



BMW M – OFFICIAL CAR OF MotoGP™.

BMW M2 MotoGP SAFETY CAR.

2016 MEDIA GUIDE.

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FOREWORD.

Frank van Meel, President of BMW M Division.

Dear Media Representative,

Millions of motorsport enthusiasts around the world are looking forward to the start of the 2016 MotoGP season. The best riders in the world and breath-taking race action – MotoGP is undoubtedly the pinnacle of motorcycle racing.

We are proud to have been a part of this captivating world championship for almost two decades. Since 1999 we have been a partner of MotoGP organiser Dorna Sports, and 2016 marks the 18th season of BMW M as “Official Car of MotoGP”. We are pleased with the deep trust that Dorna Sports has placed in us. BMW M Division uses technology taken from motorsport, together with innovative ideas, to ensure that race events run safely. In us, Dorna Sports knows that it has a strong partner on its side, for whom the safety of the riders on their high-performance racing prototypes has the utmost priority.

We dedicate all of our know-how to this role. The BMW M MotoGP Safety Cars are innovative high-performance models with thoroughbred racing genes. In the 2016 season, we are presenting another genuine highlight. The new BMW M2 Coupé enjoyed its much-anticipated world debut in Detroit in January. In the BMW M2 MotoGP Safety Car, we are now taking the pure power and dynamics of this high-performance automobile to the racetrack. Like its predecessors, the BMW M2 MotoGP Safety Car uses technological innovation, performance, precision and agility to help guarantee safety.

The BMW M2 follows on from the concept and success story of the BMW 1 Series M Coupé. It represents the entry-level model in the BMW M range. The new BMW M2 Coupé will make BMW M accessible to new and younger target groups.

Dynamics, agility, precision – these are the stand-out attributes of our entire range of models and products, and have made M the “most powerful letter in the world”. MotoGP offers us the opportunity to present the strengths of BMW M to an international public of racing enthusiasts around the world.

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We use this platform with an extensive involvement, which goes way beyond simply providing the latest BMW M models for the official fleet of MotoGP vehicles. Since 2003, the BMW M Award has been a highlight of every MotoGP season and is a coveted award among the best motorcycle racers in the world. Our many other activities include the BMW M MotoGP Experience, with which we are able to offer our visitors a unique glimpse behind the scenes of the pinnacle of motorcycle racing, and to convey the fascination of MotoGP at first hand.

In this Media Guide, we present our new BMW M2 MotoGP Safety Car in detail and offer you an overview of our Safety Car fleet, our MotoGP commitment, and the history and extensive product range of BMW M Division. Please feel free to contact us if you have any questions. I hope you have an exciting 2016 season!

Frank van Meel,
President of BMW M Division.





BMW M IN MotoGP.

High-performance for the pinnacle of motorcycle racing.

MotoGP and BMW M Division: these two partners have formed an ideal combination for almost two decades. MotoGP is the pinnacle of motorcycle racing and features the best riders in the world on high-performance racing prototypes, in the development of which the manufacturers implement their latest technological ideas. High-performance and motorsport genes – attributes, with which BMW M Division is also synonymous. Since 1999, BMW M has been a permanent member of the international MotoGP family. The successful partnership with organiser Dorna Sports has grown consistently over the years, and is set to continue to run well into the future. In 2014, Dorna Sports and BMW M Division extended their cooperation up to and including 2020. Partnerships like this, which span decades, are extremely rare in top-class international sport.

At the heart of the commitment is the provision of the Safety Car fleet. BMW M implements the latest technology in order to guarantee the safety of the MotoGP riders, whatever the conditions. The Safety Cars are high-performance BMW M cars, whose outstanding driving properties make them the perfect foil to any challenges out on the racetrack. The latest example is the BMW M2 MotoGP Safety Car, which makes its debut this season. The Safety Cars are specially modified at the BMW M factory for their use as lead cars on the motorcycle racing scene. The same goes for all the other vehicles in the fleet.

BMW M Division's commitment to MotoGP also includes numerous other activities. Since 2003, the BMW M Award has been presented at the end of the season to the best MotoGP qualifier. The BMW M MotoGP Experience allows visitors to experience the fascinating world of MotoGP up close and personal. BMW M MotoGP experts offer exclusive, first-hand insights. On selected Grand Prix weekends, BMW M Division presents its latest models and products with on-site campaigns.

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BMW M OFFICIAL CARS. Outstanding in any role.

The high-performance BMW M Safety Car fleet for MotoGP comprises other high-performance cars and BMW S 1000 RR Safety Bikes, as well as the actual BMW M Safety Cars themselves. Each has its own role, but all ensure that race events run safely and smoothly.

The Safety Cars and Safety Bikes are already in action while the racing bikes are still in the garage: On Thursday and the morning of each day of the event, they complete timing laps, which are used to check whether the timing and data systems are working correctly. This is followed by a slow lap by the Safety Cars, Medical Cars and the Safety Officer Car, during which the individual steward posts are checked.

During all the sessions and races, the Safety Car is ready to rapidly take the Medical Director to the scene of any crash. As well as the driver, the Medical Cars also carry an FIM Intervention Doctor and a nurse. The cars are equipped with all the necessary medical equipment to stabilise a patient in a critical condition: defibrillator, oxygen, ventilator, drugs, etc. One Medical Car is ready to go at the exit from the pit lane, the other is positioned on the other side of the circuit, about halfway round the lap. This guarantees that a crashed rider can be reached as quickly as possible, no matter where the crash took place.

In the case of a red flag, whether for a crash, oil leak or track conditions, the FIM Safety Officer and FIM Safety Advisor are taken to the relevant point on the track in the Safety Officer's car, in order to check out the situation.

All the cars also have their own clearly-defined roles during the races themselves. This begins during preparations for the start of the individual races. About half an hour before the start, the BMW M2 MotoGP Safety Car, a Medical Car and the Safety Bikes take their place on the grid, in front of the motorcycles. Ten minutes before the start, the two Safety Bikes complete one lap before heading into the pit lane.

The Medical Car sets off nine minutes before the start. However, it initially remains trackside after the warm-up lap. A marshal uses a yellow flag to indicate





the position of the car. The Safety Car does a lap five minutes before the start, during which it checks that the circuit is in perfect condition. Back on the start/finish straight, the Safety Car now takes its place at the back of the racing bikes.

During the warm-up lap, the Safety Car follows the field round the track, before pulling into the pit lane and taking up its position there, in order to be ready for action during the race. After the warm-up lap, the Medical Car also sets off again. It drives to the grid, where it stops behind the last bike. During the opening lap, the Medical Car follows the field round, in order to be on-site immediately should there be a serious crash. After the first lap, the Medical Car also takes up its position at the exit from the pit lane.





STRONG PARTNER SINCE 1999. **Close relationship spanning the decades.**

Rarely do you come across such a long and successful partnership: the cooperation between BMW and MotoGP organiser Dorna Sports began back in 1999. For almost two decades, BMW M Safety Cars have always been on hand whenever points and titles have been up for grabs in the pinnacle of motorcycle racing. 2016 marks the 18th season of BMW M as the “Official Car of MotoGP”. Since the start of the partnership, BMW has consistently introduced innovative ideas to the commitment – and always ensures the highest possible degree of safety at the racetrack, courtesy of the very latest technology.

In 2001 the new BMW Z8 was launched within the MotoGP. The BMW Motorrad Boxer Cup, renamed the BMW Motorrad Power Cup in 2005, also made its debut on the same bill as the World Championship in the same year. At the end of the 2003 season, the best qualifier was presented for the first time with the BMW Award, which is now the BMW M Award and held in great acclaim among the MotoGP riders.

BMW M Division took on the role of “Official Car of MotoGP” in 2006. Since then, BMW M Division has repeatedly caught the eye with fascinating events and, with its fleet of vehicles, contributed significantly to the success of the first night race in Qatar in 2008. Since 2010, the BMW M Motorhome has been an important contact point in the paddock. In 2012, BMW M Division once again broadened its commitment. Since then, three-time World Champion and Dorna safety consultant Loris Capirossi has served as a BMW M MotoGP Expert. An exclusive incentive programme was also introduced, in the form of the BMW M MotoGP Experience.

BMW M Division creates new highlights every season with its Safety Cars. The latest models and impressive technical innovations – this is what makes the BMW M MotoGP Safety Cars of the past, present and future so special. The BMW M6 Gran Coupé made its debut as a Safety Car in 2013, while the BMW M4 Coupé was an eye-catching addition in 2014. In 2015, BMW M employed the newly-developed and innovative water injection for the first time in the BMW M4 MotoGP Safety Car. And the spectacular new BMW M2 Coupé will lead the Safety Car fleet in the 2016 season.





MotoGP – THE ELITE. **Breathtaking action on two wheels.**

Maximum performance, the latest technologies and thrilling racing action: The MotoGP world championship is the premier league of international two-wheeled racing. Its history stretches back as far as 1949. Nowadays, the hugely popular series thrills millions of fans all over the world. World Championship titles are awarded in three categories: the elite MotoGP class, Moto2 and Moto3.

The MotoGP class has existed in its current form since 2002. The racing bikes are pedigree, powerful prototypes. The four-cylinder engines have a capacity of 1000 cubic centimetres and the bikes achieve an impressive top speed of over 340 kilometres per hour. Various different manufacturers' prototype chassis are also used in Moto2. However, they are powered by standard Honda engines. The four-stroke powertrains have a capacity of 600 cc. The least powerful category is Moto3. Riders in this class do battle on pure prototypes with 250 cc engines, but strict regulations are in place to keep costs under control.

The riders stage thrilling races in all three classes. Usually, several riders battle for wins and podium positions at the front. Spectacular wheel-to-wheel battles with contact during high-speed duels are par for the course. This breathtaking action is what draws racing enthusiasts from around the world to MotoGP. Up to 200,000 spectators follow the races live from the stands; on top of this, there are many millions of TV viewers around the world.

The calendar for the 2016 MotoGP World Championship comprises 18 races on five continents. This season kicks off with the floodlit Grand Prix in Qatar (20th March). In keeping with tradition, Valencia (Spain) will host the season finale on 13th November. The race in Indianapolis will not be held this year, instead Spielberg in Austria (14th August) will be included in the race calendar for the first time.





BMW M2 MotoGP SAFETY CAR. The new highlight of the Safety Car fleet.

BMW M goes into the 2016 MotoGP season with a Safety Car based on the new BMW M2 Coupé. The BMW M2 MotoGP Safety Car is the new highlight of the MotoGP fleet and immediately takes a leading role in the quest to get the field of top-class riders round the racetrack quickly and safely in the coming rounds of the World Championship.

The BMW M2 Coupé (combined fuel consumption with M DTC: 7.9 l/100 km; combined CO₂ emissions: 185 g/km), which was unveiled in Detroit in January 2016, provided the ideal basis for a MotoGP Safety Car, particularly as its distinct racing genes are part of the product DNA. The new inline six-cylinder engine with innovative M TwinPower Turbo technology and three-litre capacity guarantees extremely sporty performance. With a maximum output of 272 kW/370 hp and a maximum torque of 7,000 min⁻¹, the extremely rev-happy power train really makes its mark out on the track. The intelligent, lightweight concept, low point of gravity and small, unsprung weight are further trump cards, which help ensure the maximum agility and dynamics of the high-performance coupé.

In the BMW M factory in Garching, the production car was modified, optimised and prepared by hand for its new role in MotoGP. As well as exclusive tailor-made solutions and mandatory safety features, the engineers at BMW M Division also equipped the Safety Car with extensive BMW M Performance Parts. This not only gives the car an eye-catching appearance, but also plays a practical role in the areas of aerodynamics, cooling and lightweight design. Many of the M Performance Parts, including the lowered thread chassis and exhaust with flap system, are also available as retrofit components for the BMW M2 Coupé.





FROM COUPÉ TO SAFETY CAR. Transformation in the BMW M factory.

Back in early October 2015, a team of BMW M experts began preparing to assemble the BMW M2 MotoGP Safety Car. Two weeks later, a basic production model rolled into the halls of the M factory. That signalled the start of the task of manually converting the BMW M2 Coupé into an exclusive safety car. The modifications took a good ten weeks to complete.

The prototype workshop, which is responsible for innovative detailed solutions and perfect customisations within the BMW M factory, played a central role in the project. It is here that a team of highly-qualified specialists implemented the most demanding specifications by hand.

As well as the installation and addition of BMW M Performance Parts, the prototype workshop's key roles included preparing tailor-made components, capable of coping 100 per cent with the high-performance demands faced on the racetrack. It is ultimately this combination of innovative technology and skilled manual perfection that make the BMW M2 MotoGP Safety Car truly one of a kind.

Step by step to the Safety Car.

One of the first tasks facing the technicians was to remove the rear sight on the basic model and free up the undercarriage. The supports for the roll cage, anchors for the six-point harness and bracket for the fire extinguisher were then welded into place. The cage itself was manufactured based on the BMW M4 GTS and adapted to the spatial requirements of the M2 Coupé.

The flat light bar on the roof features the very latest LED technology and control electronics. The prototype workshop manufactured a bracket accordingly, the design of which boasted both impressive aerodynamics and an athletic look. The lightweight, sandwich-style bracket consists of an under laminate, a perforated sheet in the centre and a carbon-fibre covering in the same colour as the car, which fits in superbly with the overall look. The internal metal panel not only absorbs tensile forces, but also helps secure the light bar, which can easily be removed for transport purposes.





The light bar is controlled via a specially developed control panel in the cockpit. Here, the crew can select from various lighting programmes and flash frequencies. The electricians have also installed additional flashing LED lights on the front and rear of the car. The respective control units stem from the SES specialists and were adapted for use in MotoGP. Blue LEDs are used on the front grille, while the Corona rings surrounding the headlights also flash. On the rear of the car, flashing red LEDs replace the reversing lights found on the production car. All signalling systems can be controlled separately and ensure maximum attention out on the racetrack.

Components perfectly attuned to one another.

As the project continued, it was the fluid dynamics experts who were put to the test. Although the light bar and roof brackets are designed to be very flat, they still affect the outstanding aerodynamics on the BMW M2 Coupé, particularly at racetrack speed.

For the technicians at the prototype workshop, this meant having to come up with suitable countermeasures to compensate for the disruption to the aerodynamics. Inspired by the BMW M4 GTS, they developed an easily adjustable rear wing made of carbon fibre reinforced plastic for the BMW M2 MotoGP Safety Car. This improved the airflow, which had been disrupted by the light bar on the roof, thus reducing the amount of lift on the rear axle.

As the entire chassis functions as one aerodynamic unit, the interaction with the front of the car also had to be optimised. The challenge here was to design a suitable front flap and to adapt it to the existing front skirt. The additions to the front of the car from the M Performance Parts range were to be retained.

However, the final version gives little indication of the effort that went into it, as the prototype, consisting of an adapter and splitter, was integrated perfectly in the front skirt. Here too, the BMW M specialists opted for a lightweight layer construction with glass fibre laminate and carbon fibre inlays. As a result, the front flap, rear wing and diffuser work perfectly together and guarantee the required amount of downforce and traction.





Designed for the racetrack.

Although the M Performance coilover suspension and Michelin Cup tyres are wonderfully in harmony with the standard M compound brakes on the BMW M2 Coupé, the management in the M factory opted for carbon-ceramic brakes derived from the BMW M3/M4.

The lightweight carbon-ceramic brakes are corrosion-free, extremely thermally stable, particularly hard-wearing and significantly reduce the unsprung weight. Despite the optimised performance, the Safety Car is actually easier to maintain – another advantage, given the packed MotoGP calendar.

When it comes to the exhaust, the engineers have put their faith in tried-and-tested M Performance material. However, the system was stripped down completely for its outings in the motorcycle world championship. The reason: without silencer, catalytic converter and flap system, the BMW M2 MotoGP Safety Car can still be heard over the roar of the prototype motorcycles on their installation lap.

Finally, a racing hood latch was fitted in Garching. And because the BMW M2 MotoGP Safety Car will also be used in overseas races, a battery master switch and fuel pumping device help to guarantee safety when being transported by air.

The final touch.

Shortly before the end of the project, the attention switched back to the upholsterers. Many trim parts in the interior were re-upholstered – a task that required considerable effort. Again, it is hard to imagine the amount of work involved, as new unfinished parts were required for all the trims. These then had to be covered with leather or Alcantara, before being welded using ultrasound.

To cut a long story short: the interior and exterior of the new BMW M2 MotoGP Safety Car represent the racing know-how of BMW M Division in its purest form. Many of the prototype parts on the new highlight of the Safety Car fleet feature the colour gold. As well as the basic paintwork in Alpine White and the typical BMW M livery, the car also features striking gold components, such as the roll cage, wheels, brake calipers, rear wing mounts, seat brackets, steering wheel spokes and contrast stitching.





The golden badge in the decorative trim is proof that the staff in the M factory give their full attention to even the smallest of details. It features a special engraving, underscoring the fact that the new BMW M2 MotoGP Safety Car is one of a kind.





BMW M2 MotoGP SAFETY CAR.

Technical Data.

Engine: Inline six-cylinder engine

Capacity: 2,979 cc

Output: 272/370 kW/bhp

Acceleration: 0–100 km/h: 4.3 seconds (with M DTC)

(Fuel consumption, combined (M DTC): 7.9 l/100 km; CO2 emissions, combined: 185 g/km)

Modifications for the BMW M2 MotoGP Safety Car.

- BMW M Performance exhaust system with carbon finishers
- BMW M Performance carbon side skirts
- BMW M Performance front grille high-gloss black
- BMW M Performance Air Breather high-gloss black
- BMW M Performance carbon mirror caps
- BMW M Performance carbon aerodynamic kit front (blades)
- BMW M Performance carbon rear diffusor
- Front flap CFK/GFK underframe (newly developed)
- Carbon rear wing with closed mounts
- BMW M Performance coilover suspension
- Carbon ceramic brake (prototype)
- Michelin Cup tyres
- Bonnet with "motorsport lock"
- Fuel suction pump
- Battery master switch
- Flashing corona headlight rings
- LED lights on the roof with bracket (newly developed)
- LED lights in the front grille
- LED lights in the rear lights
- RECARO racing seats with Schroth belts
- Roll cage
- Fire extinguisher with bracket
- BMW M Performance alcantara steering wheel
- BMW M Performance carbon fibre interior trim
- BMW M Performance stainless steel pedal pads
- BMW M Performance floor mats

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BMW M PERFORMANCE PARTS. Retrofitted Adrenalin.

The new BMW M2 MotoGP Safety Car is fitted with numerous parts from the product range of BMW M Performance Parts. BMW M Performance Parts are also installed in the other official cars of the MotoGP safety car fleet, optimising both the sporty appearance and the performance. These retrofitting components enable BMW customers to implement their visions of sportiness retroactively and customised for their vehicle. Developed using motorsport expertise, perfectly tailored to the relevant model and combinable as desired – this is how the current BMW M Performance Parts programme presents itself.

The retrofit components for the drivetrain, chassis, aerodynamics and cockpit are developed in close cooperation with BMW M Division. They significantly improve driving dynamics and underline the sporty tone of both the exterior appearance and the interior ambience of the car in question.

More performance, more adrenaline, more character: every customer can put together a made-to-measure package with the BMW M Performance products, which can be retrofitted individually. The aerodynamic accessories reduce lift and give the car a striking look. Front splitter, diffuser, spoiler and carbon mirror caps show that athleticism and aesthetics can work in perfect harmony.

The BMW M Performance Chassis, with its rigidly designed springs, shock absorbers and anti-roll bar is designed to allow an uncompromising sporty style of driving. The outstanding performance of the production engines can actually be surpassed, thanks to the BMW M Performance Power Kit. The innovative BMW M Performance products for the cockpit apply the finishing touches when it comes to sportiness. The BMW M Performance Steering Wheel resembles the kind of steering wheel found in a racing car.

Also available are model-specific BMW M Performance Parts for the BMW M3, BMW M4, BMW M5 and M6, BMW X5 M and BMW X6 M, models from the BMW 1, BMW 2, BMW 3, BMW 4, BMW 5 and BMW 6 series, as well as the BMW X3, BMW X4, BMW X5 and BMW X6.





THE 2016 SAFETY CAR FLEET.

Maximum performance and innovation serving safety.

In the 2016 season, the fleet of official MotoGP vehicles includes a total of six different BMW M and BMW M Performance models. Alongside the new BMW M2 MotoGP Safety Car, which makes its debut this year, the BMW M4 Coupé with water injection and the BMW M3 will also be in action as safety cars.

The BMW X5 M and the BMW M550d xDrive Touring will take to the track as medical cars this season. BMW M Division will provide the safety officer with a BMW M5. All vehicles were further optimised for their special use in the motorcycle world championship in the BMW M factory. Two BMW S 1000 RRs, which BMW Motorrad provides as safety bikes, complete the 2016 safety car fleet.

More information is available online at: www.bmw-m-safetycar.com

BMW M4 Coupé MotoGP Safety Car.

Engine: Inline six-cylinder engine with water injection

Capacity: 2,979 cc

Output: 368/500 kW/bhp

Acceleration 0–100 km/h: 3.8 seconds

(Production version: fuel consumption, combined 8.8–8.3 l/100 km; CO2 emissions, combined 204–194 g/km)

Modifications for the BMW M4 Coupé Safety Car.

- Water injection
- BMW M Performance titanium exhaust system with carbon finishers
- BMW M Performance side skirts
- BMW M Performance front grille black
- BMW M Performance carbon mirror caps
- BMW M Performance aerodynamic kit front (carbon splitter and blade)
- BMW M Performance carbon rear diffusor
- Carbon rear wing
- Coilover suspension

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- RECARO racing seats with Schroth belts
- Roll bar
- Bonnet with "motorsport lock"
- LED lights on the roof
- LED lights on the front apron

BMW M3 MotoGP Safety Car.

Engine: Inline six-cylinder engine

Capacity: 2,979 cc

Output (production version): 317/431 kW/bhp

Acceleration 0–100 km/h: 4.1 seconds

(Production version: fuel consumption, combined 8.8–8.3 l/100 km; CO2 emissions, combined 204–194 g/km)

Modifications for the BMW M3 Safety Car.

- BMW M Performance exhaust system with carbon finishers
- BMW M Performance aerodynamic package front (carbon splitter and blade)
- BMW M Performance carbon mirror caps
- BMW M Performance carbon rear diffuser
- BMW M Performance carbon rear spoiler
- BMW M Performance carbon handbrake grip with Alcantara base trim
- RECARO racing seats
- LED lights on the roof
- LED lights on the front apron

BMW X5 M Medical Car.

Engine: V8

Capacity: 4,395 cc

Output: 423/575 kW/bhp

Acceleration 0–100 km/h: 4.2 seconds

(Production version: fuel consumption, combined 11.1 l/100 km; CO2 emissions, combined 258 g/km)

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Modifications for the BMW X5 M Medical Car.

- BMW M Performance carbon mirror caps
- BMW M Performance front grille black
- BMW M Performance Air Breather high-gloss black
- BMW M Performance LED door sill
- BMW M Performance side sill decal
- RECARO racing seats
- Black, 21-inch BMW M double-spoke rims
- LED lights on the front apron
- LED lights on the roof

BMW M550d xDrive Touring Medical Car.

Engine: Inline six-cylinder diesel

Capacity: 2,993 cc

Output: 280/381kW/bhp

Acceleration 0–100 km/h: 4.9 seconds

(Production version: fuel consumption, combined 6.3 l/100 km; CO2 emissions, combined 165 g/km)

Modifications for the BMW M550d xDrive Touring Medical Car.

- BMW M Performance carbon mirror caps
- BMW M Performance front grille black
- BMW M Performance rear diffusor
- RECARO racing seats
- LED lights on the roof
- Black, 20-inch BMW M double-spoke rims
- Black side grills

BMW M5 Safety Officer.

Engine: V8

Capacity: 4,395 cc

Output: 412/560 kW/bhp

Acceleration 0–100 km/h: 4.4 seconds

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(Production version: fuel consumption, combined 9.9 l/100 km; CO2 emissions, combined 231 g/km)

Modifications for the BMW M5 for the Safety Officer.

- BMW M Performance Parts exhaust system with titanium tips
- BMW M Performance front grille black
- BMW M Performance side sill decal
- BMW M Performance carbon mirror caps
- Front and rear spoiler, manufactured specially in the BMW M factory
- Black, 20-inch BMW M double-spoke rims
- RECARO racing seats
- Black side grills
- LED lights on the front apron
- LED lights on the roof

BMW S 1000 RR Safety Bike.

Engine: Water cooled inline four-cylinder engine

Capacity: 999 cc

Output: 146/199 kW/bhp

Unladen weight, road ready (fully fuelled): 204 kg

Features BMW Motorrad HP Parts.

- HP Race Titanium Exhaust System
- HP Carbon Exhaust Bracket
- HP Clutch and Brake Levers, folding
- HP Front Footrest System
- HP Carbon Wheel Cover, rear
- HP Carbon Engine Spoiler Race
- HP Carbon Chain Guard
- HP Race Cover-Kit
- BMW Badge for HP Race Cover-Kit
- Brake Lever Protector
- Engine Protector left and right

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BMW M MotoGP ACTIVITIES

BMW M Award – M Power for the fastest qualifier.

Presenting the BMW M Award at the finale is one of the highlights of each MotoGP season. BMW M Division has rewarded the best qualifier with an exclusive, customised BMW M car since 2003. Last year, Marc Márquez won the prize coveted by MotoGP riders for the third time in a row. His performances in qualifying were acknowledged with a customised special edition of the BMW M6 Convertible.

“The BMW M Award is an important pillar of our comprehensive involvement in MotoGP and when selecting the prize it is important to us to pick a real highlight each season,” said Frank van Meel, President BMW M Division. “The fact that the BMW M Award is so coveted by the MotoGP riders, whose lives are characterised by peak physical performance and continuously riding at the limit, makes us proud. It proves that our products have exactly these attributes, which is what makes them so popular with the fastest motorcycle racers in the world.”

Just like the points system for the races, riders at each Grand Prix weekend are awarded points relative to their positions in qualifying. Pole position is rewarded with 25 points, second place on the grid earns 20 points and third place scores 16 points – right down to one point for 15th. The rider with the most points at the end of the season wins the BMW M Award.

Marc Márquez, Valentino Rossi and Casey Stoner are the current record holders, each with three BMW M Awards to their name – with Márquez being the only rider who has won three times in a row. His Spanish compatriot Jorge Lorenzo has earned the coveted title of top qualifier twice so far. Sete Gibernau and Nicky Hayden have both won once. In the 2016 season, the BMW M Award will be presented for the 14th time – and this year’s winner can once again look forward to a very special, high-performance car from BMW M.





BMW M MotoGP Experience - Experience the pinnacle of motorcycle racing up-close.

The BMW M MotoGP Experience is the right choice for anyone wanting to make their MotoGP visit an unforgettable experience. Where else can you meet real world champions, chat casually to current riders, take to the track in the passenger seat of the Safety Car, or watch the mechanics at work in the garage? All of the above are possible with this exclusive incentive programme.

The BMW M MotoGP Experience puts guests at the heart of the action in motorcycle racing's elite class. Guided tours of the pit lane with the BMW M MotoGP Experts Loris Capirossi and Alex Hofmann allow them to experience MotoGP up close and personal. The guests can admire the powerful racing bikes at close hand, while experts explain the impressive technology. Meet & greet sessions offer guests the opportunity to meet current MotoGP, Moto2 and Moto3 riders in person. Among the many exclusive features of the BMW M MotoGP Experience are participation at the Service Road Tour, a visit at tyre fitting and, as a highlight, the taxi rides in official BMW M Safety Cars. There is no better way to get to know a racetrack.

It goes without saying that guests on the BMW M MotoGP Experience can also look forward to first-class catering. They have access to the VIP village, where they can enjoy exclusive menus and drinks. And when the superstars take to the track in search of fastest lap times and victory, the centrally-located terrace in the VIP village offers the best view of the action. You can find more information on the BMW M Award and the BMW M MotoGP Experience online at: www.bmw-m-safetycar.com

The BMW M MotoGP experts – Exclusive insights from the world champion.

Guests of BMW M receive exclusive, first-hand insights during their visit to MotoGP. Genuine racing pros are on hand to convey the fascination of MotoGP as BMW M MotoGP Experts: the former motorcycle racers Loris Capirossi and Alex Hofmann. They offer the guests a unique look behind the scenes of motorcycle racing's elite class, including tours of the pit lane, meet & greet sessions, and many personal discussions.





Three-time world champion Capirossi successfully plied his trade in the Motorcycle World Championship for over 20 years, during which time the Italian contested 328 Grands Prix. Nowadays, “Capirex” is a member of the MotoGP Race Direction and Safety Commission, in which he serves as a consultant for issues regarding safety, rule amendments, competition procedures and the homologation of new circuits. As a safety specialist, he can also appreciate the properties of the dynamic and high-performance BMW M Safety Cars.

Capirossi has been giving guests exclusive insights into the world of MotoGP as a BMW M MotoGP expert since 2012. During guided pit tours, he describes the work processes in the garage to the visitors of the BMW M MotoGP Experience, and explains the characteristics of the powerful racing prototypes at close quarters. In a relaxed gathering in the BMW M Motorhome, world champion “Capirex” reveals all as he recounts interesting and exciting stories of life in motorcycle racing. This is his contribution to ensuring that the guests experience an unforgettable Grand Prix weekend.

Alex Hofmann can also look back on many years as a motorcycle racer. In 1998 he was crowned European Champion and also made his debut in the World Championship. In 2007 the German was forced to bring his active career to an end as a result of a serious injury. Since then, the talented linguist, who speaks fluent German, English, Spanish, Italian and French, has been in action at racetracks all over the world as a TV commentator.

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BMW M DIVISION.

BMW M – High Performance since 1972.

Founded in 1972, BMW Motorsport Division allowed BMW to bundle all its motorsport activities in one new company. Jochen Neerpasch was the first man brought in to head the 35-man team of specialists. He assembled a group of racing drivers that made its mark on BMW Motorsport for decades to come. These included Chris Amon, Toine Hezemans, Hans-Joachim Stuck and Dieter Quester. Björn Waldegård and Achim Warmbold were signed up for the rallies.

The fledgling company's first winning car was the BMW 3.0 CSL, with which BMW won the European Touring Car Championship and the touring car class at the Le Mans 24 Hours at the first attempt. The BMW 3.0 CSL went on to become the most successful touring car of the 1970s. This decade also saw the continuation of the success story of BMW engines in Formula 2: the two-litre, four-valve engine dominated its class, with drivers like Marc Surer and Bruno Giacomelli claiming titles with BMW Power. BMW Motorsport Division also organised its first driver training courses in the 1970s, and started to retrofit production vehicles with racing technology.

From 1978 on, the first of the sports cars developed independently by BMW Motorsport Division conquered the roads and racetracks of this world: the legendary BMW M1. By 1981, 399 delighted customers had taken delivery of production versions of this super sports car. In the world of motorsport, it was primarily used in the Procar Series, which was founded by Jochen Neerpasch, Bernie Ecclestone and Max Mosley. The series shared the bill with European Formula One races in 1979 and 1980. The BMW M1 also enjoyed success in the GTO class of the North American IMSA series and the German Racing Championship.

The next milestone followed in 1980: engine guru Paul Rosche and his team started work on developing the first BMW Formula One turbo engine. It made its race debut in 1982, and Nelson Piquet was crowned Formula One World Champion the following year in a Brabham BMW. That same year, BMW Motorsport Division was further developed into a high performance-oriented development company now with 380 employees. Since then, the range of BMW M models has just kept on growing. These include the BMW M5, the first

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generation of which was launched in 1984, and the BMW M6, which was presented to the world in 2005.

Another legend first saw the light of day in 1985: the BMW M3. The compact, two-door car represented BMW's first joint development between the production and motorsport divisions. The street version was designed to be ready for racing from the word go. On the racetrack, the BMW M3 dominated the European Touring Car Championship, the DTM, and many other international series. It is now the most successful touring car of all time. As a consistent further development of the BMW M3, the company presented the BMW M4 Coupé and the new BMW M3 Limousine in 2014. The newly developed, six-cylinder inline engine with M TwinPower Turbo technology is the powerful heart of both models. 2015 saw BMW M Division prove its technological pioneering role once again as it introduced innovative water injection, a system for increasing the performance and minimising the consumption of combustion engines.

The limited company has grown steadily since it was founded back in 1972, and has taken more and more business areas under its roof, which transcend motor racing. For this reason, the term "Motorsport" was replaced by the Giugiaro M in 1993, and the company was renamed BMW M Division. "BMW M" is easily recognised by its distinctive logo, which consists of a silver M with three coloured stripes. The light-blue stripe stands for BMW, while the red represents the newly formed Motorsport Division, as it was back then. The middle stripe, which was originally violet but is now dark-blue, is the combination of BMW and motorsport – the mixture of the two outside stripes.

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BMW M DIVISION. **The company's five business areas.**

BMW M Automobiles.

BMW M Automobiles transfer racing technology in high-performance cars to the street. That is just one reason why all BMW M cars are tested on the Nürburgring-Nordschleife, one of the ultimate challenges in motor racing. Engines with M Power are known for a direct response, maximum performance, and ultimate efficiency. Every M car is the subject of meticulous and comprehensive chassis development. Innovative lightweight construction and technology inspired by professional racing make for accurate handling. The concept is enhanced by an extraordinary design, which marries aerodynamics with aesthetics.

BMW M Packages and Options.

BMW M Packages and Options take BMW production vehicles to the next level. Take the M sports package, for example: the exclusive M paintjobs are named after the most famous racetracks in the world, M alloy wheels and the M aerodynamics package meet every sporting demand. And the same goes for the interior, of course: M sports seats keep the drivers safely in place, even at high speeds, while the M steering wheel allows perfect control on the roads.

BMW Individual.

The BMW Individual range is split into the "BMW Individual Collection" and the "BMW Individual Factory". The BMW Individual Collection comprises ranges of fixtures tailored perfectly to the individual BMW models, such as exclusive paintwork, high-class leather furnishings and interior mouldings. At the BMW Individual Factory, customer orientation is put into practice. This is where special wishes, not included in the BMW Individual Collection, come true. Whether elaborate paintjobs, unusual material or eccentric customer requests – the BMW Individual Factory takes any vision of exclusiveness and makes it a reality, provided it complies with safety requirements and does not contradict the character of the brand or legal requirements. Special models, exhibition cars and special series for specific markets are also developed and finished in the factory.





BMW Group Driving Experience.

BMW Group Driving Experience organises programmes individually tailored to anyone's driving ability. These include driver safety courses at various locations, such as the BMW Driving Academy in Maisach, as well as experience days at renowned international circuits, including the Nürburgring- Nordschleife, Spa-Francorchamps and Mugello. During these courses and experience days, guests have the opportunity to push BMW, MINI, BMW M and BMW i cars to their limits. Winter training courses on snow and ice are also available, as are multiday tour experiences in the Namibian desert.

Safety, emergency and special purpose vehicles.

In the "safety, emergency and special-purpose vehicles" division, BMW M Division offers tailored solutions for extraordinary requirements. Using the latest technology, BMW automobiles are converted into perfect safety cells on wheels. The driver aids programme offers a wide range of individual BMW vehicle modifications for drivers and passengers with handicaps. Police forces, fire brigades and rescue services around the world use BMW vehicles, with their impressive combination of safety, innovative technology, utmost quality and reliability.

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**PURE ACTION ALL AROUND THE GLOBE.
The 2016 MotoGP World Championship.**

20th March - Grand Prix of Qatar - Losail International Circuit - Doha (QAT)

03rd April - Gran Premio de la República Argentina - Autódromo Termas de Río Hondo - Río Hondo (ARG)

10th April - Grand Prix of The Americas - Circuit of The Americas - Austin (USA)

24th April - Gran Premio de España - Circuito de Jerez - Jerez de la Frontera (ESP)

08th May - Grand Prix de France - Bugatti Circuit - Le Mans (FRA)

22nd May - Gran Premio d'Italia - Autodromo Internazionale del Mugello - Mugello (ITA)

05th June - GP de Catalunya - Circuit de Catalunya - Montmeló (ESP)

26th June - TT Assen - TT Circuit- Assen (NED)

17th July - Motorrad Grand Prix Deutschland - Sachsenring - Oberlungwitz (DEU)

14th August - Motorrad Grand Prix von Österreich – Red Bull Ring - Spielberg (AUT)

21st August – Grand Prix České Republiky - Automotodrom Brno - Brno (CZE)

04th September - British Grand Prix – Silverstone Circuit - Silverstone (GBR)

11th September - GP di San Marino e della Riviera di Rimini - Misano World Circuit Marco Simoncelli - Misano Adriatico (ITA)

25th September - Gran Premio Movistar de Aragón - MotorLand Aragón - Alcañiz (ESP)

16th October – Grand Prix of Japan – Twin Ring Motegi - Motegi (JPN)

23rd October - Australian Motorcycle Grand Prix - Phillip Island Circuit - Phillip Island (AUS)

30th October - Malaysian Motorcycle Grand Prix - Sepang International Circuit - Sepang (MAL)

13th November - Gran Premio de la Comunitat Valenciana - Circuit Ricardo Tormo - Valencia (ESP)

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PARTNERS.

Michelin.

Michelin has been involved in motorsport for more than 100 years as the leading tire manufacturer worldwide. Recently, for instance, the French company revolutionized Endurance racing worldwide by reducing dramatically the quantity of tires used during the events, while increasing the performance at the same time. Thanks to a continuous knowledge transfer between series production and motorsport, both areas have been supporting each other successfully for years. The brand with the Michelin Man has been a reliable racing sports partner of BMW for years.

BMW M Performance Parts.

BMW M Performance Parts allows BMW customers to sustainably realise their own notions of sportiness in their own individual style, on their own private cars. All the components in the BMW M Performance Parts range are the result of many years of BMW motor racing expertise, and are developed in cooperation with BMW M Division. Anyone opting for BMW M Performance Parts is making a clear decision to settle for nothing less than the highest quality of material and sporting innovation in the fields of aerodynamics, chassis, driveline and cockpit. The enhanced engine performance, reduced weight and optimised aerodynamic properties result in notably improved driving dynamics. With BMW M Performance Parts, customers can give their current BMW or BMW M a breathtaking racing feeling, even on the roads.

Oakley.

Oakley was founded in 1975 by Jim Jannard. The first products were developed for Motocross racing. Since then, the company has grown into the leading eyewear brand in motorsport – on both two and four wheels.

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