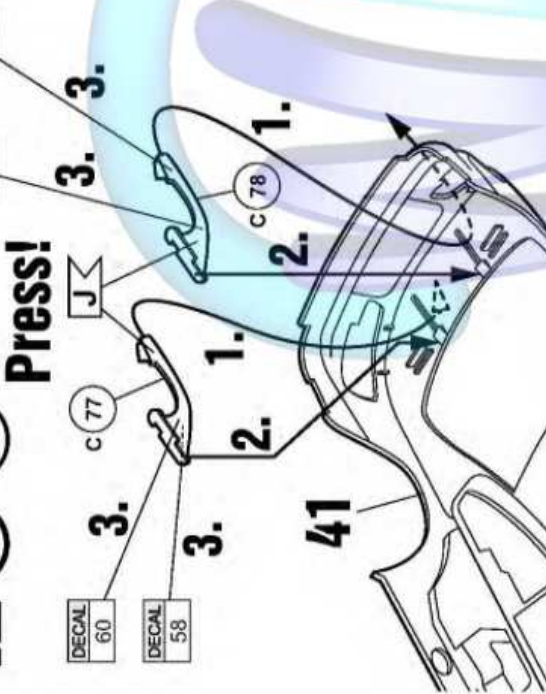
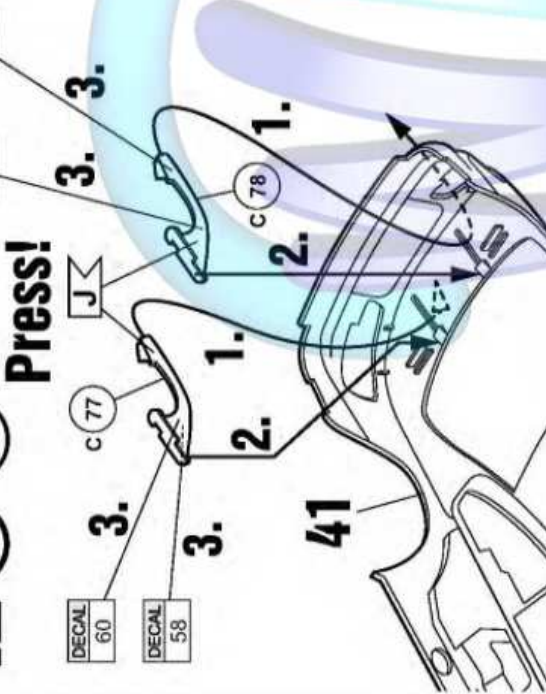
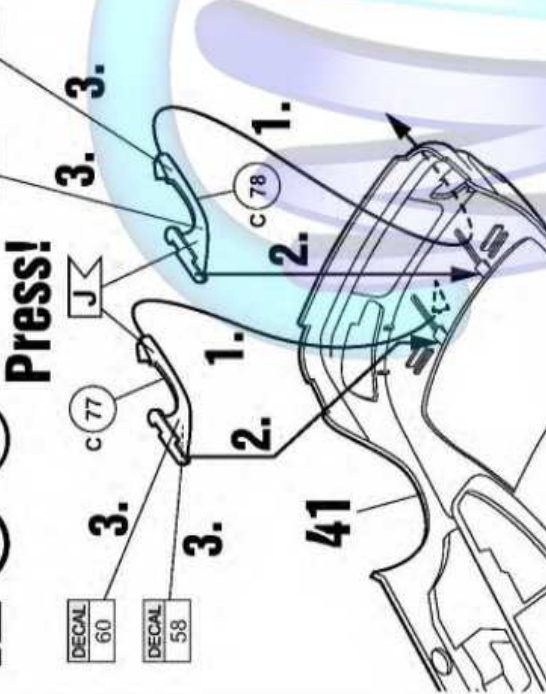
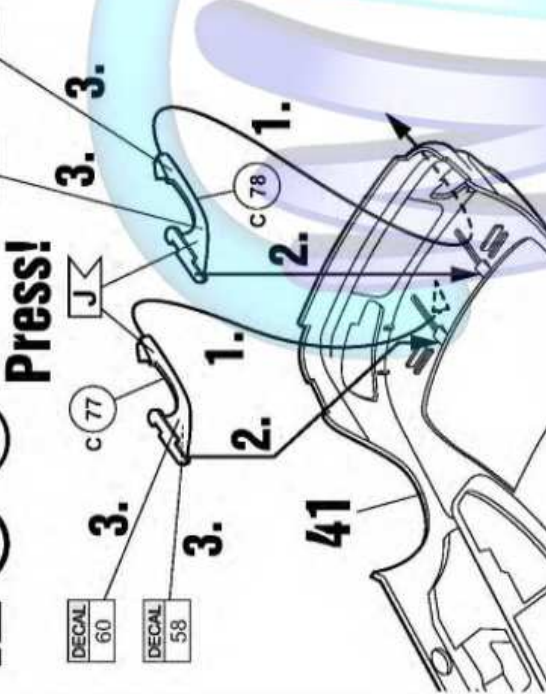
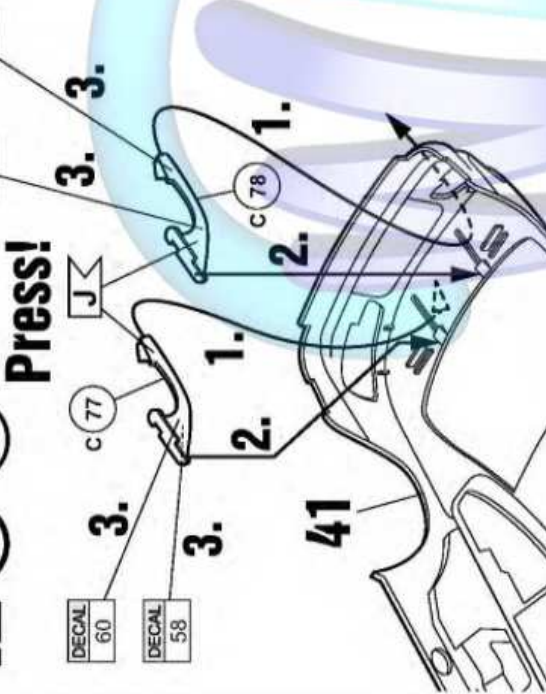
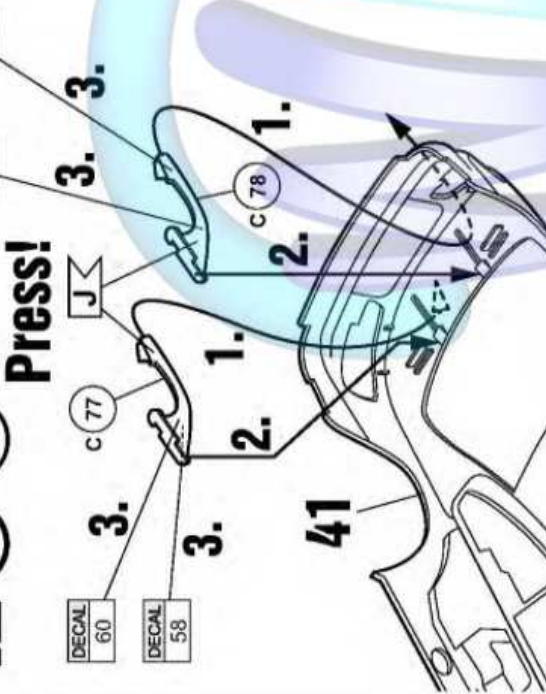
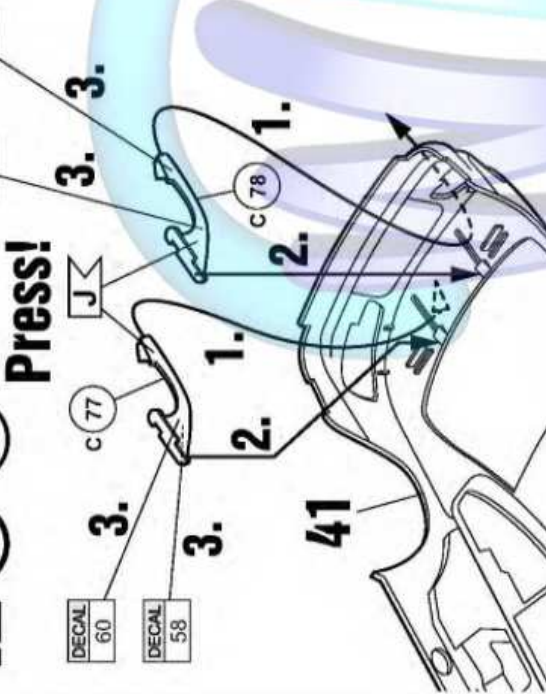
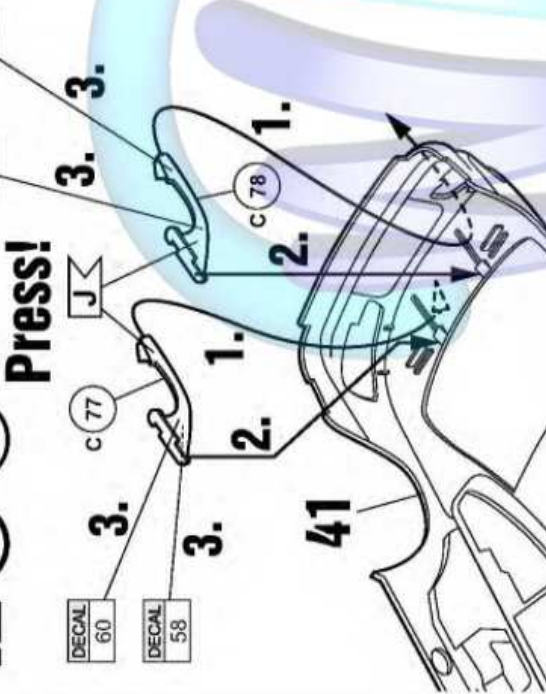
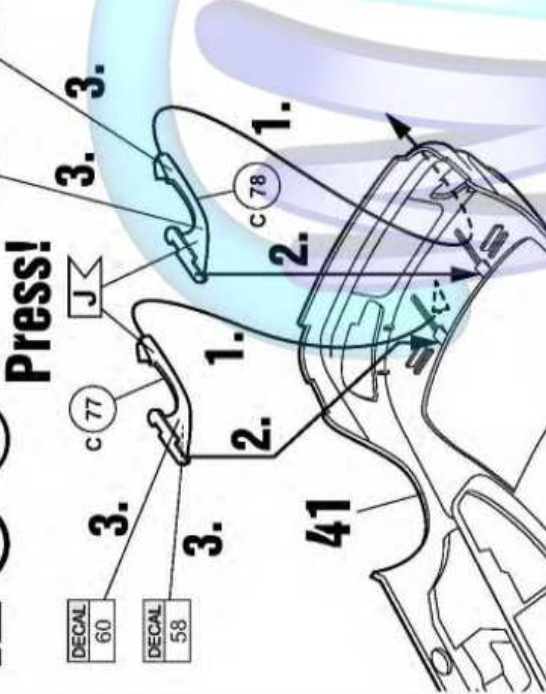
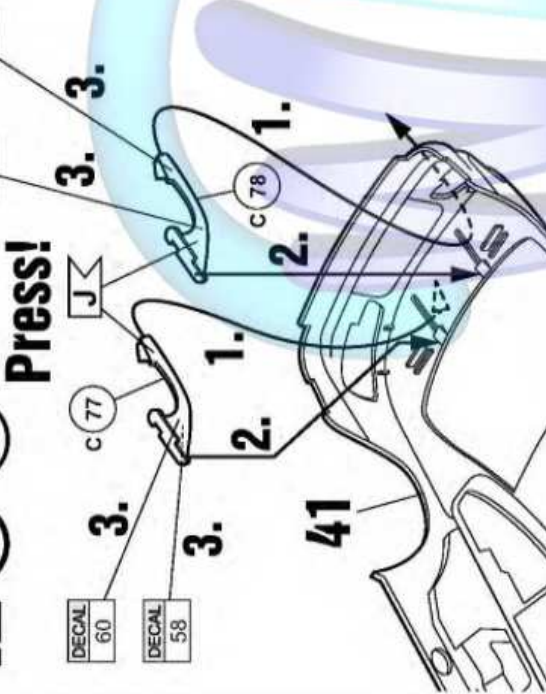
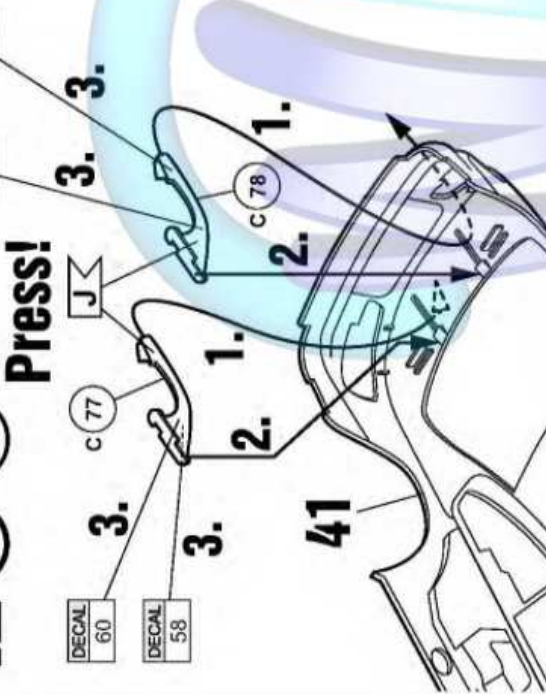
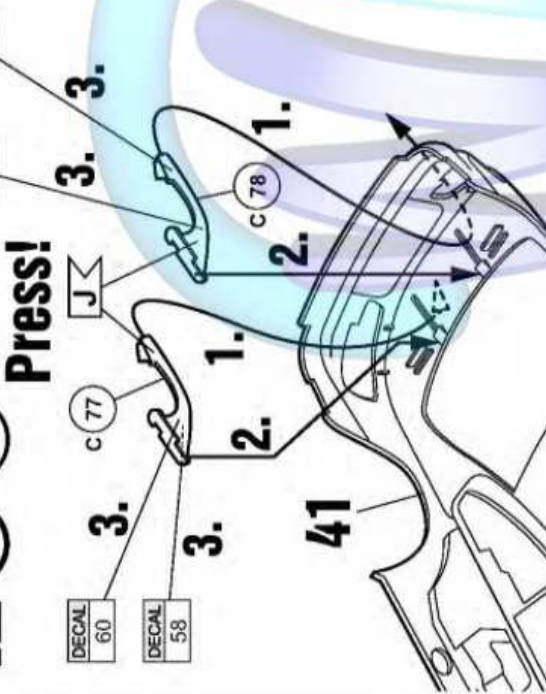
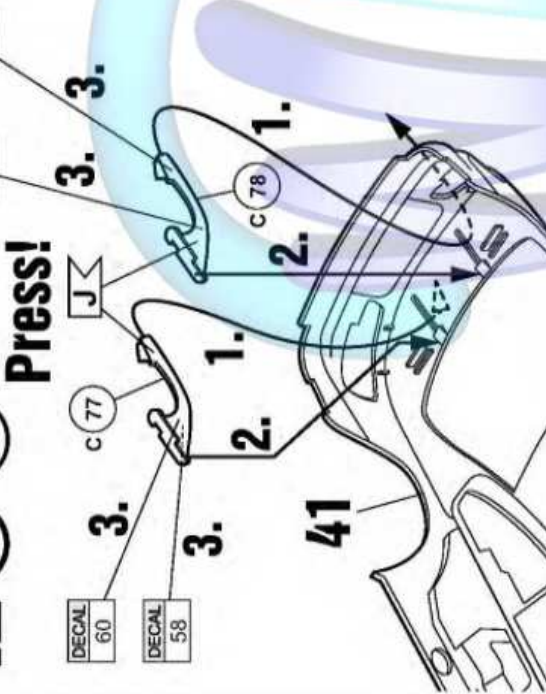
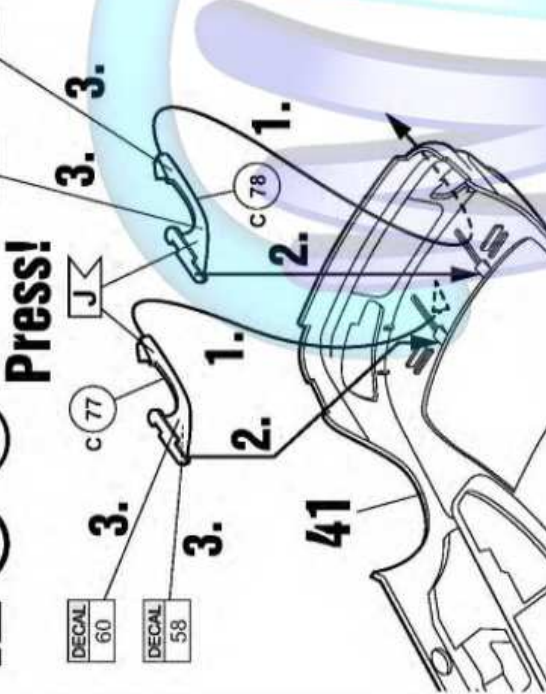
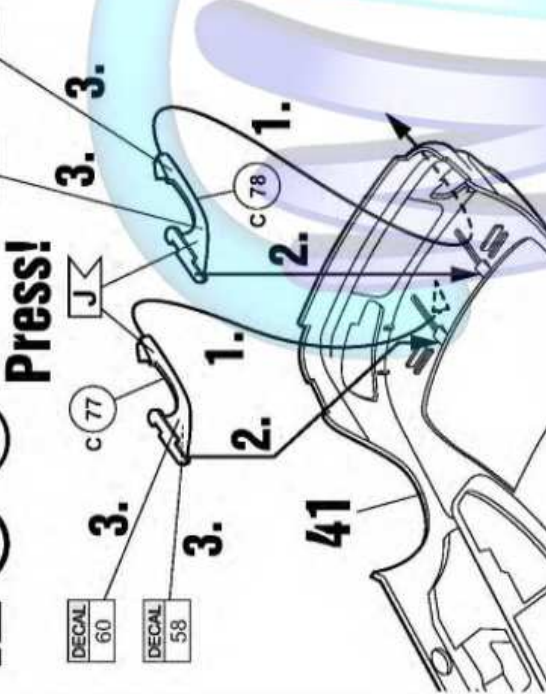
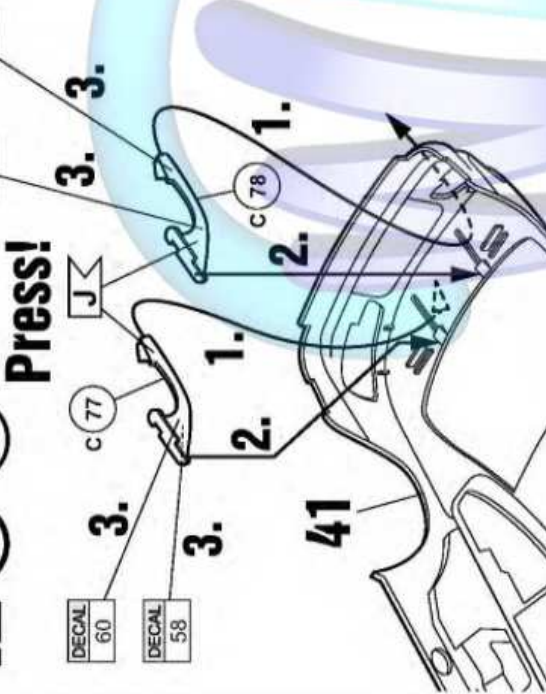
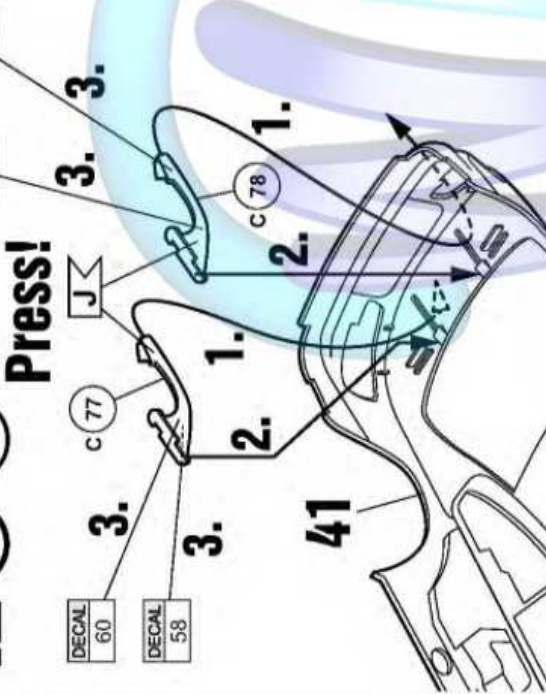
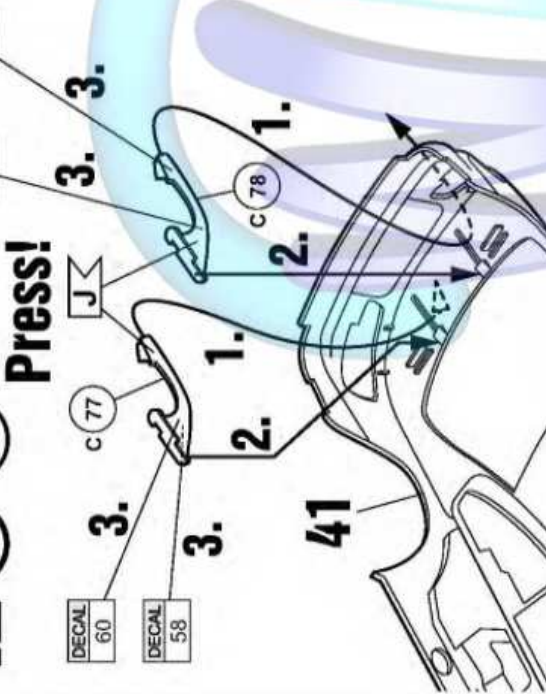
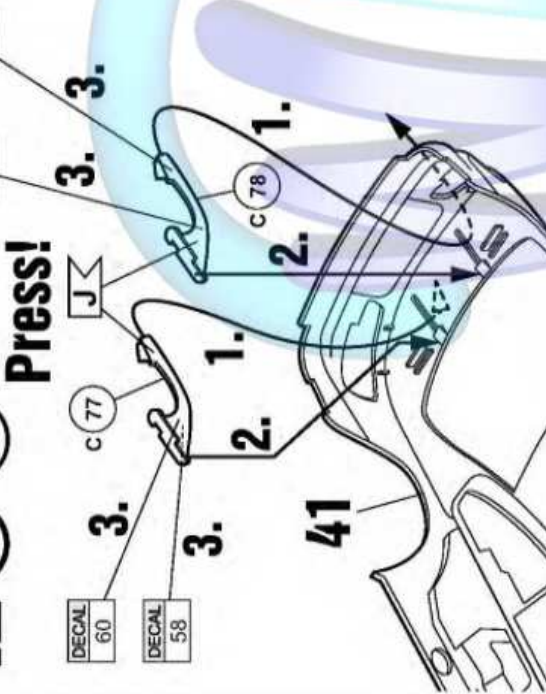
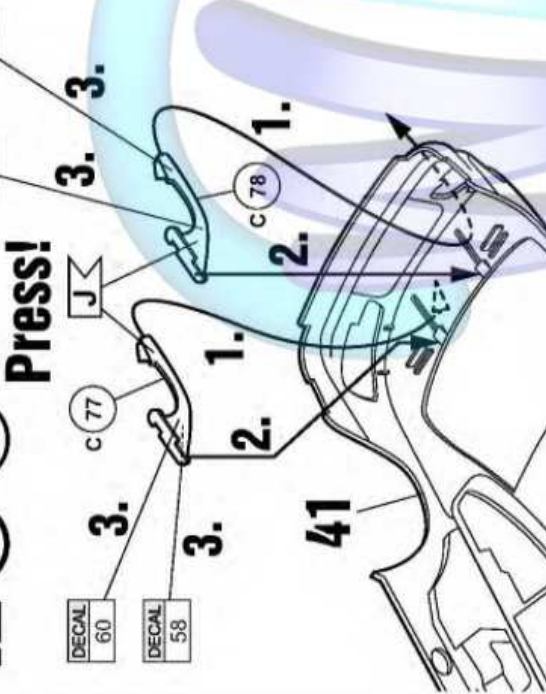
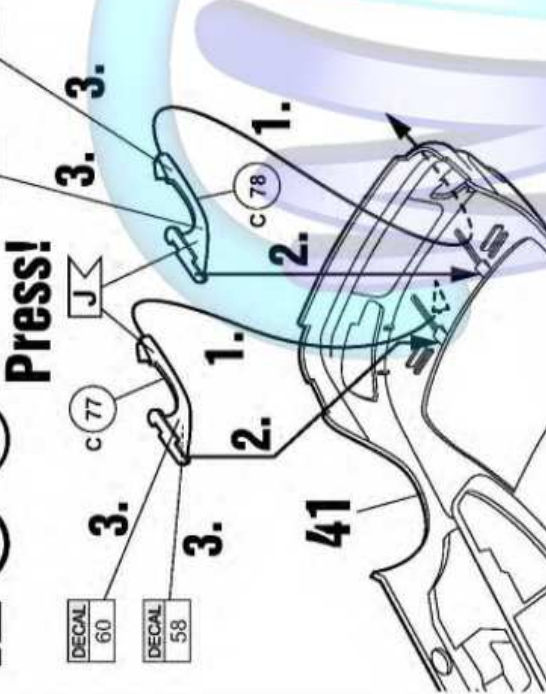
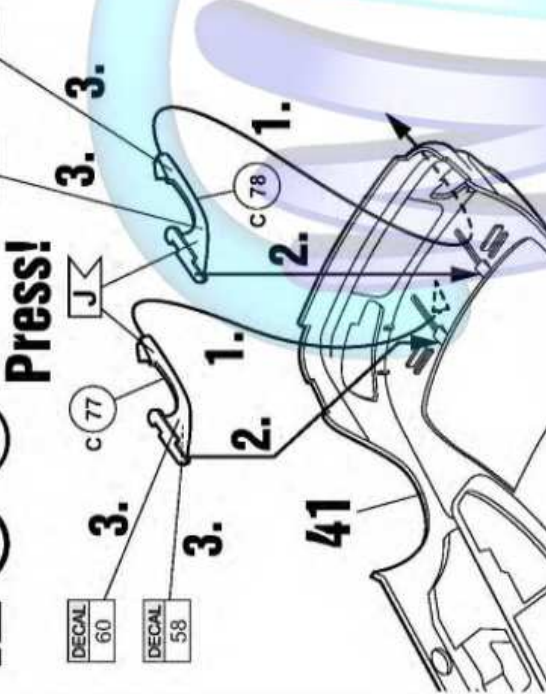
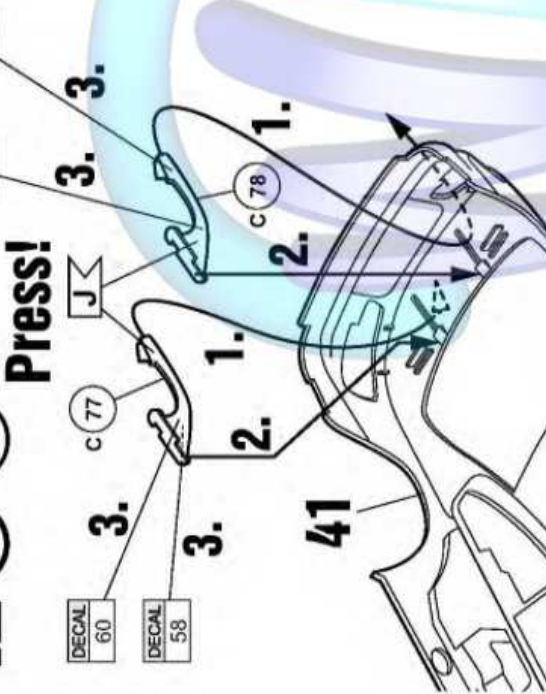
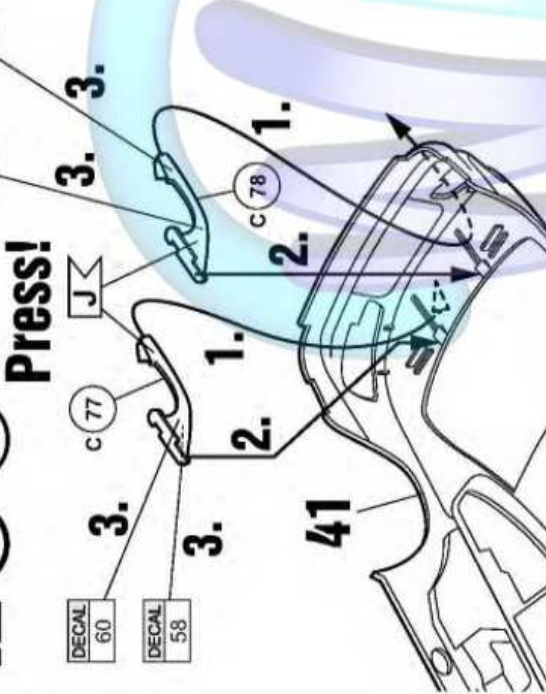
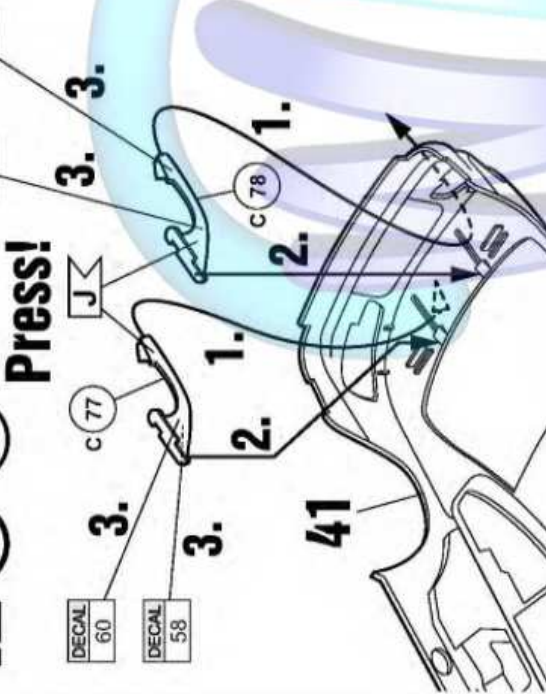
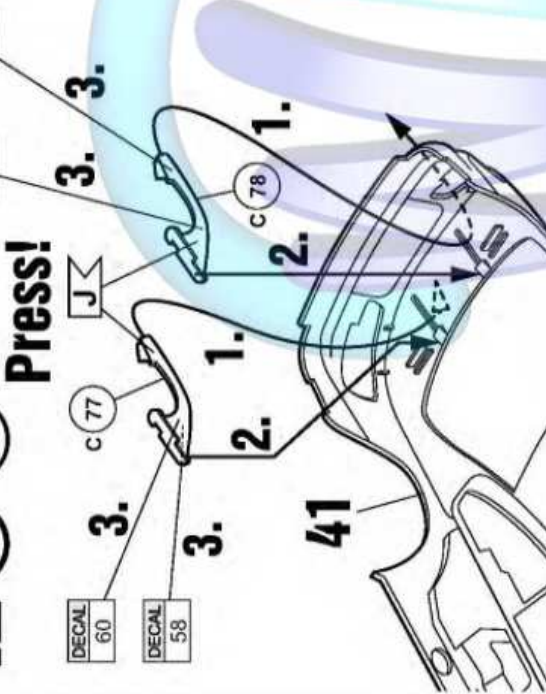
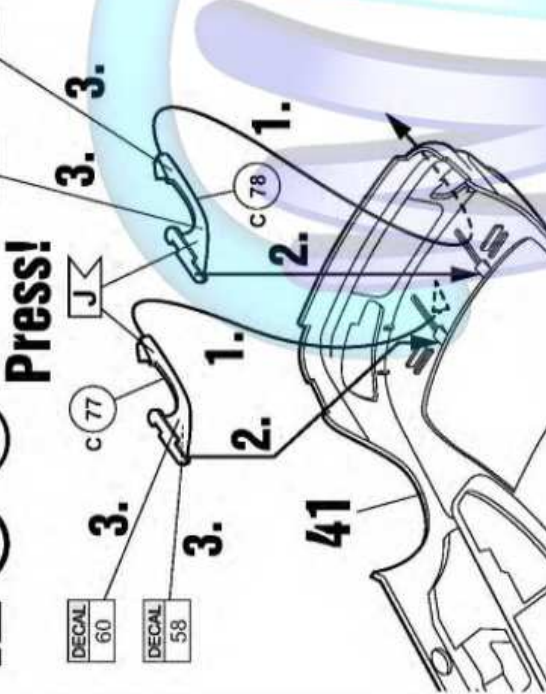
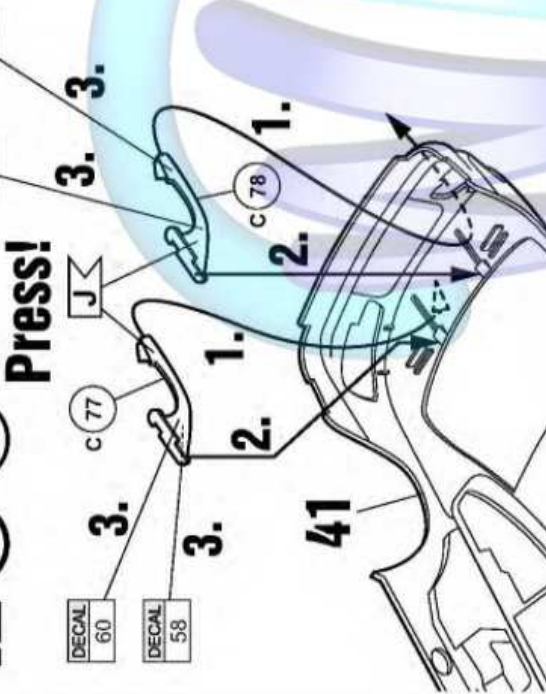
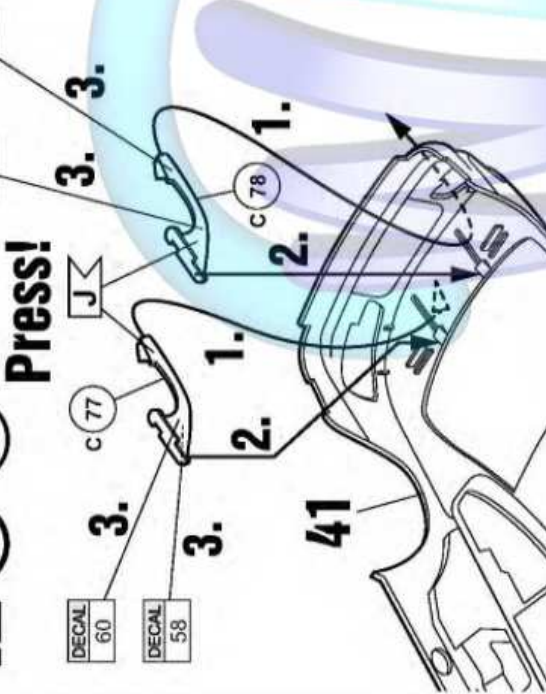
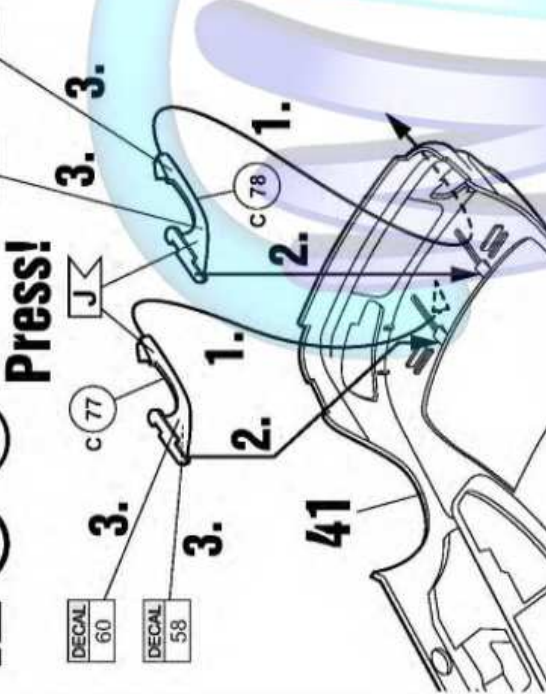
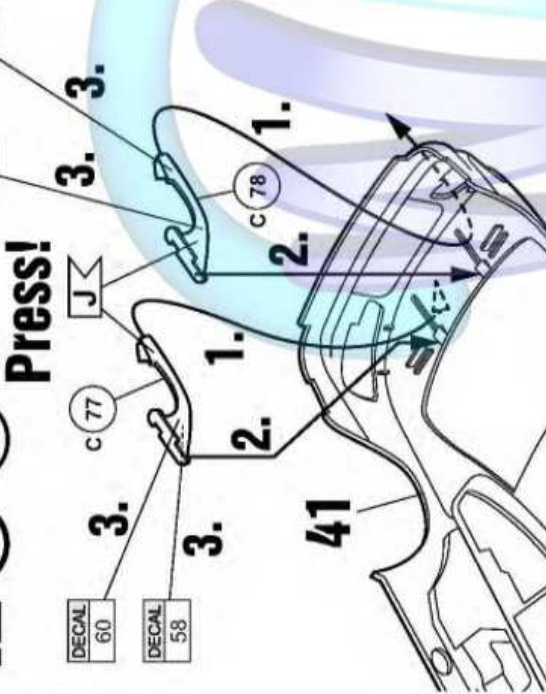
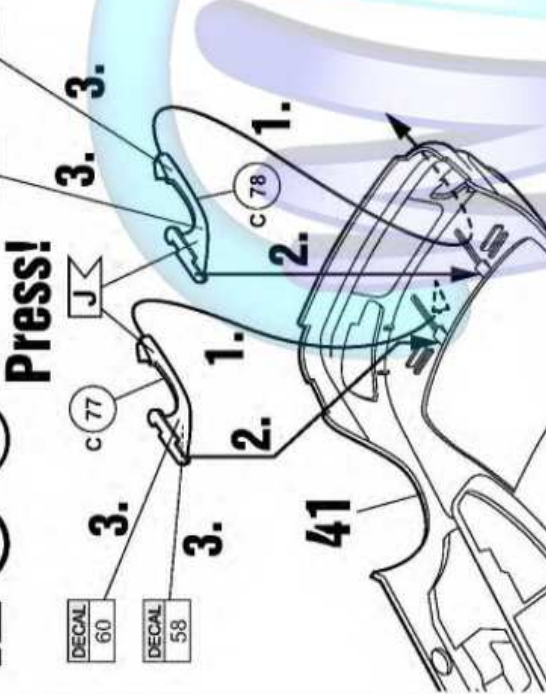
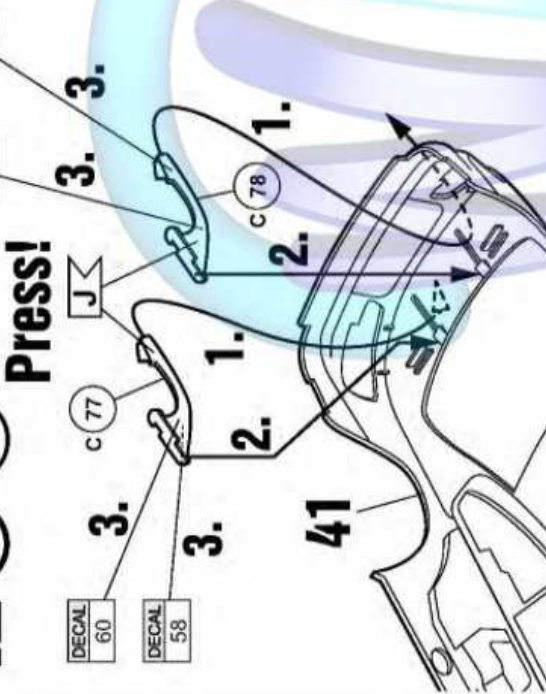
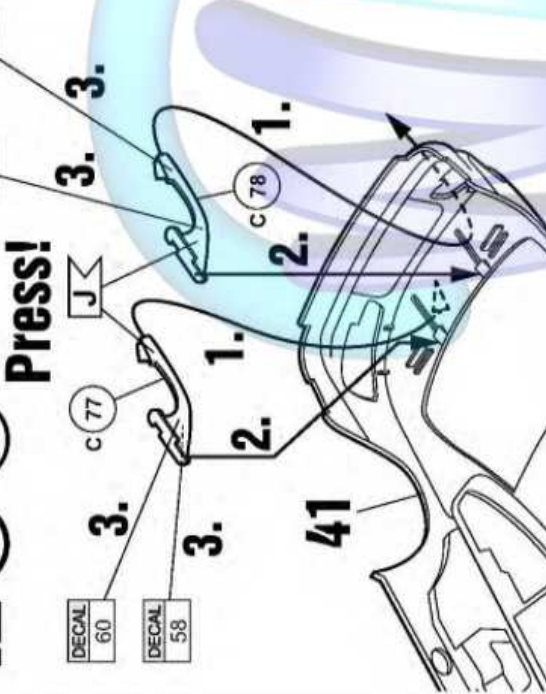
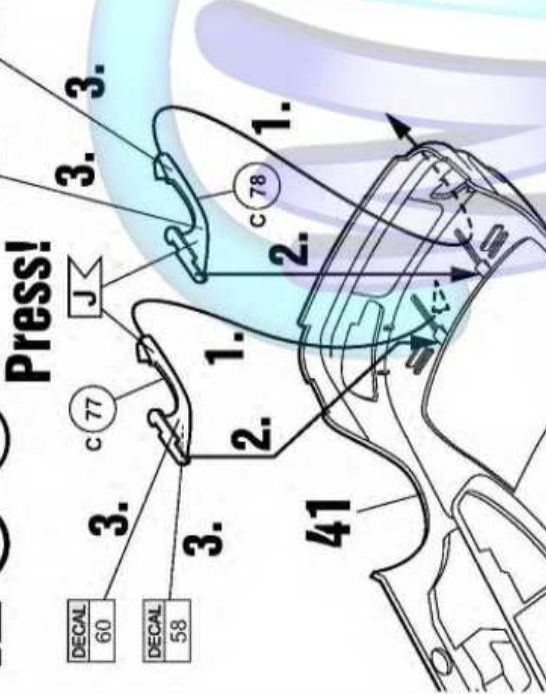
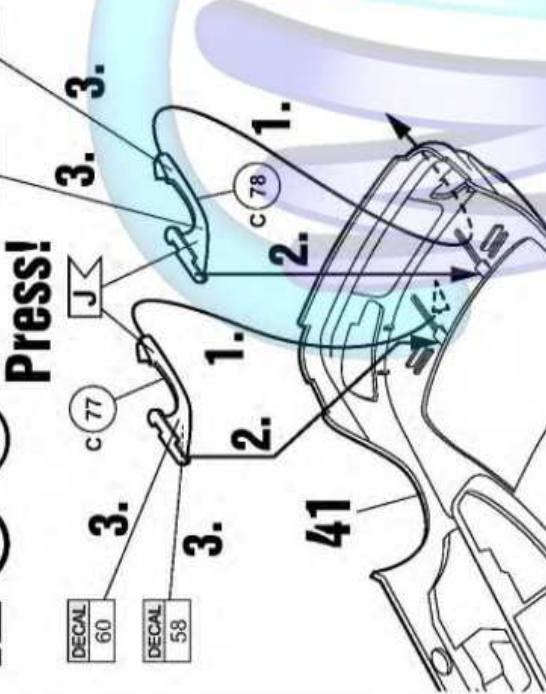
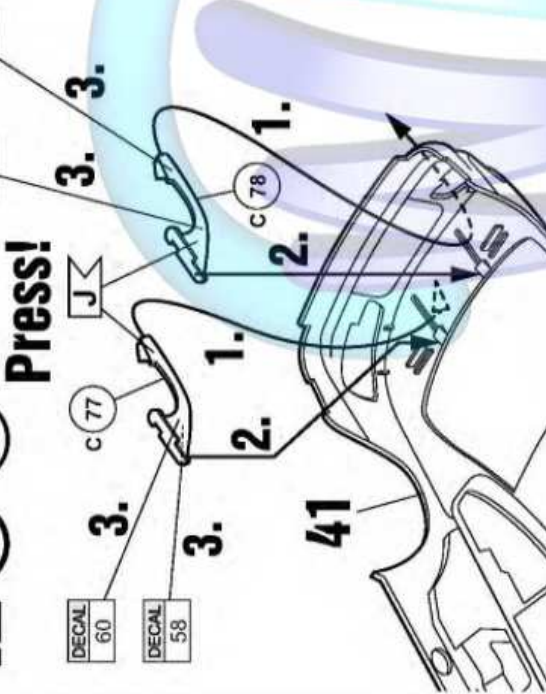
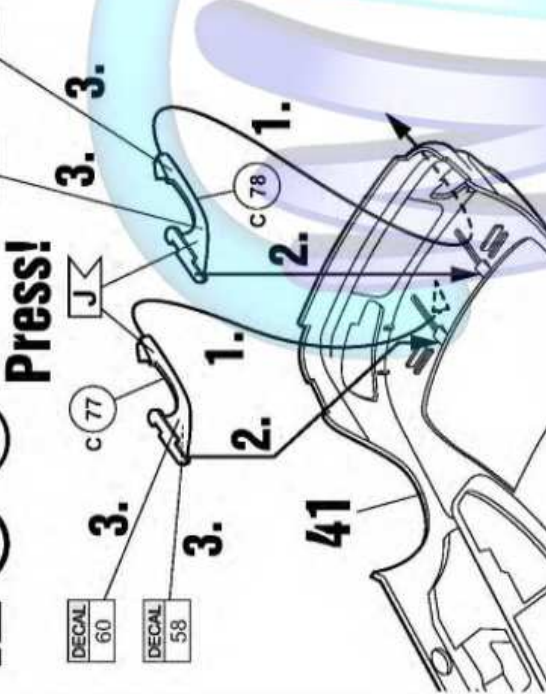
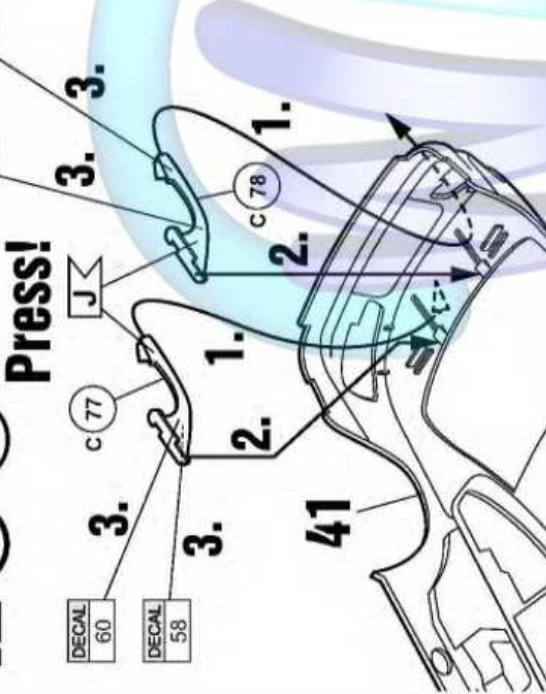
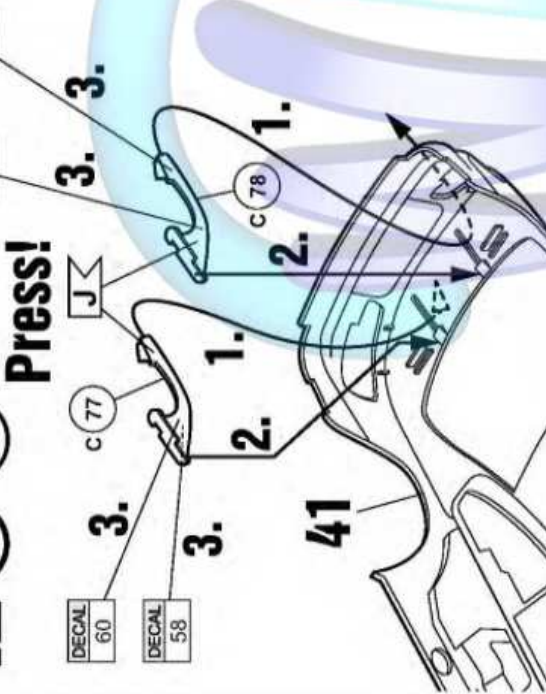
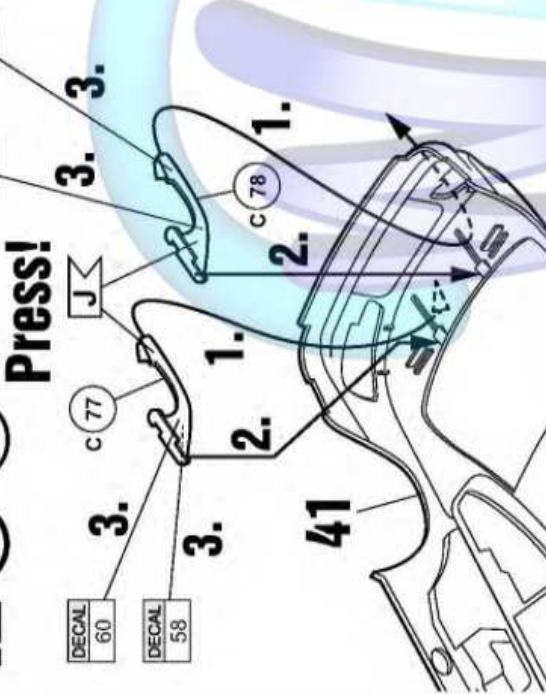
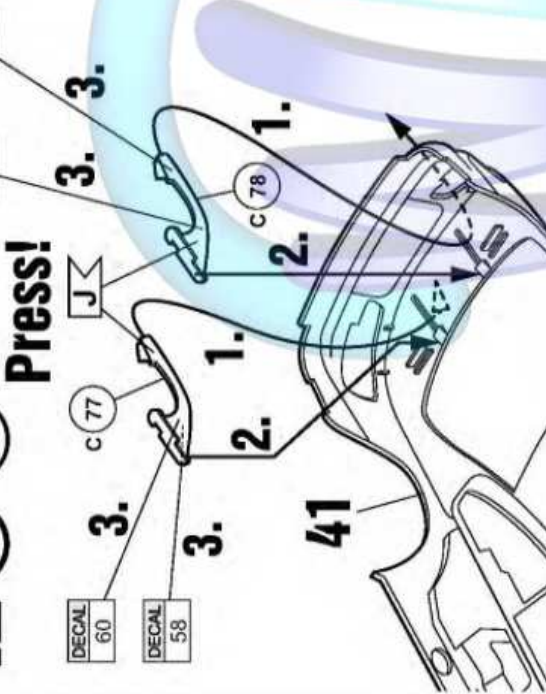
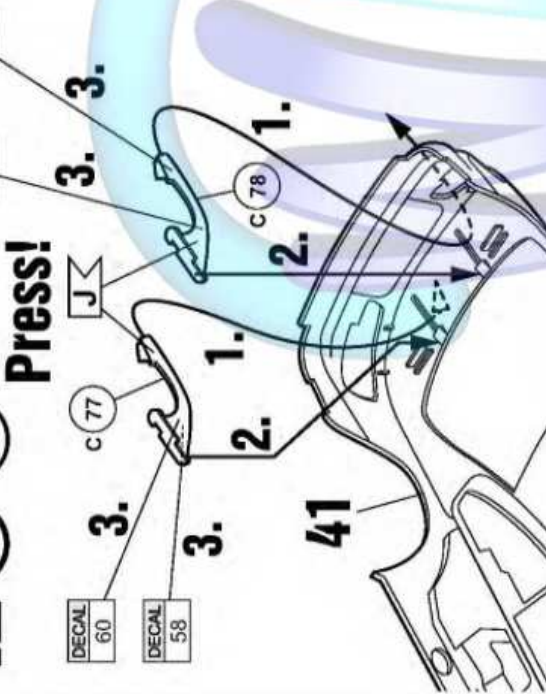
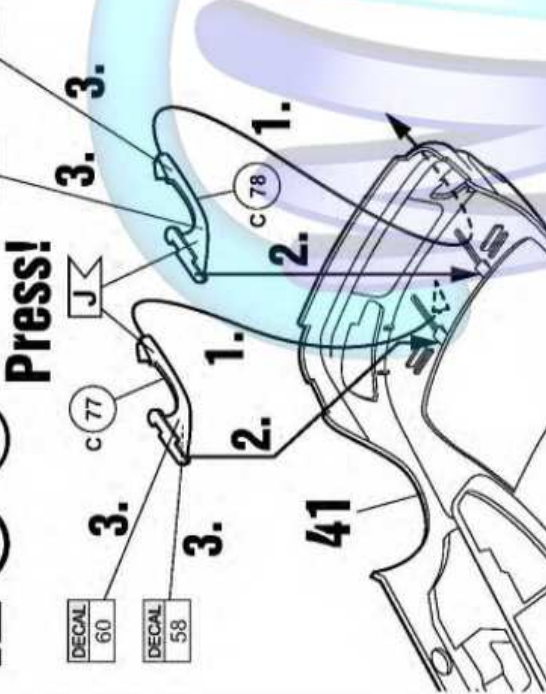
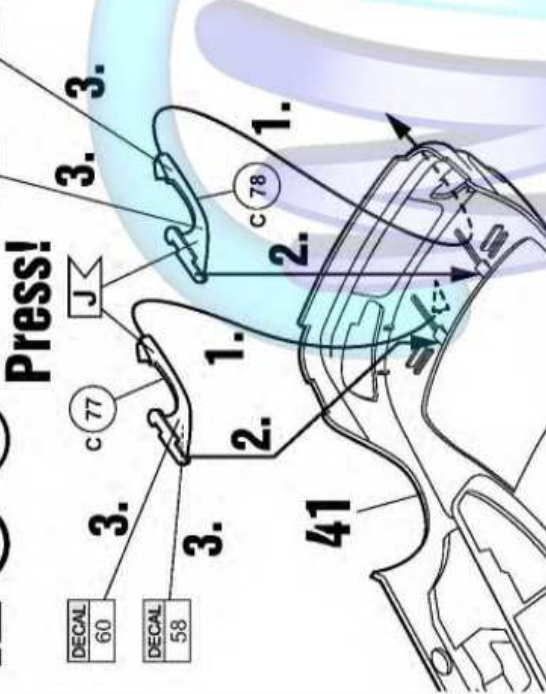
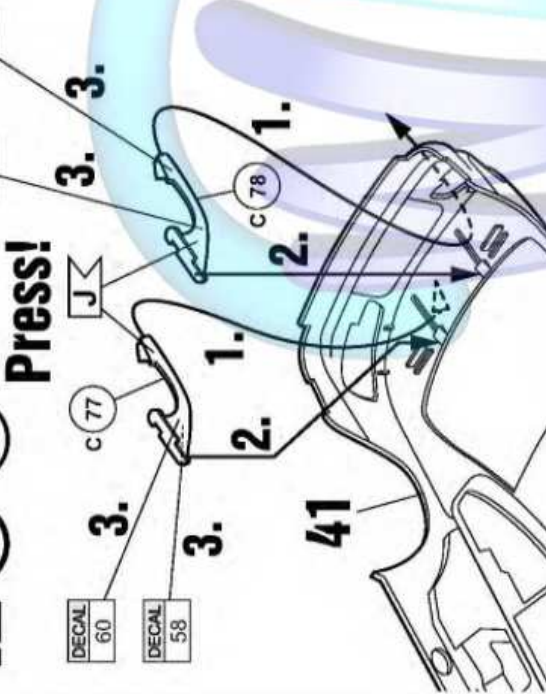
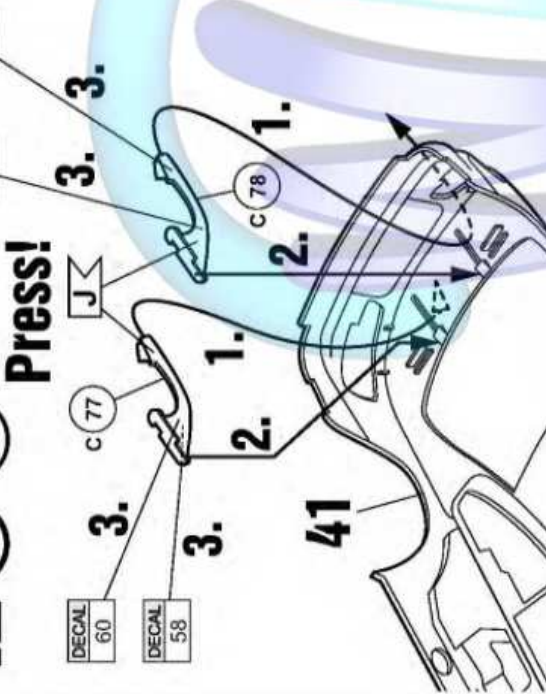
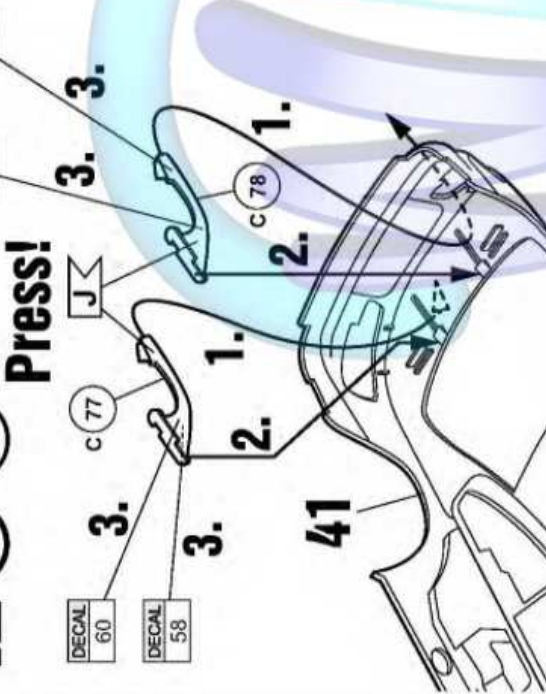
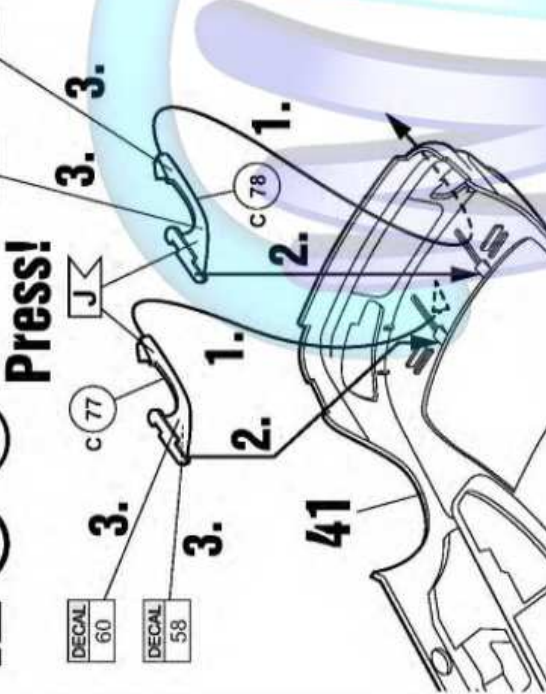
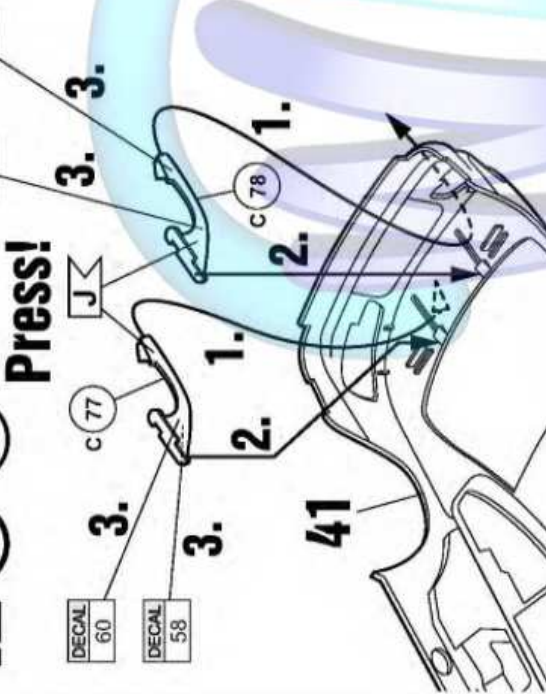
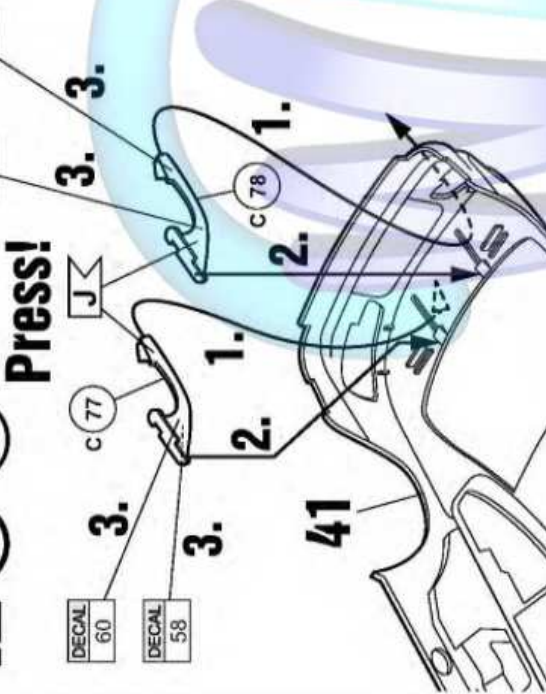
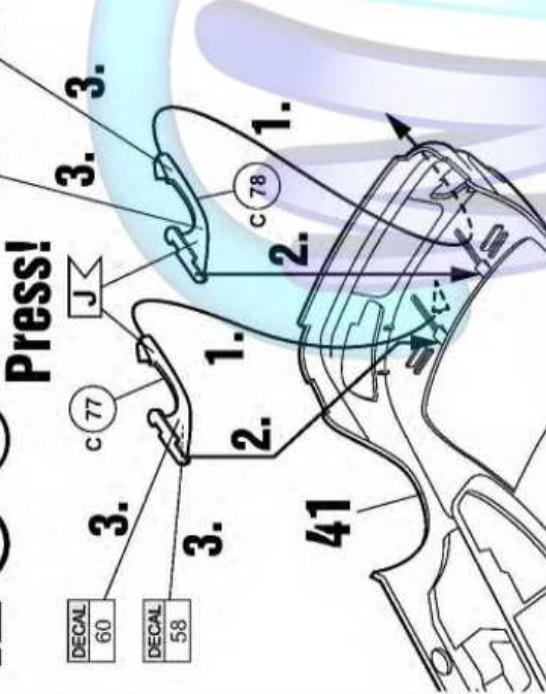
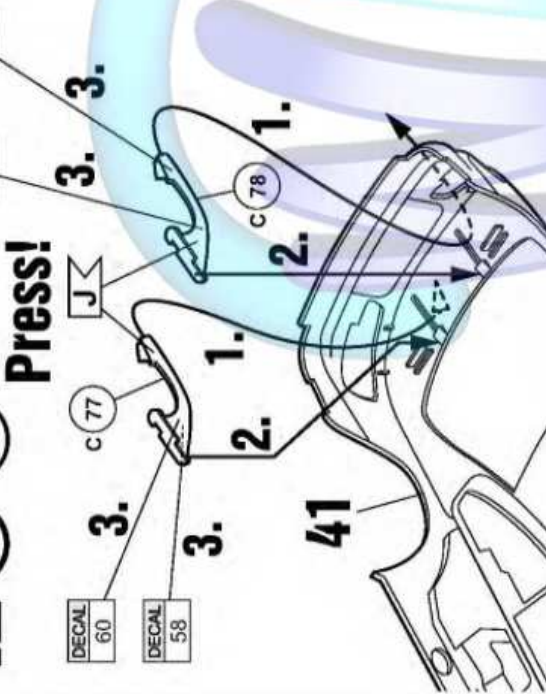
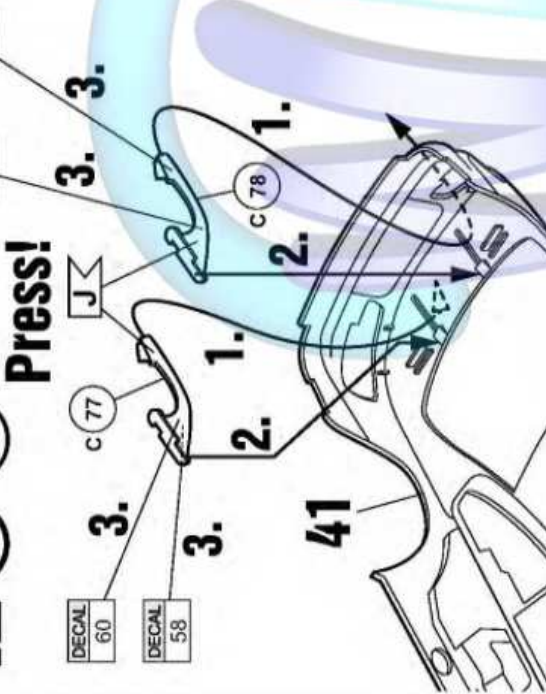
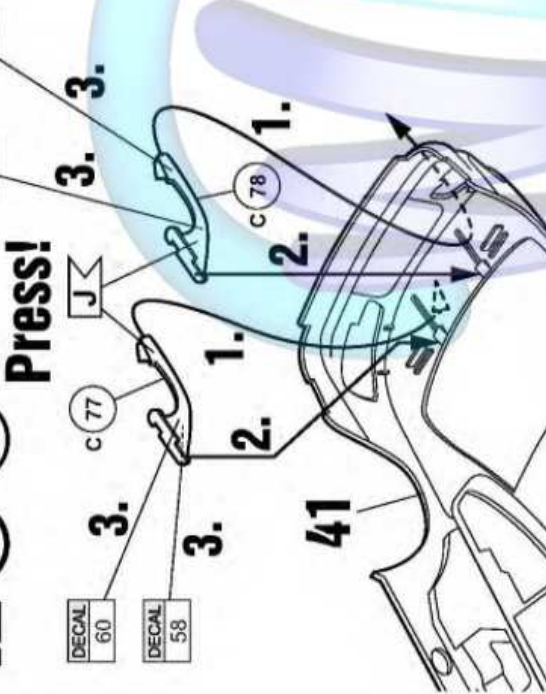
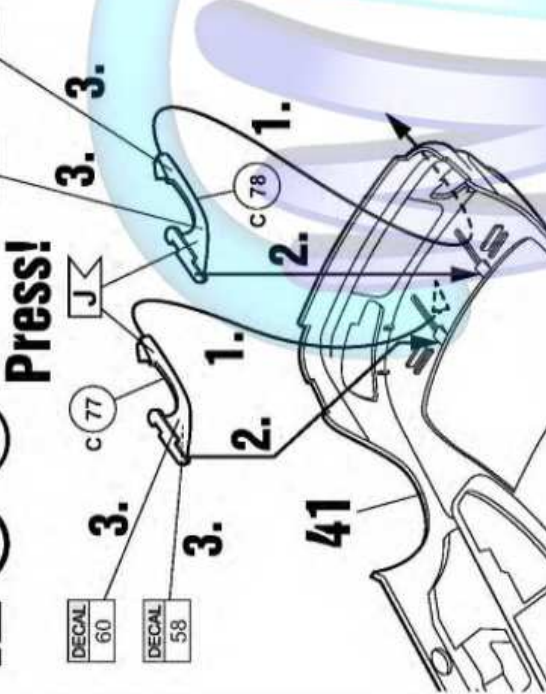
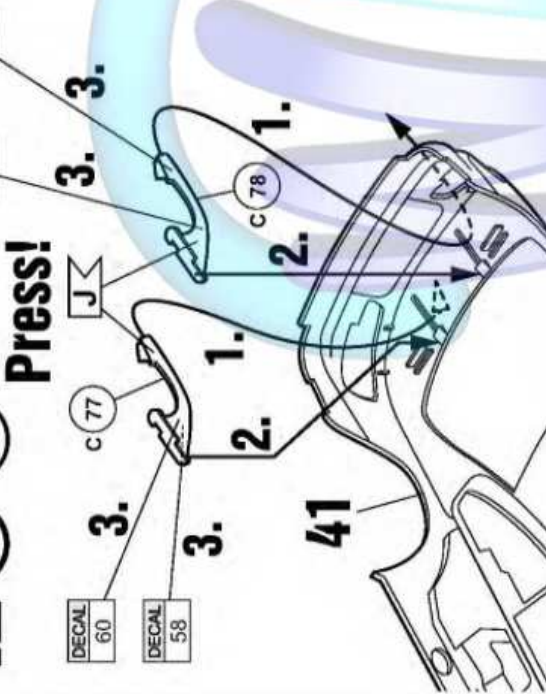
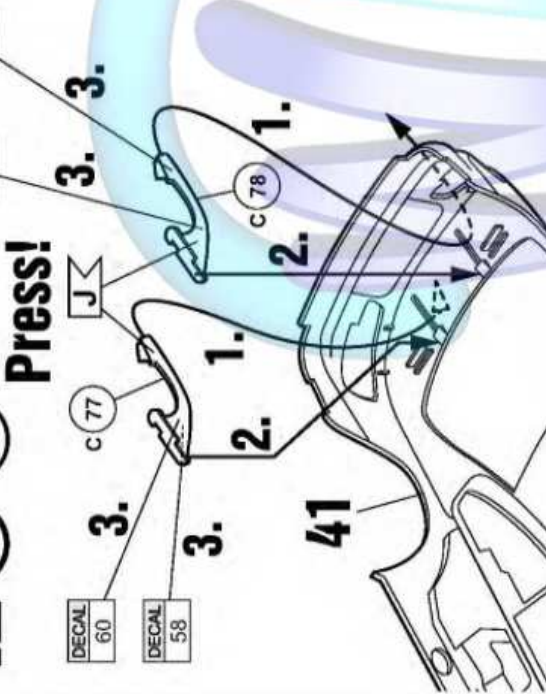
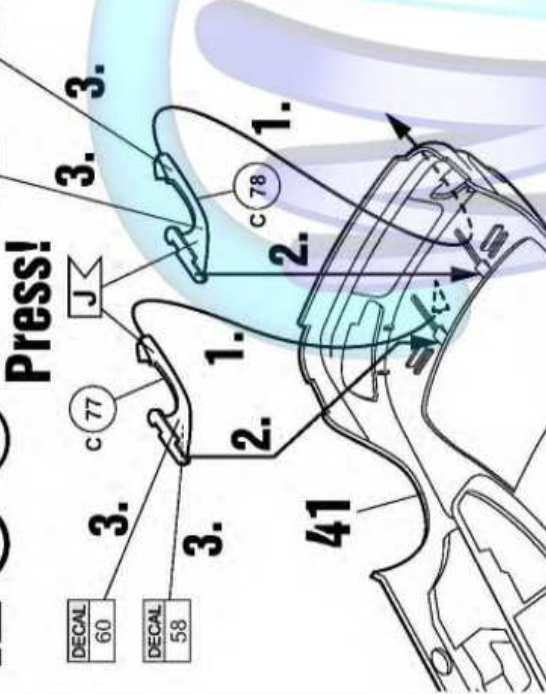
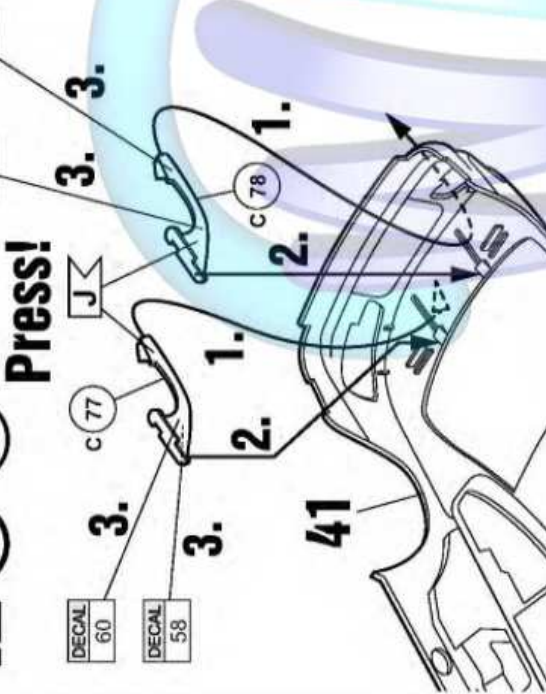
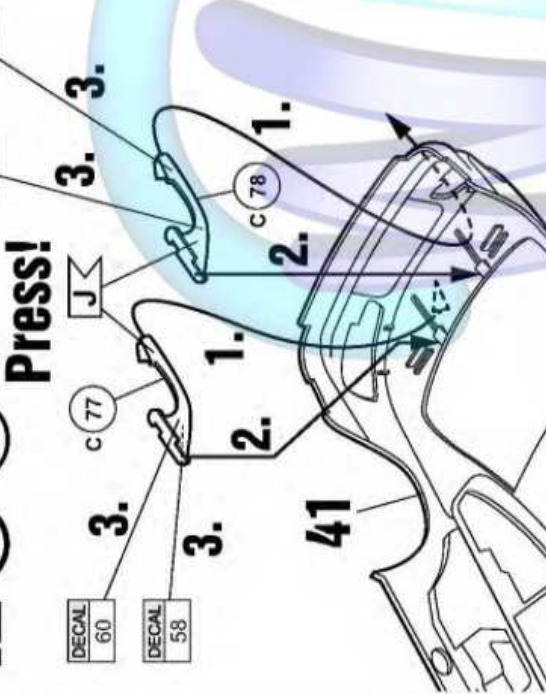
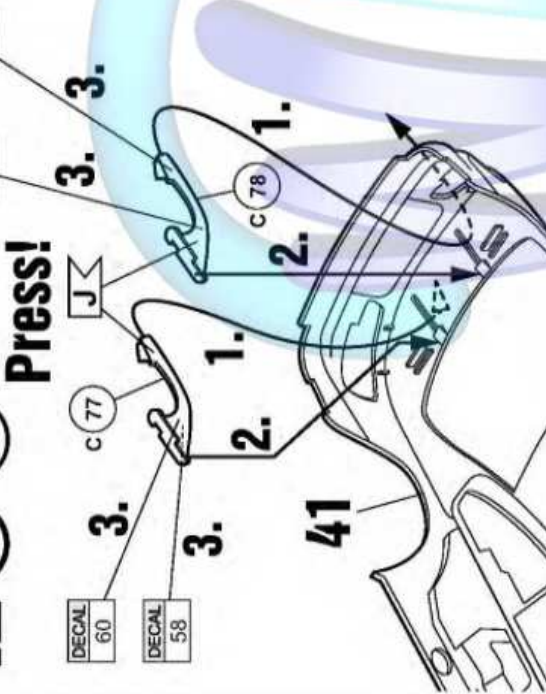
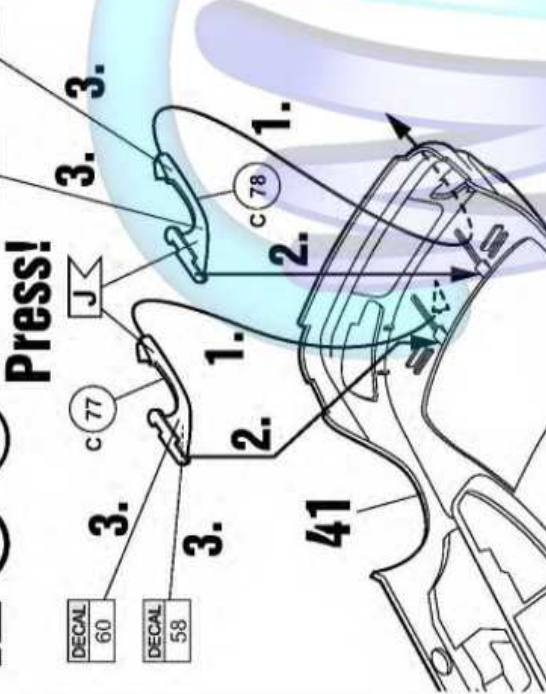
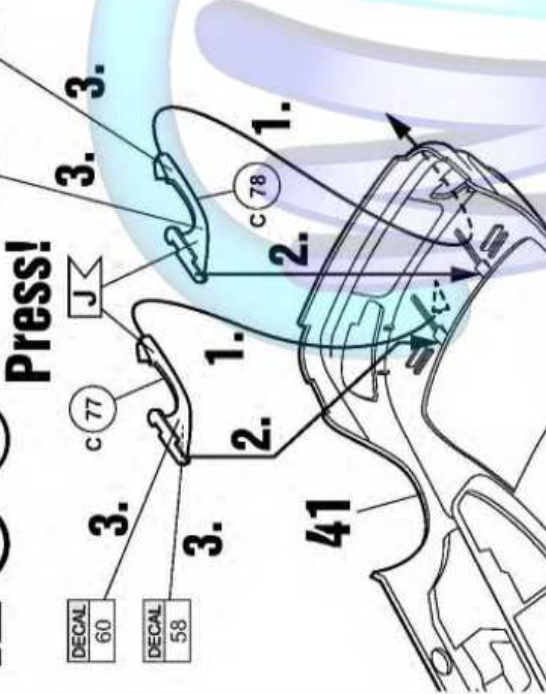
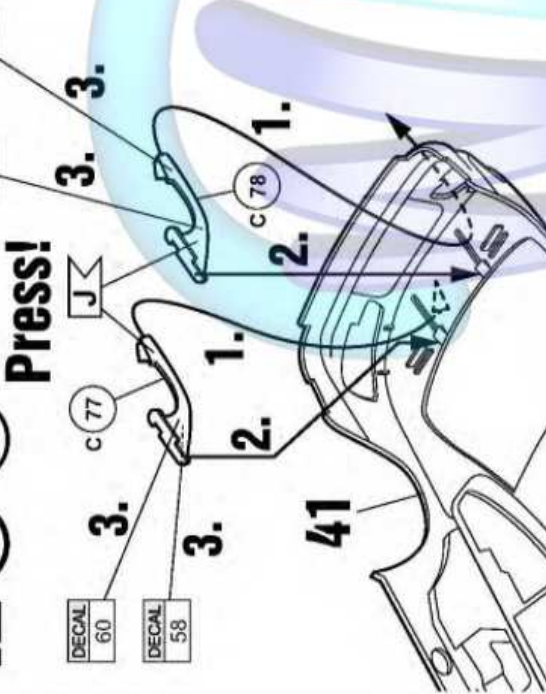
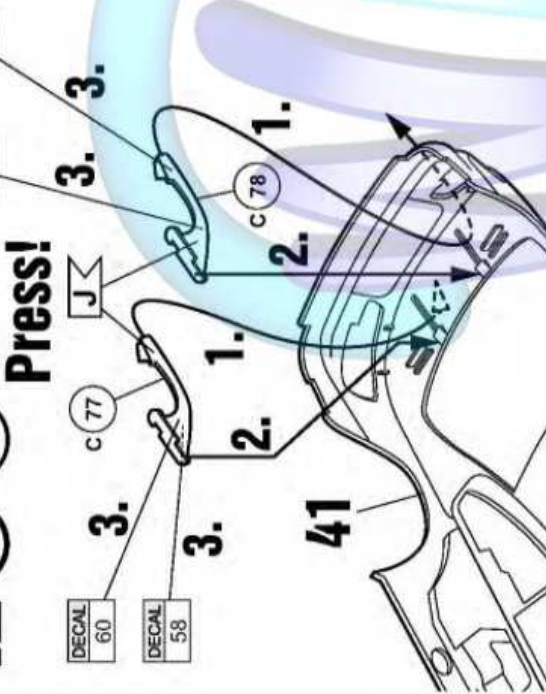
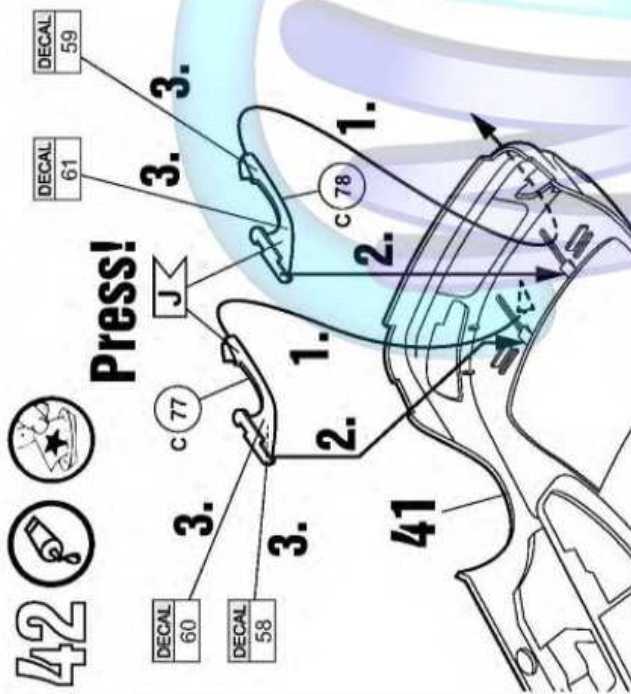
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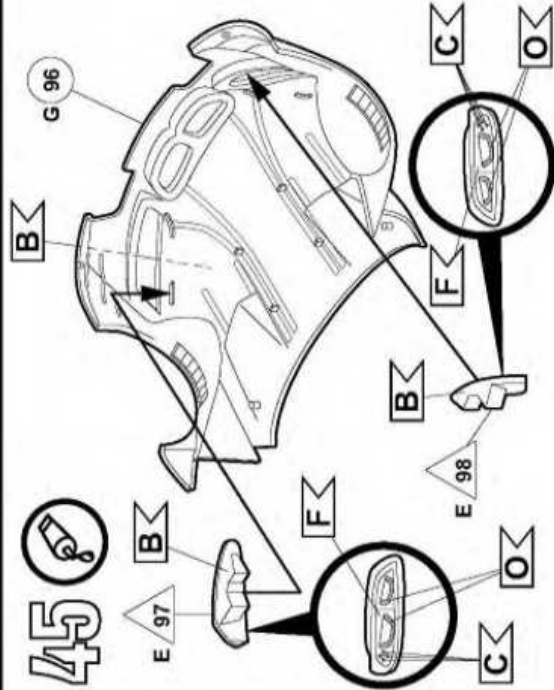
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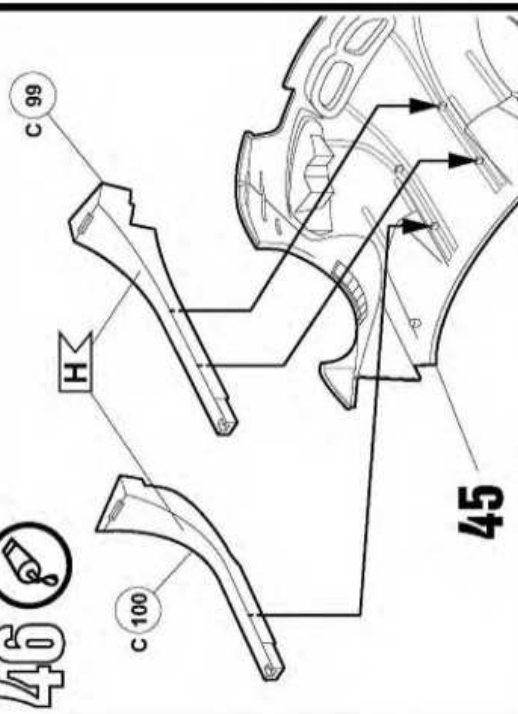
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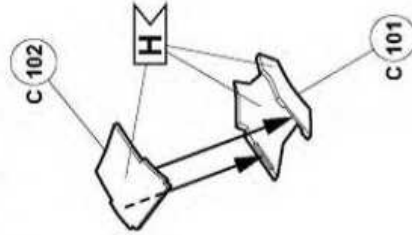
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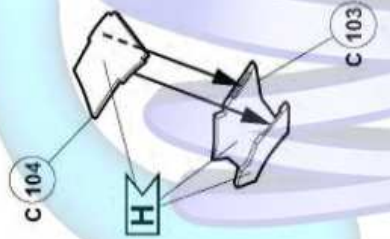
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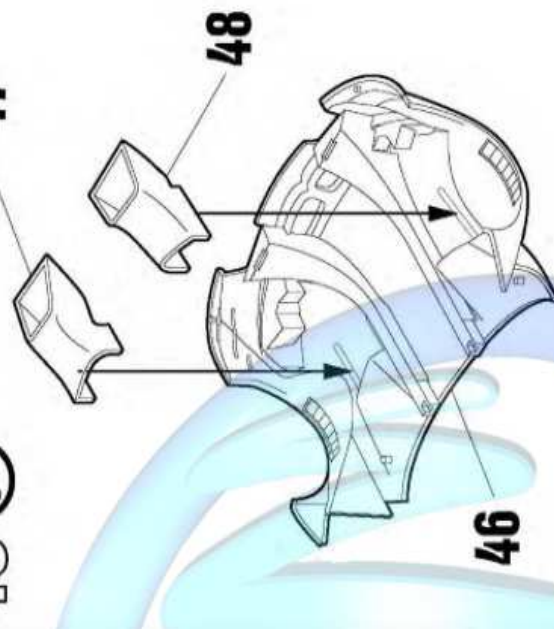
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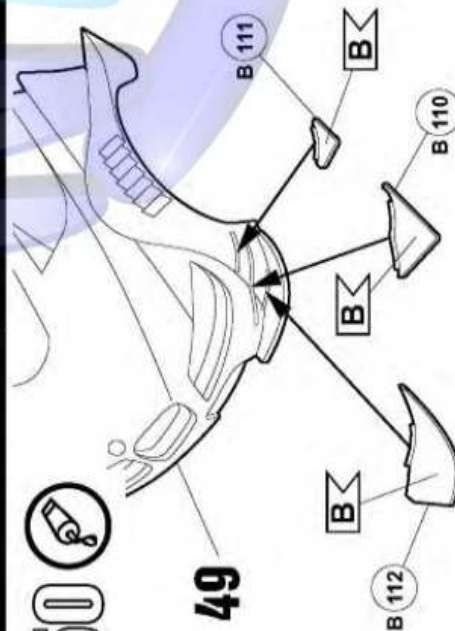
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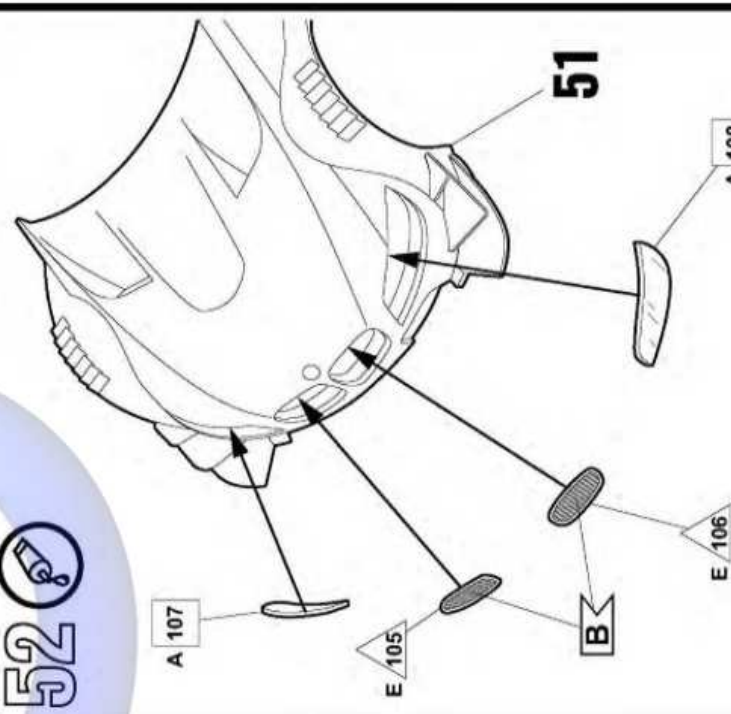
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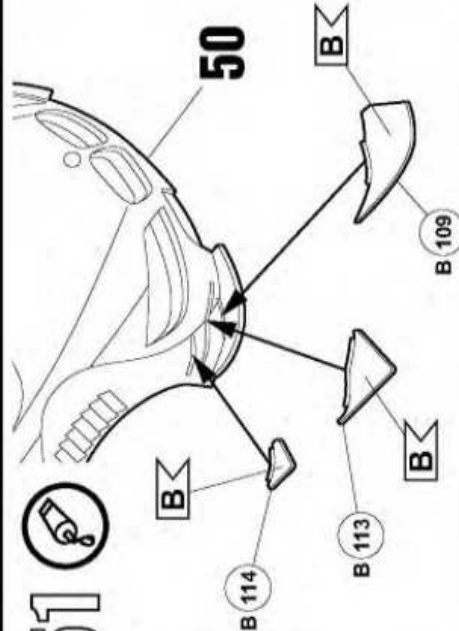
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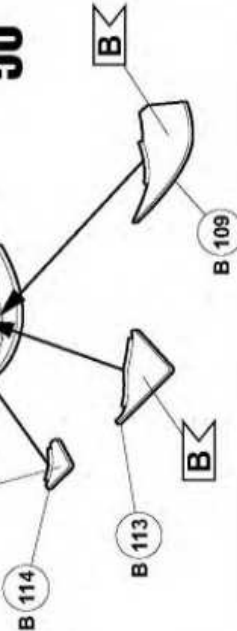
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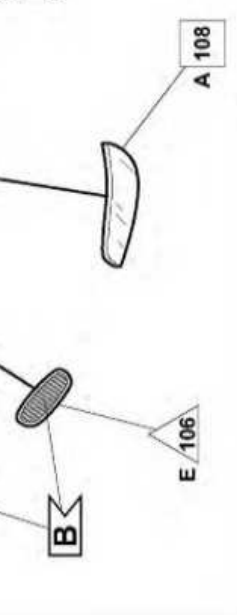
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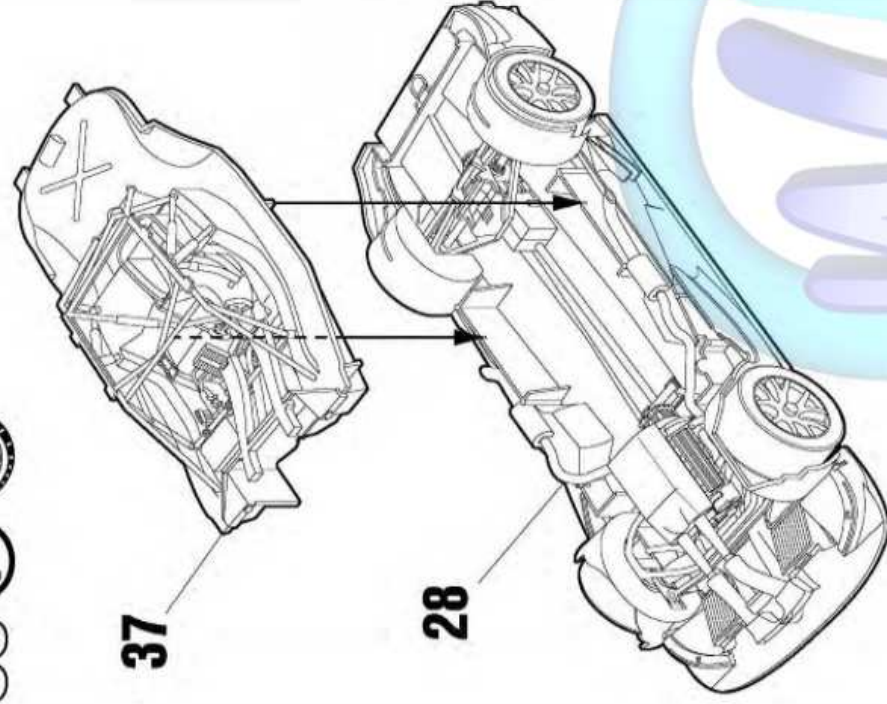


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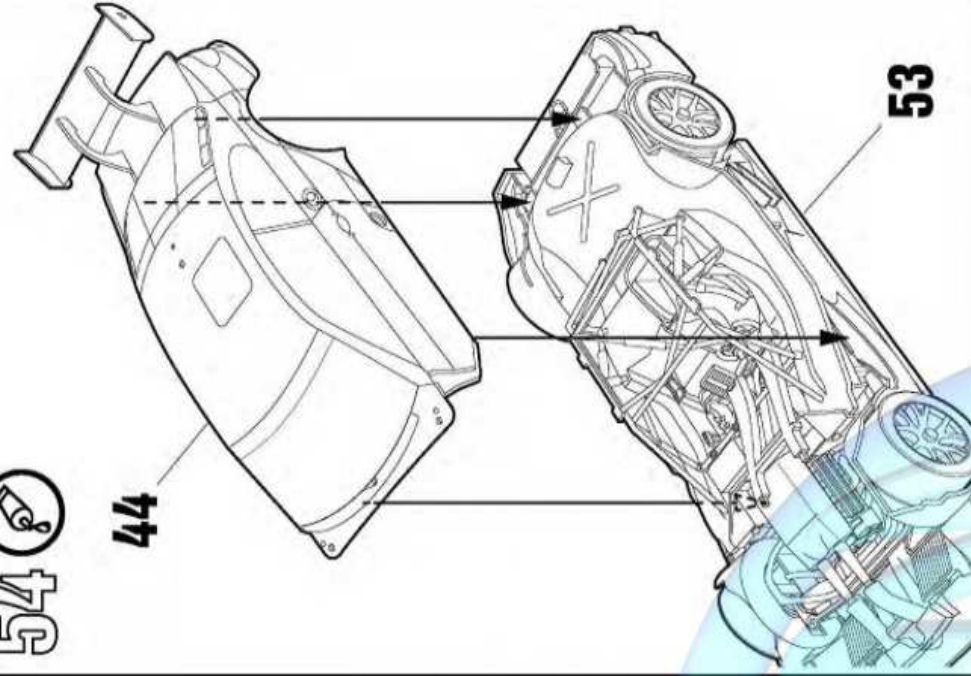


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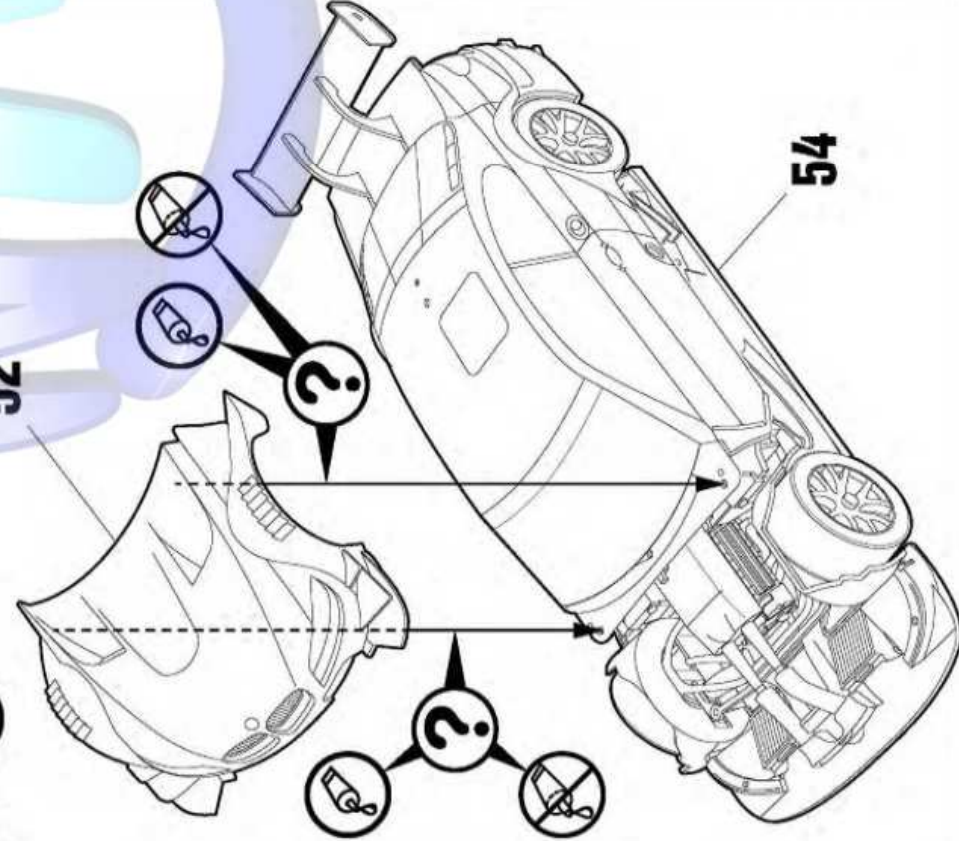
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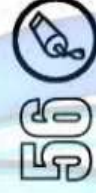


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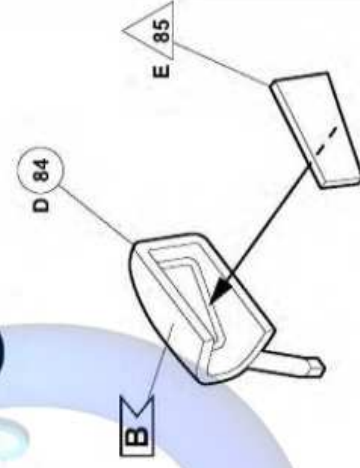
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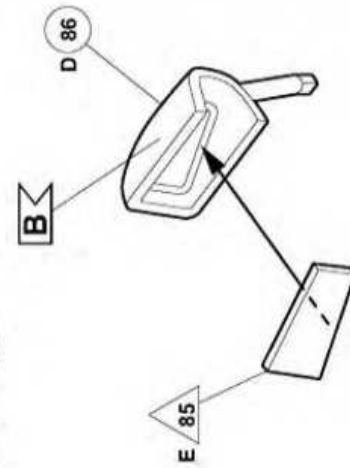
B

D 84

E 85



57



B

D 86

E 85

