



# FIA WORLD ENDURANCE CHAMPIONSHIP 2024.

BMW M MOTORSPORT MEDIA GUIDE.

**BMW M Motorsport**



# STATEMENTS.



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**Franciscus van Meel,**  
CEO of BMW M GmbH

"I sampled and marvelled at the extraordinary flair of the 24 Hours of Le Mans during my first term as CEO of BMW M so I am very excited to be challenging for overall victory as BMW M Motorsport again at this classic and in the whole World Endurance Championship for the first time for decades. The BMW M Hybrid V8 represents a turning point towards electrification for BMW M. The FIA WEC, which takes place all over the world, and the IMSA series in North America are the perfect platforms, on which to use our prototype to show how exciting electrified BMW M cars will be in the future."

"The successes and extensive experience make the BMW M Team WRT the ideal partner for our return to the FIA WEC and Le Mans. They are among the best teams globally in both the prototype and GT3 segments. For sporting and logistical reasons, Vincent Vosse's team was the logical choice to field both the BMW M Hybrid V8 and the BMW M4 GT3. We compete in the 2024 season with a very strong selection from our high-class works driver squad both in the Hypercar and LMGT3 class. I congratulate Vincent Vosse and his colleagues for securing excellent amateur drivers to complete the BMW M4 GT3 line-ups. The first races have shown that with these crews, we are able to play a leading role in this category."



**Andreas Roos,**  
Head of  
BMW M Motorsport

# BMW M MOTORSPORT IN THE FIA WEC.



BMW V12 LMR, 24h Le Mans 1999

BMW M Motorsport returns to the grand stage of the FIA World Endurance Championship in the 2024 season, and thus to the legendary 24 Hours of Le Mans, with not just one but two cars. With the BMW M Hybrid V8, the BMW M Team WRT competes in the Hypercar class for overall victories. With the BMW M4 GT3, the team led by Vincent Vosse attacks in the new LMGT3 category.

It has been exactly 25 years since BMW M Motorsport last won at Le Mans with a prototype – the BMW V12 LMR. In 1999, Yannick Dalmas, Pierluigi Martini, and Joachim Winkelhock triumphed. Now, six BMW M works drivers in two cars will compete to continue this glorious history. Like the winning car from 1999, one of the two BMW M Hybrid V8s will carry the starting number 15. The sister car will make art history at Le Mans. The #20 BMW M Hybrid V8 will join the ranks as the 20<sup>th</sup> BMW Art Car in a series of legendary race cars. The artist Julie Mehretu will ascend with her design into the ranks of famous predecessors such as Roy Lichtenstein, Andy Warhol, or Jeff Koons.



The competition in the Hypercar class of the FIA WEC is as exciting and attractive as never before. 19 cars from nine manufacturers ensure a highly competitive starting field. In eight races across five continents, many of the most famous and successful car manufacturers compete at the highest level. The BMW M Hybrid V8 also accumulates racing miles in the North American IMSA WeatherTech SportsCar Championship. There, the car already achieved one victory and four additional podium places in the 2023 season.

In the newly created LMGT3 category, the nine-time motorbike world champion Valentino Rossi makes his debut in the FIA WEC in the #46 BMW M4 GT3. A total of 18 GT3 cars from nine manufacturers are registered for the 2024 season. The regulations prescribe a mix of professional and amateur drivers in this class. Thus, in the two BMW M4 GT3s, one driver from each of the FIA categories Platinum, Silver, and Bronze will be used. Team WRT celebrated early success with a 1-2 victory at the 6 Hours of Imola.

## 2024 RACE CALENDAR.

Location	Event	Date
Qatar	Qatar 1812 km	2 <sup>nd</sup> March 2024
Italy	6 Hours of Imola	21 <sup>st</sup> April 2024
Belgium	6 Hours of Spa-Francorchamps	11 <sup>th</sup> May 2024
France	24 Hours of Le Mans	15 <sup>th</sup> /16 <sup>th</sup> June 2024
Brazil	6 Hours of São Paulo	14 <sup>th</sup> July 2024
USA	Lone Star Le Mans (COTA)	1 <sup>st</sup> September 2024
Japan	6 Hours of Fuji	15 <sup>th</sup> September 2024
Bahrain	8 Hours of Bahrain	2 <sup>nd</sup> November 2024

# BMW M TEAM WRT.



Team WRT was founded in 2009 and has won all the major endurance races and a host of prestigious titles in recent years. These include the FIA WEC overall standings and the 24 Hours of Le Mans in the LMP2 class, the team and drivers' titles in the European Le Mans Series, overall wins in the 24-hour races at Spa-Francorchamps, the Nürburgring and Dubai, as well as numerous title wins in the GT World Challenge Europe and the race series that preceded it. The team was created following the initiative of former racing driver Vincent Vosse and entrepreneur Yves Weerts. Today the team is run by the Co-CEO team Kathleen Schurmans and Vincent Vosse.

In the 2023 season, BMW M Motorsport and Team WRT joined forces. As BMW M Team WRT, the Belgian squad got used to the new BMW M4 GT3 very quickly and celebrated victories at the 24H Dubai, in the Intercontinental GT Challenge as well as in the Fanatec GT World Challenge Europe powered by AWS.

"What a privilege for us as a team to be able to enter both two BMW M Hybrid V8 and two BMW M4 GT3 cars for BMW M Motorsport in the FIA WEC! Although we have two separate crews for the two projects, it will still be a big challenge for WRT. But we love challenges!"



**Vincent Vosse,**  
Co-CEO and Team Principal  
BMW M Team WRT

# HYPERCAR CLASS.



# BMW M HYBRID V8.

## CAR SPECIFICATIONS.



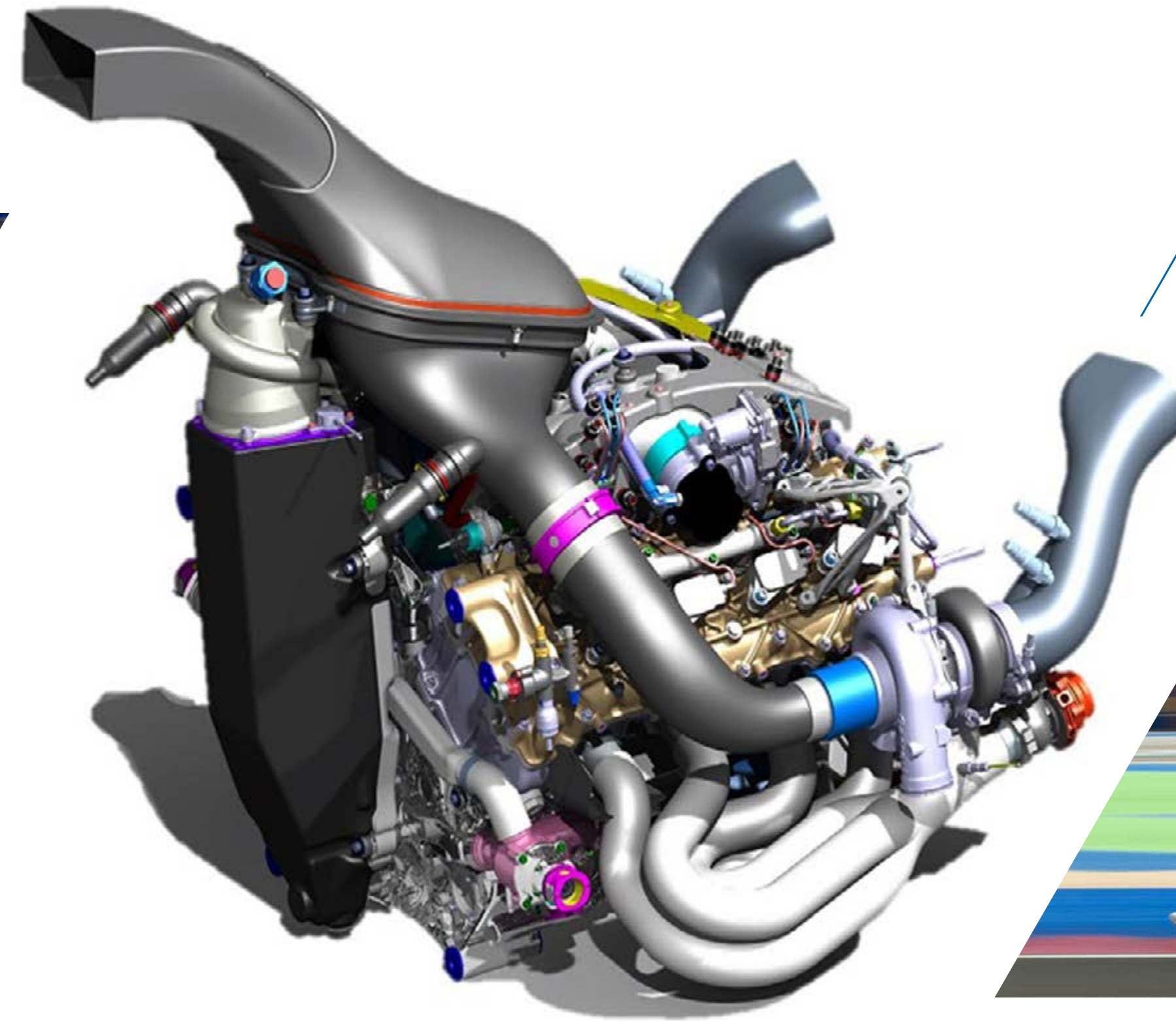
### Dimensions

Length	4,991 mm
Width	1,994 mm
Height	Approx. 1,200 mm
Minimum weight	1,030 kg (without driver)

Chassis	CFRP monocoque with integrated fuel cell and high voltage battery compartment; CFRP crash elements at the front and rear
Front/Rear axle	Double wishbone axle with pushrod and fully adjustable shock absorbers; 3 <sup>rd</sup> element front and rear for ride height control, torsional suspension springs at the front and coil springs at the rear axle
Brakes	Hydraulic dual-circuit braking system with brake by wire system for rear axle; monoblock light alloy brake callipers; internally ventilated carbon fibre brake disks front and rear
Wheels	Aluminium forged wheels; 18" x 12.5" front, 18" x 14" rear
Tyres	Michelin; front: 29/71-18, rear: 34/71-18

# BMW M HYBRID V8.

## THE P66/3 ENGINE.



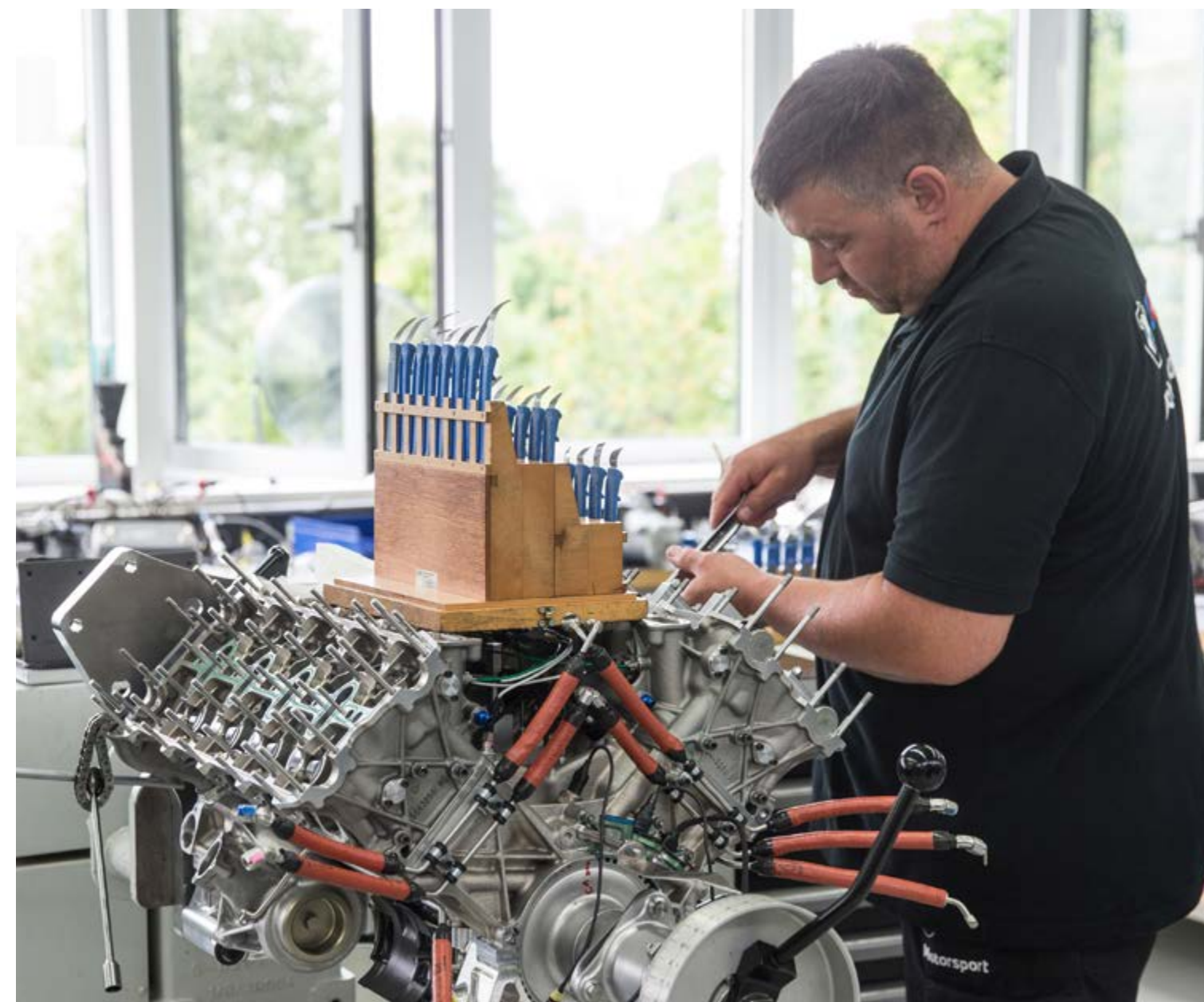
The BMW M Hybrid V8 is powered by the P66/3 eight-cylinder turbo engine with supplementary electric drive. The combustion engine is based on the DTM unit used in the BMW M4 DTM in 2017 and 2018. During two phases of reconstruction, it underwent comprehensive adjustments to meet the stringent requirements of the LMDh hybrid drive system. Ulrich Schulz, Head of Drivetrain Design at BMW M Motorsport, and his group had initiated an evaluation to determine which race engine would be best suited for conversion into a high-performance hybrid drive system, even before the BMW Group Board

of Management had given the green light to the BMW M Motorsport entry in the LMDh category in June 2021. Time constraints and the need to consider sustainability aspects that are playing an ever more critical role in motor racing, as well as the automobile industry in general, meant that returning to the drawing board to design a completely new engine and building it at great cost was not an option. Consequently, the question was to establish which proven race engine would best meet the stringent requirements and specifications of the LMDh regulations.



The normally-aspirated P66/1 eight-cylinder engine used in the 2017 and 2018 seasons in the BMW M4 DTM was the one that got the nod. As a fully load-bearing component in the BMW M Hybrid V8, it had the advantage that it could be used in a monocoque chassis without an additional subframe and it was also the one that most closely corresponded to the regulatory requirements after conversion to a hybrid turbo engine. The first phase saw the normally-aspirated P66/1 DTM engine converted into an intermediate engine, named P66/2, primarily by adapting two turbochargers and adjusting the crank drive. The focus was on durability, increased performance and temperature management for the engine.

The P66/2 completed numerous testing units, including complete racetrack simulations, on the test bench. The next step was the creation of the P66/3 race engine, including a twin-turbo version, adjustments to the specific requirements of the Dallara chassis, final exhaust system, oil tank, cabling and integration of the high-voltage environment. The cylinder block and cylinder heads were recast in the BMW Group foundry in Landshut and the injection system was rebuilt for direct injection. Engineers who already boasted plenty of experience with electric drive systems from the Formula E project were testing and integrating the electric motor in parallel. The unit that forms the hybrid drive system in the car consists of the e-motor, the inverter and the high-voltage battery. There is a separator clutch between the electric and combustion engines, enabling fully-electric driving – in the pit lane, for example. The two drive components were connected in the car for the first time at the end of June 2022.



“During the evaluation phase, we also took a look at the P48 four-cylinder turbo engine from the BMW M4 DTM and the P63 eight-cylinder turbo engine from the BMW M8 GTE, but potential problems with the durability of the P48 and the heavy weight of the P63 were negative considerations. It is a huge plus that we were able to make use of existing materials such as steel and aluminium from BMW’s time in Formula 1 for the basis of the engine, as well as for individual components – like shafts, housing and small parts. That saved us time and a lot of money and was therefore efficient and sustainable. Efficiency was a critical factor for this project, as we had a very short period of time available between getting started and the first racing appearance. Converting the normally-aspirated P66/1 engine into a bi-turbo and then working with the electric drivetrain colleagues to turn it into a hybrid drive system was very complex. Thanks to the expertise, the great collaboration and the high level of motivation of all departments, we managed to complete the fire-up of the complete drive unit just a few weeks before the roll-out of the car.”



**Ulrich Schulz,**  
Head of Drivetrain Design  
at BMW M Motorsport until 2023

# BMW M HYBRID V8.

## ENGINE SPECIFICATIONS.

Name	V-shaped Otto four-stroke twin-turbo engine
Capacity	3,999 cc
No. cylinders	8
Cylinder construction	Cast aluminium cylinder block and cylinder head, cylinder lining as iron layer in LDS procedure
V angle	90 °
Bore	93 mm
Stroke	73.6 mm
Cylinder spacing	102 mm
Valves per cylinder	4
Engine speed	max. 8,200 rpm
Output (regulated)	approx. 640 hp
Torque	approx. 650 Nm
Injection	High-pressure direct injection at 350 bar
Oil system	Dry sump system with six-cell oil drain pump and oil tank



# BMW M HYBRID V8. FACTS AND FIGURES.

The BMW M Hybrid V8 without engine consists of approximately

**1,900** single parts.

The P66/3 engine consists of a total of **4,306** parts,  
**1,006** of them are different parts.

More than **25** BMW M Motorsport people  
have been directly involved in testing



In total, approximately **60** people were permanently  
involved in testing and racing the BMW M Hybrid V8 in 2023.

## LMDH COMMON PARTS FOR ALL MANUFACTURERS:

- Hybrid system (electric engine, high voltage battery, DC-DC, looms)
- Gearbox
- Scrutineering system

## BMW DEVELOPMENT:

- Combustion engine
- Software / functions
- Overall vehicle performance (Driver in the loop simulator)
- Rims
- Exterior design (BMW Group Designworks in the lead)
- Signature lighting front and rear

## DALLARA DEVELOPMENT (by LMDh regulations):

- Survival cell
- Steering
- Suspension
- Fuel cell
- Cockpit (seat, pedals, ergonomics)

## JOINT DEVELOPMENT BMW/DALLARA:

- Bodywork design and aerodynamics
- Combustion engine integration (bellhousing, engine studs and struts)
- Cooling system
- Brake friction assembly
- Overall electric and electronic layout

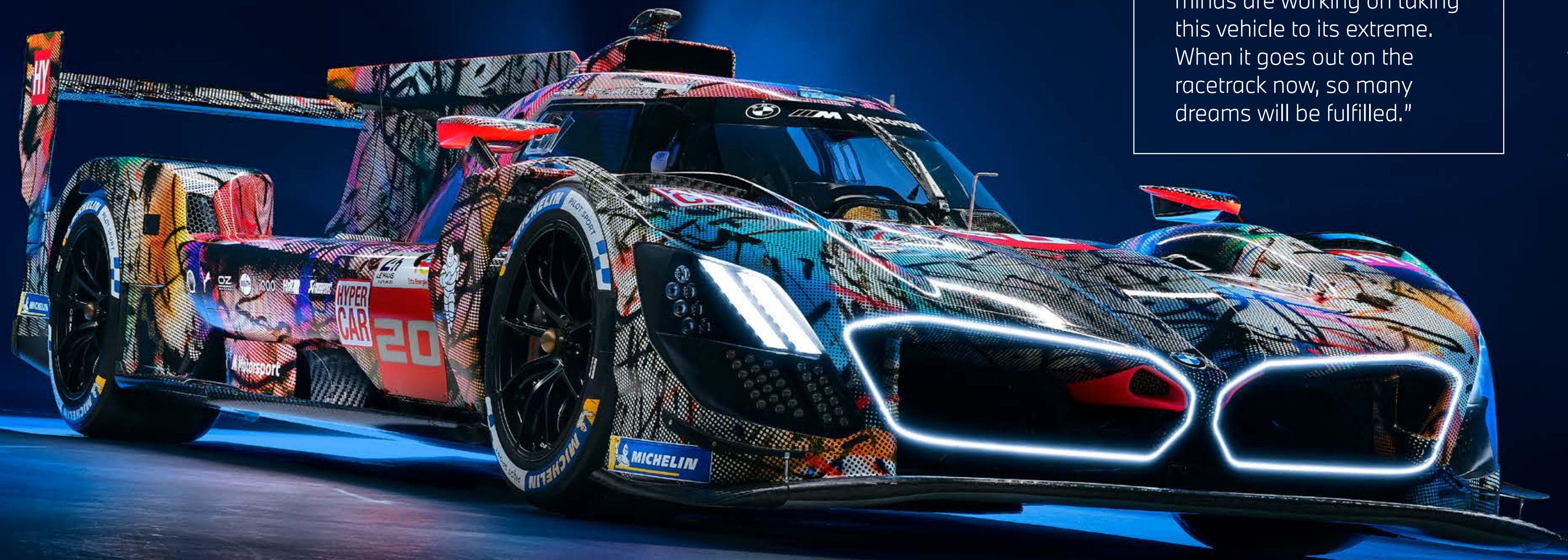
# BMW M HYBRID V8. DESIGN.

The most critical task and the greatest challenge for the design team in the LMDh programme was that the prototype must be clearly recognisable as a BMW M Motorsport car. BMW Group Designworks and chassis manufacturer Dallara accepted this challenge and created a prototype that shows many typical BMW M design elements. The hallmark of the design for the BMW M Hybrid V8 is the wide kidney. In addition, it boasts elements like the nested BMW logo on the hood, twin BMW icon lights, dynamic body side, Hofmeister kink window graphic, M 'hook' mirrors and the tail-lights.

In September 2022, BMW M Motorsport presented the BMW M Hybrid V8 works livery in iconic BMW M colours. The works livery features a future-facing coat of arms comprised of modern, bold, fractal blocks of the iconic M colours and the M logo. "These elements have been deconstructed to form what at first might appear to be an abstract triangular pattern across the BMW M Hybrid V8, but when viewed from the side, the M logo clicks right into place – M reconstructed, if you will," said Michael Scully, BMW Group Designworks Global Automotive Director.

The design also features embedded references to the BMW logo, and utilises both blue and purple elements to pronounce the natural colours of electricity. Additionally the works livery carries BMW M Motorsport's now-signature matte black extension ahead of the cockpit beneath the driver's side of the windscreen, thereby extending BMW's interior design hallmark of driver orientation to the exterior of the car for enhanced driver focus. In fact on the race-ready cars this non-reflective matte element will be the only black foil on the car, as all other black areas shown at the launch will remain in their natural carbon fibre finish. "This measure allows us to reduce weight by 25 to 30 percent compared to a conventional livery for race cars. Less is more," said Scully.

# BMW M HYBRID V8. THE 20<sup>TH</sup> BMW ART CAR.



"I went to see the BMW M Hybrid V8 race at Daytona, and that experience was overwhelming. Designers, engineers, aerodynamicists and so many other creative minds are working on taking this vehicle to its extreme. When it goes out on the racetrack now, so many dreams will be fulfilled."



Julie Mehretu, artist

In June 2023, BMW announced a collaboration with internationally renowned New York-based artist Julie Mehretu to create the 20<sup>th</sup> BMW Art Car. Mehretu was unanimously chosen by an international jury of museum directors and curators, and will be given total creative freedom to design the next instalment in BMW's legendary collection of "rolling sculptures". BMW M Motorsport enters Mehretu's BMW M Hybrid V8 Art Car in the 24-hour race of Le Mans in June 2024. This continues an almost 50-year tradition that has delighted not only motorsport enthusiasts but anyone into design or the arts, technology and mobility.

# BMW M HYBRID V8.

## THE 20<sup>TH</sup> BMW ART CAR.

Space, movement and energy have always been central motifs in Julie Mehretu's work. For the design of the 20<sup>th</sup> BMW art car, she transformed a two-dimensional image into a three-dimensional representation for the first time, with which she succeeded in bringing dynamism into form. Mehretu used the colour and form vocabulary of her monumental painting "Everywhen" (2021 - 2023) as a starting point for her design. The work is currently on view at the artist's major retrospective at the Palazzo Grassi in Venice and will subsequently become part of the permanent collection of the Museum of Modern Art (MoMA) in New York, to which it has been gifted.

Its abstract visual form results from digitally altered photographs, which are superimposed in several layers of dot grids, neon-coloured veils and the black markings characteristic of Mehretu's work. "In the studio where I had the model of the BMW M Hybrid V8 I was just sitting in front of the painting and I thought 'What would happen if this car seemed to go through that painting and becomes affected by it?'" Mehretu said. "The idea was to make a remix, a mash-up of the painting. I kept seeing that painting kind of dripping into the car. Even the kidneys of the car inhaled the painting." The fusion of image and vehicle was realised with the help of 3D mapping, with which the motif was transferred to the contours of the vehicle. The elaborate foiling allows for the fully designed BMW M Hybrid V8 to compete at the 24 Hours of Le Mans.

"The whole BMW Art Car project is about invention, about imagination, about pushing limits of what can be possible. I don't think of this car as something you would exhibit. I am thinking of it as something that will race at Le Mans. It's a performative painting. My BMW Art Car was created in close collaboration with motorsport and engineering teams. It is only completed once the race is over."



Julie Mehretu, artist



# BMW M HYBRID V8.

## BMW ART CARS IN LE MANS.

1976: BMW 3.0 CSL, Frank Stella



1975: BMW 3.0 CSL, Alexander Calder



1979: BMW M1, Andy Warhol



1977: BMW 320i Turbo, Roy Lichtenstein



1999: BMW V12 LMR, Jenny Holzer



2010: BMW M3 GT2, Jeff Koons





# BMW M HYBRID V8 – DRIVERS.

## #15 BMW M HYBRID V8.



### RAFFAELE MARCIELLO.

Date of birth: 17<sup>th</sup> December 1994

Place of birth: Zürich (SUI)

BMW M works driver since: 2024

#### Major successes:

GTWC Europe overall champion 2022 & 2023, victory at the 24h Spa-Francorchamps 2022, victory at the FIA GT World Ctrip Macau 2019 & 2023, Blancpain GT Series champion 2018



### DRIES VANTHOOR.

Date of birth: 20<sup>th</sup> April 1998

Place of birth: Hasselt (BEL)

BMW M works driver since: 2023

#### Major successes:

Victory at 24h Nürburgring 2019 & 2022, GTWC Europe Sprint Cup champion 2020, 2021 & 2022, GTWC Europe overall champion 2021, victory at 24h Dubai 2022 & 2023, victory at 9h Kyalami 2023, victory at 8h Indianapolis 2023, victory at Bathurst 12H 2018, class win at 24h Le Mans 2017



### MARCO WITTMANN.

Date of birth: 24<sup>th</sup> November 1989

Place of birth: Fürth (GER)

BMW M works driver since: 2012

#### Major successes:

DTM champion 2014 & 2016, victory at 24h Spa-Francorchamps 2023, 2<sup>nd</sup> place at 24h Nürburgring 2021 & 2023, 3<sup>rd</sup> place at 24h Daytona 2021

# BMW M HYBRID V8 – DRIVERS.

#20 BMW M HYBRID V8.



## ROBIN FRIJNS.

Date of birth: 7<sup>th</sup> August 1991

Place of birth: Maastricht (NED)

BMW M works driver since: 2024

### Major successes:

Victory at 24h Nürburgring 2022, FIA WEC Champion (LMP2) 2021, victory at 24h Le Mans (LMP2) 2021, victory at Bathurst 12H 2018, Blancpain GT Sprint Champion 2017, Blancpain GT Series Champion 2015, Formula BMW Europe Champion 2010



## RENÉ RAST.

Date of birth: 26<sup>th</sup> October 1986

Place of birth: Minden (GER)

BMW M works driver since: 2023

### Major successes:

DTM champion 2017, 2019 & 2020, ADAC GT Masters champion 2014, victory at 24h Spa-Francorchamps 2012 & 2014, victory at 24h Nürburgring 2014



## SHELDON VAN DER LINDE.

Date of birth: 13<sup>th</sup> May 1999

Place of birth: Johannesburg (RSA)

BMW M works driver since: 2019

### Major successes:

DTM champion 2022, victory at 9h Kyalami 2020 & 2023, victory at 8h Indianapolis 2023, 2<sup>nd</sup> place at 12h Sebring 2023, 2<sup>nd</sup> place at 24h Nürburgring 2021 & 2023

# LMGT3 CLASS.



# BMW M4 GT3.

## CAR SPECIFICATIONS.

### Dimensions

Length incl. splitter & rear wing	5,020 mm
Width incl. mirrors	2,040 mm
Height	1,308 mm, variable
Wheelbase	2,917 mm

### Engine & Transmission

Type	P58 3.0l straight six M TwinPower Turbo
Capacity	2,993 cm <sup>3</sup>
Output	up to 590 hp
Specific Output	197 hp/l
Transmission	Xtrac 6-speed gearbox
Clutch activation	Electro-hydraulic



# BMW M4 GT3.

## FACTS AND FIGURES.



- Straight six-cylinder engine roughly **40 kilograms lighter** than the V8 engine in the BMW M6 GT3 => Lighter engine, better weight distribution.
- Significant improvements: **driveability, cost efficiency, operation**
  - **Driveability:** Driving behaviour and cockpit equipment more comfortable, including for amateur drivers, lower tyre wear, greater consistency.
  - **Cost efficiency:** Far lower lifecycle costs than its predecessor, significantly longer maintenance intervals for engine and transmission.
  - **Operation:** Many basic settings are possible directly via the steering wheel, no need to connect a laptop.

**STEERING WHEEL:** Adjustment and activation of essential settings for driver in race mode, e.g. traction control, radio, ABS, engine mapping, windscreen wipers, drink system. Produced in cooperation with FANATEC for use in both real car and race simulator.

**BMW M TRACK COCKPIT:** Allows many basic configurations of the systems in the car without connecting a laptop or special software, e.g. preselection of charging pressure graph, selection of series-specific functions, adjustment of pit speed, selection of fuel type, system diagnosis, sensor calibration.

**COCKPIT:** BMW M safety seat in accordance with latest FIA standard, new air conditioning concept with cockpit air circulation for significantly greater efficiency and vastly improved driver comfort, air conditioning system easy to maintain and twice as powerful as in the BMW M6 GT3, steering wheel, pedals and centre console can be adjusted, dimmable illumination of controls, display and switch arrangement for best possible ergonomics => maximum comfort in interior, particularly important in endurance races.

### MAJOR SUCCESSES.

<b>2022</b>	DTM driver and team championship
<b>2022</b>	IMSA GTD Sprint Cup championship
<b>2023</b>	24h Spa-Francorchamps overall victory
<b>2023</b>	IMSA GTD overall and Sprint Cup championship
<b>2023</b>	NLS Speed Trophy championship, seven BMW M4 GT3 wins in nine races
<b>2023</b>	Asian Le Mans Series GT championship
<b>2023</b>	24h Dubai overall victory
<b>2023</b>	Indianapolis 8 Hour victory
<b>2023</b>	Kyalami 9 Hour victory
<b>2023</b>	Drivers title British GT Championship 2023
<b>2023</b>	Drivers title Italian GT Sprint Cup 2023
<b>2024</b>	FIA WEC LMGT3 victory in Imola 2024

# BMW M4 GT3 – DRIVERS.

#31 BMW M4 GT3.



## AUGUSTO FARFUS.

FIA driver category:	Platinum
Date of birth:	3 <sup>rd</sup> September 1983
BMW M works driver since:	2007

### Major successes:

FIA WEC LMGT3 victory 6 Hours of Imola 2024, victory at 24h Daytona 2019 & 2020, Intercontinental GT Champion 2020, victory at FIA GT World Cup Macau 2018, victory at 24h Nürburgring 2010



## SEAN GELAE.

FIA driver category:	Silver
Date of birth:	1 <sup>st</sup> November 1996

### Major successes:

FIA WEC LMGT3 victory 6 Hours of Imola 2024, 2<sup>nd</sup> place FIA WEC overall standings (LMP2) 2021 & 2022, 2<sup>nd</sup> place (LMP2) 24h Le Mans 2021, 2<sup>nd</sup> place Asian Le Mans Series 2021



## DARREN LEUNG.

FIA driver category:	Bronze
Date of birth:	25 <sup>th</sup> September 1987

### Major successes:

FIA WEC LMGT3 victory 6 Hours of Imola 2024, British GT overall champion 2023, 1<sup>st</sup> place Silverstone 500 2023

# BMW M4 GT3 – DRIVERS.

## #46 BMW M4 GT3



### MAXIME MARTIN.

FIA driver category:	Platinum
Date of birth:	20 <sup>th</sup> March 1986
BMW M works driver since:	2023 (2013-2017)

#### Major successes:

FIA WEC LMGT3 victory 6 Hours of Imola 2024, victory at 24h Spa-Francorchamps 2016, class win at 24h Le Mans 2020, 2<sup>nd</sup> place 24h Nürburgring 2013, 2015 & 2023, 3<sup>rd</sup> place 24h Dubai 2023



### VALENTINO ROSSI.

FIA driver category:	Silver
Date of birth:	16 <sup>th</sup> February 1979
BMW M works driver since:	2023

#### Major successes:

FIA WEC LMGT3 victory 6 Hours of Imola 2024, Nine-time motorbike world champion, Le Mans GT Cup win 2023, GTWC Europe win 2023, 3<sup>rd</sup> place 24h Dubai 2023



### AHMAD AL HARTHY.

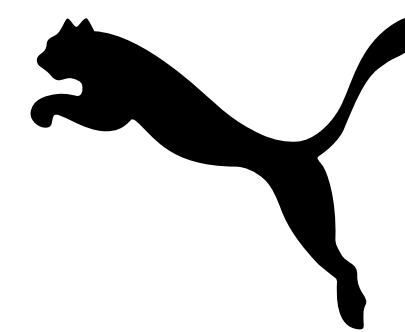
FIA driver category:	Bronze
Date of birth:	31 <sup>st</sup> August 1981

#### Major successes:

FIA WEC LMGT3 victory 6 Hours of Imola 2024, 3<sup>rd</sup> place overall standings Asian Le Mans Series 2024, 2<sup>nd</sup> place (LMGTE Am) 24h Le Mans 2023, Pro-Am champion Blancpain GT Series Endurance Cup 2017 & 2019

# FIA WORLD ENDURANCE CHAMPIONSHIP 2024.

BMW M MOTORSPORT PARTNERS.





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