



Media Information
BMW M Motorsport
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Presentation of the BMW M4 GT3 EVO at the Nürburgring: BMW M Motorsport makes the successful model even better.

- The BMW M4 GT3 EVO, which will be in race action from 2025, celebrates its premiere ahead of the 24 Hours at the Nürburgring.
- Focus on drivability, efficiency, and reliability improvements.
- There will also be an EVO version of the BMW M4 GT4 available from 2025.
- Video for editorial use: Jens Klingmann explains the updates to the BMW M4 GT3 EVO: https://b.mw/M4_GT3_EVO.

Nürburgring. BMW M Motorsport engineers have been working intensively to make their flagship in GT racing, the BMW M4 GT3, even better. The result of this work is the EVO version of the car, which was presented on Wednesday evening before the 24 Hours at the Nürburgring (GER) in the M Showroom at the ring°boulevard. The BMW M4 GT3 EVO will be in race action from the 2025 season. The same applies to the BMW M4 GT4, which will also have an EVO version available from next season.

Video for editorial use: Jens Klingmann explains the updates to the BMW M4 GT3 EVO: https://b.mw/M4_GT3_EVO.

The key to optimising the BMW M4 GT3 for the BMW M Motorsport engineers was the intensive dialogue with teams and drivers, because only when you know what customers need to be able to optimally drive a GT car can you tailor it perfectly to their needs. Thus, the focus with the BMW M4 GT3 EVO was not necessarily on pure performance but on areas such as drivability, efficiency, and reliability. The test work was primarily undertaken by BMW M works drivers Jens Klingmann (GER), Bruno Spengler (CAN), and Augusto Farfus (BRA). The price of the car is 578,000 euros net.

Details on the EVO package of the BMW M4 GT3.



From the outside, changes to the chassis are noticeable on the BMW M4 GT3 EVO, which is no longer traditionally painted but is coated with a significantly lighter cathodic dip coating. Smaller aero mirrors, larger air outlets on the front wheel arches, and an altered adjustment range of the rear wing provide more aerodynamic efficiency.

New anti-roll bars on the front and rear axles, larger rear brake discs, and a much finer and easier-to-adjust differential ensure less tyre and brake wear and thus better and more consistent drivability. The headlights at the front and rear in LCI design are also new.

The “Inception” design by BMW Group Designworks integrates the themes of digitality and dimensionality into a bold, high-contrast mosaic. From multiple perspectives the iconic M colours appear in the same sequence they occur in the M logo: light blue on the left, dark blue in the middle, and red on the right, but now in three extruded, pixel-like dimensions. This approach sets up an asymmetrical overall layout for the car which also integrates a non-reflective matte black portion ahead of the driver to assist their forward focus. For the BMW M4 GT3 EVO, for dark areas of the livery the foil has been omitted to allow the authentic carbon fibre construction to show through, and save weight at the same time.

Comments:

Andreas Roos (Head of BMW M Motorsport): “The BMW M4 GT3 has achieved more than 70 victories and countless major successes since its introduction. I particularly remember the DTM titles in 2022, the victory at the 24h Spa-Francorchamps in 2023, and the title wins in the North American IMSA series. I am convinced that the EVO model of the BMW M4 GT3, as well as that of the BMW M4 GT4, will contribute to playing in the first league of GT racing in the coming years and celebrating many more great victories. I thank everyone involved in the development of the cars.”

Björn Lellmann (Head of Customer Racing at BMW M Motorsport): “Our engineers have listened very carefully to the feedback from our customers during the development of the EVO cars. The result, in our view, are models that make it even more possible to be consistently close to the limit without taking



too much risk, exactly what drivers of all classes need to be fast. Our goal is to win the very big races with our BMW M4 GT3 EVO and at the same time provide every BMW M Motorsport customer with a package that offers maximum chances of success."

Jens Klingmann (BMW M works driver): "It is always an honour to play an important role in the development of a race car. Thank you to BMW M Motorsport for the trust! We have not made one big improvement to the BMW M4 GT3, but have turned many smaller screws, which will especially improve drivability on a long run. Our conviction is that several small steps also make a big step. The car is already very strong, but I am sure that we could make it even better in its EVO version. The more gentle handling of the tyres and brakes will especially help a lot at the end of a stint in the race."

Technical data of the BMW M4 GT3 EVO:

Dimensions:

Length	5,020mm (incl. splitter and rear wing)
Width	2,040mm
Height	1,310mm (variable)
Wheelbase	2,917mm
Wheel size	12,5 x 18 inch front; 13 x 18 inch rear

Technical data:

Engine	P58 3,0l straight six M TwinPower Turbo
Capacity	2.993cm ³
Output	up to 590 hp
Transmission	X-Trac 6-speed gearbox
Brakes	390mm disc & 6-piston calipers front; 380mm disc & 4-piston calipers rear
Clutch	Electro-hydraulic

Previous successes of the BMW M4 GT3:

- DTM Drivers and Team title 2022
- IMSA GTD Sprint Cup title 2022



- Overall victory 24h Spa-Francorchamps 2023
- IMSA GTD Overall and Sprint Cup titles 2023
- NLS Speed Trophy title 2023
- Asian Le Mans Series GT title 2023
- Overall victory 24h Dubai 2023
- Overall victory Indianapolis 8 Hour 2023
- Overall victory Kyalami 9 Hour 2023
- 2nd place 24h Nürburgring 2023
- 2nd place Overall GT World Challenge Europe 2023
- Drivers title British GT Championship 2023
- Drivers title Italian GT Sprint Cup 2023
- FIA WEC LMGTE3 victory in Imola 2024
- Four victories in five season races of the GT World Challenge Europe 2024

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