

Media Information

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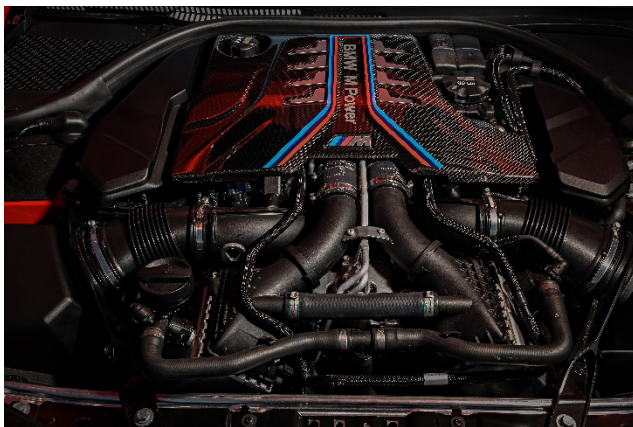
The first-ever BMW M8 Competition Coupe now available in Singapore.
Maximum M power for the sportiest luxury model.



Singapore. BMW Asia and Performance Munich Autos today announced the availability of the first-ever BMW M8 Competition Coupe in Singapore. This new BMW M high-performance version takes the BMW 8 Series model range to an even higher level of performance, delivering supreme performance and an unmistakable blend of dynamism, agility, and precision. The first-ever BMW M8 Competition Coupe is a 2+2 seater and benefits from the most powerful engine ever developed by BMW M for a production model: the 4.4-litre V8 with BMW TwinPower Turbo technology and a peak output of 625 hp.

The high-performance power unit teams up with an eight-speed M Steptronic transmission with Drivelogic, harnessing the engine's power to maximum effect before it is channelled to the road via the M xDrive all-wheel-drive system. The rear-wheel bias of M xDrive in this application delivers grin-inducing, assured handling with optimised traction when the driver enters the dynamic red zone. The model-specific chassis technology has been designed and tuned with the specific demands of track use in mind. One of the standout features of the chassis is a newly developed M-specific integrated braking system which presents the driver with two different brake pedal feel settings.

The precise interaction between powertrain, chassis technology, and aerodynamics has been carefully honed over the course of intensive testing at the BMW Group's test track in Miramas in southern France, the winter testing centre in Arjeplog, Sweden and the Nürburgring's Nordschleife circuit, along with other race circuits. Experience collected from the development of the BMW M8 GTE racing car also played a role in the configuration process. The performance-focused character of the engine, transmission and chassis allows the first-ever BMW M8 Competition Coupe to sprint from 0 to 100 km/h in an astounding 3.2 seconds.



Fast responses, a thirst for revs, and sustained power delivery: V8 engine with signature M performance traits.

The high-revving V8 engine presents a compelling blend of razor-sharp responses, a feverish appetite for revs and sustained power delivery across an extraordinarily wide rev band. The M TwinPower Turbo technology of the 4.4-litre unit includes a pair of twin-scroll

turboschargers – positioned in the “V” between the cylinder banks and boasting optimised efficiency – and indirect charge air cooling, plus a direct fuel injection system working with maximum pressure of 350 bar. Another technological highlight is the cross-bank exhaust manifolds.

The first-ever BMW M8 Competition Coupe houses the most powerful engine ever developed for a BMW M GmbH car – the V8 engine serves up peak torque of 750 Nm from just 1,800 rpm all

the way to 5,800 rpm, and goes on to deliver a maximum power output of 625 hp at 6,000 rpm. A special engine mounting with an increase in the mounts' spring rate from 580 to 900 N/mm was specially designed for the first-ever BMW M8 Competition Coupe – this allows a more rigid connection with the vehicle structure, resulting in an extremely crisp engine response. It also has a positive effect on the immediacy of turn-in and the transmission of engine noise into the cabin.

A sophisticated cooling system ensures optimum operating temperatures at all times, both in everyday use on urban routes and when the coupe is stretching its legs on the track. The central cooling module, is flanked by two high-temperature water circuits, and the system also features an additional engine oil cooler and separate transmission oil cooler. The particular challenges of track driving are reflected in the design of the oil supply system – the oil sump has a smaller front chamber, which steps in when extra capacity is needed. An additional suction stage allows the map-controlled oil pump to draw lubricant from the smaller chamber. This ensures a reliable supply of oil at all times, even under extreme lateral and longitudinal acceleration.

The engine's immense thrust is accompanied by a stirring soundtrack courtesy of the M Sport exhaust system. It offers precise acoustic feedback on the engine's power delivery, especially when the driver presses hard on the accelerator or pushes into the upper reaches of the rev band. The two exhaust pipes mainly run in a straight line and have a large cross section. They each have a gasoline particulate filter to reduce particulate emissions.



Eight-speed M Steptronic transmission with Drivelogic and M xDrive.

Power transfer is via an eight-speed M Steptronic transmission with Drivelogic. The latest update of this transmission has been tuned perfectly to the performance characteristics of the V8 unit and incorporates an extremely robust torque converter. The transmission also stands out with its optimum

gear spacing, highly efficient transmission management, extremely short shift times, and direct connection to the engine. The Drivelogic button on the newly designed selector lever allows the driver to select from three modes with specific shift characteristics for particularly efficient, sporty, or ultra-dynamic driving. In both automated and manual mode, drivers can choose between a

comfort-oriented, sports-focused or track-optimised gearshift setup. There are also M gearshift paddles on the steering wheel.

Another factor in the enthralling performance of the first-ever BMW M8 Competition Coupe is the M xDrive all-wheel-drive system with its rear-biased setup, giving the coupe that unmistakeable M feeling. Unveiled for the first time in the new BMW M5, the new M xDrive system blends the traction benefits of power sent through all four wheels with the proven dynamic qualities of classical rear-wheel drive. The centrally-controlled interaction between M xDrive and the Active M Differential ensures loss-free transfer of the engine's huge power to the road. From the Setup menu, the driver can choose between the default 4WD setting and 4WD Sport mode, with the latter diverting a larger slice of engine power to the rear wheels. Deactivating the Dynamic Stability Control (DSC) function brings 2WD mode into the equation. The transfer of power exclusively to the rear wheels and absence of stabilising inputs from the control systems add up to a driving experience of singular purity for the experienced wheelman.



M-specific chassis with for poise and performance of the highest order.

The first-ever BMW M8 Competition Coupe provides a fresh take on the characteristic M feeling – this translates into unbeatable directional stability even in extremely dynamic situations, a linear build-up of transverse loads however strong the lateral acceleration, and neutral steering behaviour even at the limit.

The chassis technology comprises model-specific components and a newly developed integrated braking system in a set-up has been fine-tuned in intensive testing on race tracks. At the same time, the chassis also lives up to the expectations of luxury car customers when it comes to everyday and long-distance comfort.

The rear axle also incorporates purpose-designed components to meet the exceptional handling dynamics required of high-performance sports cars. The M-specific forged links are one of the factors in the fleet-footed agility of the coupe, while the precise responses of the suspension and damping elements are partly down to the anti-roll bars' improved rigidity. Handling properties are given a further boost by the front end's high torsional strength, which has been achieved with a

tower-to-bulkhead strut and a newly developed, exceptionally rigid shear panel with integrated side sill connection. A steel X-brace and an aluminium transverse strut are fitted for an even more stable connection between the rear axle and the body.

The first-ever BMW M8 Competition Coupe is also equipped as standard with M-specific Adaptive suspension including electronically controlled dampers and electromechanical M Servotronic steering. The DSC system hooks up with the M xDrive all-wheel-drive system and the Active M Differential and also offers M Dynamic mode. This mode allows a greater degree of wheel slip and combines with the M xDrive system's rear-biased setup to deliver an exceptionally sporty drive complete with controlled drifts through corners. For the M Servotronic steering, the variable ratio adjusts to changes in steering angle and helps to give the car superb straight-line poise, sharp turn-in response and excellent directional accuracy through corners.



Integrated braking system with configurable pedal feel.

M compound brakes are specified as standard for the first-ever BMW M8 Competition Coupe, with M carbon-ceramic brakes (as pictured) optionally available from the factory. With their minimised weight and substantially lower unsprung mass compared with conventional braking systems, the M

compound brakes are extremely comfortable to use, offer excellent feel, and ensure braking stability even under high loads. This is fitted in conjunction with an M-specific version of an integrated braking system. Thanks to this cutting-edge technology, the brake activation, brake booster, and braking control functions are brought together within a compact module. The brake pressure required is triggered by an electric actuator, allowing braking pressure to be generated more dynamically. Pedal feel is optimised and the interventions from the stability control system are significantly faster and more precise.

The version of the new braking system developed for BMW M models also presents the driver with two pedal settings. COMFORT and SPORT modes alter the amount of pressure on the brake pedal required to slow the car. The driver can therefore choose between more comfort-oriented and particularly direct, instantaneous response when braking.



Distinctive design as an expression of dynamism and exclusivity.

Measuring 4,867 millimetres in length, 1,907 millimetres wide and 1,362 millimetres tall, and with a 2,827-millimetre wheelbase, the first-ever BMW M8 Competition Coupe displays the hallmark proportions of a luxury-class sports car. The 1,627 millimetre front track and 1,632-millimetre rear track also play

their part in imbuing the new high-performance sports cars with their inherent athleticism.

The coupe's exclusive aura is further enhanced by model-specific features geared to the functional requirements of high-performance sports cars. Character-defining features include the double-bubble contour of its carbon fibre-reinforced plastic (CFRP) roof, reminiscent of classic racing cars. Large air intakes and the BMW kidney grille with familiar M double bars at the front end, lavishly flared front wheel arches, M gills in the front side panels, aerodynamically optimised exterior mirrors, a rear spoiler and a rear apron with diffuser elements in a contrasting colour create a fitting visual showcase for the dynamic potential and exclusive status of the new M contenders. A signature element on the BMW M8 Competition Coupe is the grille surround and model lettering in High-gloss Black, as well as the BMW Laserlights with Selective Beam. Standard specification also includes 20-inch forged M light-alloy wheels in Star-spoke style 813 M Bicolour as standard, fitted with 275/35 R 20 tyres at the front and 285/35 R 20 tyres at the rear.

An M Carbon exterior package is offered as an option – this includes inlays for the front air intakes, exterior mirror caps, M gills in the side panels, plus a rear diffuser and rear spoiler made from CFRP. A notch in the centre of the spoiler mirrors the double-bubble contour of the roof.



Interior and equipment: pure M feeling bathed in an exclusive ambience.

The interior of the new high-performance sports car brings together an M specific cockpit design and progressive luxury. The newly developed sports seats stand out with their bicolour leather/Alcantara trim, perforated 3D quilting, pronounced side bolsters, clearly defined shoulder areas and integral head

restraints with illuminated model badges. Alcantara surfacing is also available on the centre console, lower section of the instrument panel, and the BMW Individual headliner.

The inimitable M feeling is combined with other exclusive equipment features to increase the comfort of the new flagship models from BMW M GmbH in everyday use and on long journeys, while highlighting their elite status as luxury cars. Standard specification includes the BMW Display Key, the BMW Head-Up Display with M-specific content, the Driving Assistant Professional, the Parking Assistant Plus and the BMW Live Cockpit Professional with navigation system and BMW Intelligent Personal Assistant.

The new Setup button on the centre console enables direct access to the settings for the engine, dampers, steering, M xDrive and braking system so they can be tailored to personal preferences and the situation at hand. Two individually composed variants of this M setup can be stored permanently with the driver's preferred settings for the engine sound, gearshift characteristics of the eight-speed M Steptronic transmission, driving stability control and Auto Start Stop function. The overall vehicle configuration can then be called up at any time by pressing one of the two M buttons on the steering wheel.

Another new feature is the M Mode button on the centre console, which the driver can use to adjust the driver assistance systems and the displays in the instrument cluster and Head-Up Display. M Mode allows the driver to activate ROAD and SPORT settings, while the TRACK setting is designed exclusively for use on race circuits. Changing the mode alters the information presented to the driver on the screens, while the safety-enhancing interventions by the driver assistance systems – such as active braking or steering inputs – are reduced to a bare minimum or deactivated altogether.

The first-ever BMW M8 Competition Coupe is now available for viewing at the Performance Munich Autos showroom.

Additional information enclosed:

1. The first-ever BMW M8 Competition Coupe price.
2. The first-ever BMW M8 Competition Coupe specifications.

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The BMW Group

With its four brands BMW, MINI, Rolls-Royce and BMW Motorrad, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial and mobility services. The BMW Group production network comprises 31 production and assembly facilities in 15 countries; the company has a global sales network in more than 140 countries.

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 2018 was € 9.815 billion on revenues amounting to € 97.480 billion. As of 31 December 2018, the BMW Group had a workforce of 134,682 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 first-ever BMW M8 Competition Coupe price.

Model	VES Band	Retail price (at press time)
BMW M8 Competition Coupe	C2	\$724,888

2. The first-ever BMW M8 Competition Coupe specifications.

M TwinPower Turbo technology with cross-bank exhaust manifold: M TwinScroll twin turbocharger, indirect charge air cooling, High Precision Injection (maximum injection pressure: 350 bar), VALVETRONIC fully variable valve timing, Double-VANOS variable camshaft timing

Capacity: 4,395 cc.

Output: 625 hp at 6,000 rpm.

Torque: 750 Nm at 1,800 – 5,800 rpm.

Acceleration (0 – 100 km/h): 3.2 seconds.

Top speed: 250 km/h.

Fuel consumption (combined): 10.7 L/100 km.

CO₂ emissions (combined): 244 g/km.