

Media Information

22 February 2019

The new BMW M2 Competition now available in Singapore.

Same street. Different game.

Singapore. BMW Asia and Performance Munich Autos today launched the new BMW M2 Competition, a car that sets fresh benchmarks in the compact high-performance sports car segment and adds marked refinement to the character of the BMW M2 Coupé.

Drivetrain.

The double-charged six-cylinder in-line engine, based on the power unit from the M3 and M4, offers the best of both worlds: it guarantees a unique appetite for revs for a turbocharged engine, offers exceptionally linear power delivery across a broad rev range and possesses a distinctive engine sound. M TwinPower Turbo technology provides unbeatable torque, available across a wide rev band. The engine also boasts outstanding efficiency.

The engine in the compact coupé delivers 410 hp between 5,250 and 7,000 rpm; peak torque of 550 Nm is on tap between 2,350 and 5,200 rpm. This allows the new BMW M2 Competition to complete a standard sprint, from a standstill to 100 km/h, in 4.2 seconds with M DCT. The top speed is electronically limited to 250 km/h. The car can be combined with the M Driver's Package to raise this to 280 km/h – 10 km/h more than with the BMW M2 Coupé.

Rapid response behaviour thanks to M TwinPower Turbo technology.

BMW M TwinPower Turbo technology consists of two rapid-response MonoScroll turbochargers, High Precision Injection, VALVETRONIC variable valve control and Double-VANOS variable camshaft timing. The valve and camshaft timing work in tandem for maximum variability of the control intakevalve lift. Razor-sharp responses and optimal power delivery are the result.

Fuel consumption and exhaust emissions are also reduced. A 'closed deck' design increases crankcase rigidity for the six-cylinder engine and allows cylinder pressures to be increased for maximised power output. Brushless, LDS-coated cylinder bores also lead to a significant reduction in weight.

Experience from motorsport.

Maintaining consistent levels of oil supply is particularly challenging on the racetrack, thanks to the extremely dynamic performance of the new BMW M2 Competition. This is where the extensive motor racing experience at BMW M GmbH has the chance to shine through. For example, an additional oil sump cover helps to limit the movement of lubricants when the car suddenly changes direction. Under extreme longitudinal acceleration and deceleration, an oil extraction pump and a sophisticated oil return system situated close to the turbocharger likewise help to maintain uninterrupted oil circulation. Oil is therefore supplied continuously to all engine components in all driving situations – whether in everyday motoring or during hard driving on the track.

The new BMW M2 Competition features a range of measures designed to deal with the increased cooling requirements, compared with the engines in previous models. An enlarged BMW kidney and a new front skirt with modified air flow improve the flow for the front of the car. The car also makes use of the race-tested cooling system of the BMW M4 with the Competition Package, consisting of one central radiator, two side radiators and an additional engine oil cooler. Cars making use of the seven-speed M Double Clutch Transmission (M DCT) also feature a transmission oil cooler. This elaborate system ensures that ideal operating temperatures are maintained on short city journeys during everyday use, as well as out on the racetrack.

Dual exhaust system with two electrically-controlled flaps.

In addition to the new engine, the new BMW M2 Competition also boasts a completely new exhaust system. The dual-branch design features a new muffler and the four tailpipes, finished in black chrome, mark it out as a BMW M model. Two electrically-controlled flaps ensure that the BMW M2 Competition delivers the distinctive BMW M Sound, which the driver can adjust by selecting a driving mode with M Dynamic Performance Control– by pressing a selector switch on the centre console.

Choice of two transmission variants.

The new BMW M2 Competition stands out with its compact design and low weight. The use of a new type of carbon-fibre friction lining enhances shift comfort. An engagement speed control function, which blips the throttle on downshifts and lowers the engine's revs on upshifts, makes gear changes even smoother. This also lends the car additional stability during hard driving on the track. Switching off the DSC deactivates the engagement speed control function. Wet-sump

lubrication prevents any sloshing of the transmission oil and ensures all components benefit from an efficient supply of oil.

The standard seven-speed M Double Clutch Transmission (M DCT with Drivelogic) effectively combines two gearboxes, each with its own clutch, and enables either extremely fast gear changes with no interruption in the flow of power or ultra-smooth shifts. The driver can change gear either in automated mode or manually using the gearshift lever on the centre console or shift paddles on the M leather steering wheel. Even in automatic mode, the driver can then adjust the timing of the gearshift, its intensity, and the automatic throttle blipping function on downshifts. A choice between preconfigured driving programs - COMFORT, SPORT and SPORT+ - can be activated through the Driving Experience Control switch in both automatic and manual modes.

The M1 and M2 buttons on the steering wheel provide direct access to the range of personalised driving modes. Drivers can save their own personal configurations chosen from the settings for stability control, engine characteristics and steering - control over the personality of the BMW M2 Competition is at their fingertips.

Moving between the transmission's manual modes alters the shift dynamics, but it is the driver who determines the timing of a gear change. The system detects which gear the driver will choose next on the basis of the engine revs, the accelerator position, the level of acceleration and the driving mode, and engages it before the driver has actually moved the shift paddle. As a result, the clutches now only need to open or close for the gear-change process to be completed. The change of gear is therefore executed in fractions of a second.

Dynamic performance.

The BMW M2 Coupé has already set the standard in its segment when it comes to agility, driving feeling, directional stability, steering precision and controllability at the limit, without short changing the driver in everyday use. These chassis characteristics have been further refined for the new BMW M2 Competition, and adjusted to take the increased engine performance into account.

Increased front-end rigidity for greater steering precision.

The engine compartment conceals the most striking component: the CFRP high-precision strut from the BMW M3/M4. This one-piece component is made from extremely light, yet high-

strength, carbon fibre and weighs in at just 1.5 kg. Together with the bulkhead strut from the M4, it significantly increases front section rigidity to improve steering behaviour and precision.

The high-performance chassis refers back to the lightweight aluminium construction of the front and rear axles from the BMW M3/M4. In order to ensure extremely precise wheel location, play-free ball joints are used to transmit transverse forces. The longitudinal forces passing through the chassis are transmitted into the torque struts directly via special elastomer bearings, which simultaneously delivers the desired rolling comfort. All the control arms and wheel carriers of the new five-link rear axle are made from forged aluminium. In addition, a racing-derived rigid connection, dispensing with rubber bushings, is used to fix the lightweight steel grid-type rear axle subframe to the body. This further improves wheel location and tracking stability.

BMW M engineers have adjusted the characteristic curves of the electromechanical power steering to improve performance and increase front section rigidity. The integrated Servotronic function with M-specific characteristics controls the level of steering assistance electronically according to the car's speed and the settings made with Drivelogic, which allow drivers to adjust power steering assistance at any time to their personal preferences.

Active M Differential and recalibrated DSC.

The Dynamic Stability Control has been completely recalibrated. In the new BMW M2 Competition, the electronics exercise even more delicate control, providing improved traction in wet and slippery conditions, and ensuring that traction is not interrupted during drifts. Support is provided by the Active M Differential, an electronically controlled multi-plate limited-slip differential that takes traction and directional stability to a new level of precision and speed. The locking effect can be varied between 0 and 100 percent, according to the driving situation, and reacts to the car's steering angle, accelerator position, brake pressure, engine torque, wheel speed and yaw rate. The control unit uses this analysis of the driving situation to detect the threat of traction loss on one side of the car and calculates the required locking effect, which is engaged by an electric motor. Full locking power of 2,500 Nm is available within 150 milliseconds. This allows the system to prevent a wheel from spinning in extreme conditions on slippery road surfaces or when the two rear wheels are experiencing significant differences in friction coefficient.

In certain situations, the Active M Differential even works proactively. When pulling away on slippery surfaces, the lock is closed by a defined percentage even before a wheel can start to spin, to ensure that both wheels develop equal slip at the same time. The lock is also closed by the

required percentage through enthusiastically driven corners, according to the levels of lateral acceleration and drive at work. This prevents the low-traction inside wheel from starting to turn too quickly. This permanent and infinitely variable differential control also increases agility, avoids understeer on the way into corners and improves directional stability under braking and load changes.

M Dynamic Mode (MDM) is a sub-function of Dynamic Stability Control (DSC) that can be activated via a short dab on the DSC selector switch on the centre console. In certain situations – e.g. sporty and dynamic driving on the race track – it allows a greater degree of wheel spin. The stabilising measures familiar from DSC mode now intervene later, increasing the freedom available to drivers at the dynamic limit. The extra wheel slip enhances traction and therefore propulsion. More significant oversteer and understeer are possible, as are moderate, controlled drifts, but the Dynamic Stability Control active safety aids can still be relied on in critical situations.

M Sport brakes born of motorsport experience.

The high-performance M Sport brakes provide maximum brake performance and are also a product of the extensive motorsport experience at BMW M GmbH. Compared to the standard M compound brakes, with brake calipers painted in a blue metallic finish (front axle: 4-piston fixed caliper, rear axle: 2-piston fixed caliper) and perforated and inner-vented brake disc rings (front axle: 380 mm in diameter, rear axle: 370 mm in diameter) in grey cast iron, the new M Sport brakes have larger brake pads (front axles: 400 mm in diameter, rear axle: 380 mm in diameter) and brake calipers (front axles: 6-piston fixed caliper, rear axle: 4-piston fixed caliper), painted grey. These high performance brakes guarantee excellent deceleration in all conditions and impress with their resistance to fade and heat.

New forged wheels with two colour options.

The new 19-inch forged wheels are available (front axle: 9J x 19, rear axle 10J x 19) with the Y-spoke style 788M in a high-sheen finish, and in two colour options: light high-sheen, or black front surface. The front tyres in 245/35 ZR 19 format meet the most demanding requirements in terms of lateral stability, directional stability, steering feel and steering precision. The rear tyres in 265/35 ZR 19 format deliver optimal traction, lateral stability and directional stability.

Design

The new design of the front skirt with modified air intake optimizes the flow of fresh air to the sophisticated cooling system, while simultaneously improving the visual presence of the car. The enlarged BMW kidney is painted black, as are the side gills on the front wings. This colour is mirrored in the new design of the four tailpipes, making this a striking differentiating feature of the M Competition models. A dark M Competition Badge graces the rear end of the car. The new double-arm design of the wing mirrors improves the aerodynamics and is typically characteristic of the new BMW M2 Competition.

Exclusive paint colour: metallic Hockenheim Silver.

Two new colours have been added to the range of paints available for the new BMW M2 Competition. The metallic Sunset Orange colour has already featured on other BMW M Performance Models, but this marks the debut for the exclusive new metallic Hockenheim Silver paint.

Interior, equipment and ConnectedDrive.

When opening the door of the new BMW M2 Competition, drivers are greeted by the M2 Competition logo on the sill plate. They can then settle into the ergonomically and visually outstanding M Sport seat. The bucket-style shape of the seat borrows heavily from motorsport and provides drivers with optimum support, while the headrests are integrated into the seat back rest.

An illuminated M2 logo nestles in the backrest of the M Sport seat. The seat and the backrest boast black leather upholstery with design perforations, available in blue or orange. These touches of colour are also reflected in the leather stitching on seats, armrests and paddle covers, while Alcantara leather is used to cover the side bolsters. The orange colour variant is also available now for the standard sport seat, as an alternative to the blue palette. The classic BMW M stripes have been woven into the M safety belts and the M-specific stitching can also be found on the steering wheel.

A glance at the dashboard reveals the Welcome layout for the instruments, which displays the M2 Competition logo for a few seconds. A red start / stop button underlines the motorsport heritage of the car.

Selector switches on the centre console.

The new BMW M2 Competition provides drivers with two selector switches on the centre console that allow direct access to adjust various characteristics and settings, a feature familiar from other BMW M models. The switches can be used to directly access various settings for stability control, for example the three engine characteristics, or the steering modes. Drivers can also use the selector switches to adapt the settings they want for various areas and combine these as they please. They also adjust Dynamic Stability Control (DSC) – a short dab activates MDM mode, while holding the switch down longer switches DSC off.

M1 and M2 buttons on the steering wheel.

The M1 and M2 buttons on the steering wheel also provide direct access to the range of driving modes. Drivers can save their own personal configurations chosen from the settings for stability control, engine characteristics and steering - control over the personality of the new BMW M2 Competition is at their fingertips. The M1 and M2 steering wheel buttons are preprogrammed with a Comfort and a Sport program as standard and drivers can return to these settings at any time.

New equipment details.

The development from the BMW M2 Coupé to the new BMW M2 Competition has been accompanied by some upgrades to the standard configuration. The sporty coupé now boasts adaptive LED headlights as standard, Park Distance Control (PDC) monitors the car's surroundings and keeps an eye on what is in front of the car, as well as to the rear.

The extensive range of equipment provided as standard marks the new BMW M2 Competition out as one of the most dynamic sports cars around. This includes the lightweight M Sport chassis, the seven-speed M Double Clutch Transmission (M DCT) with Drivelogic, allowing gear changes with no interruption in the flow of power. Electromechanical M Servotronic power steering and the M Dynamic Mode (MDM) for Dynamic Stability Control are also available ex works, allowing aspiring racing drivers to easily enjoy controlled drifts on the circuit. Sports seats, the M leather steering wheel, an M footrest and knee pad on the centre console and trim strips with surfacing in porous carbon fibre all adorn the interior.

Customers can also add further individual touches to their car with a handpicked range of options. The list of options includes highlights such as the six-speed manual gearbox with throttle blipping

function for the driving enthusiast or the M Driver's Package, which raises the limit on the top speed of the new BMW M2 Competition to 280 km/h.

The new BMW M2 Competition is now available for viewing at the Performance Munich Autos showroom.

Additional information enclosed:

1. The new BMW M2 Competition price.
2. The new BMW M2 Competition specifications.

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The BMW Group

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In 2018, the BMW Group sold over 2,490,000 passenger vehicles and more than 165,000 motorcycles worldwide. The profit before tax in the financial year 2017 was € 10.655 billion on revenues amounting to € 98.678 billion. As of 31 December 2017, the BMW Group had a workforce of 129,932 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an integral part of its strategy.

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About Performance Munich Autos

Performance Munich Autos is the world's first dedicated BMW M dealership in Singapore that holds the retail rights to a full range of BMW M and BMW M Performance Automobiles.

Performance Munich Autos Showroom is located at 315 Alexandra Road Singapore 159944.

Showroom opening hours are Monday to Saturday, 8am - 7pm, Sunday and Public Holidays, 10am – 6pm.

For more information or enquiries, visit www.bmw-pma.com.sg or call (+65) 6333 3933.

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1. The new BMW M2 Competition price.

Model	VES Band	Retail price (at press time)
BMW M2 Competition	C2	\$327,888

2. The new BMW M2 Competition specifications.

BMW M2 Competition

Six-cylinder petrol engine, M TwinPower Turbo technology with two MonoScroll turbochargers, High Precision Direct Injection, fully variable valve control (VALVETRONIC) and variable camshaft timing (Double-VANOS)

Capacity: 2,979 cc.

Output: 410 hp at 5,250 – 7,000 rpm.

Torque: 550 Nm at 2,350 – 5,200 rpm.

Acceleration (0 – 100 km/h): 4.2 seconds.

Top speed: 250 km/h.

Combined fuel consumption: 9.1 l/100 km.