



Media information  
20 May 2021

### **BMW M Engine Talk: BMW M4 meets BMW M4 GT3.** **Video highlights common ground between the engines in the BMW M4 Competition and new race-spec BMW M4 GT3.**

**Munich.** From series production to motor sport and back: part 2. Hot on the heels of the BMW M Design Talk (see [here](#)), BMW M GmbH is releasing a new video introducing the shared heart of the new BMW M4 GT3 racing car and BMW M4 Competition production model (fuel consumption combined: 10.2 – 9.9 l/100 km [27.7 – 28.5 mpg imp] in the WLTP cycle, 10.2 l/100 km [27.7 mpg imp] in NEDC; CO<sub>2</sub> emissions combined: 233 – 227 g/km in WLTP, 234 g/km in NEDC). In the BMW M4 Engine Talk, Marcus Engelke, Project Manager Drivetrain BMW M4, and Ulrich Schulz, Head of Drivetrain Design at BMW Motorsport, highlight fascinating details of the six-cylinder in-line engine with M TwinPower Turbo technology, which was conceived from the outset for both road cars and track machines.

“510 hp, 650 Newton metres (479 lb-ft) – this is the most powerful straight-six engine we’ve ever fitted in a production car,” says Marcus Engelke to kick off the video. “590 hp, 700 Newton metres (516 lb-ft) – this is the most powerful straight-six engine BMW has installed in a racing car since the days of the BMW M1 Group 5,” adds Ulrich Schulz. The two engineers go on to describe how incredibly similar the engine in the BMW M4 Competition is to its counterpart at the core of the new flagship model in the BMW M Motorsport line-up. Currently in its final year of development, the BMW M4 GT3 will be charged with helping BMW M Motorsport teams compete for GT race victories and titles around the world from 2022.

With components of the power unit in the production M model – including the crankcase, cylinder head, crankshaft drive, crankshaft and connecting rod – also designed to deliver maximum performance on the track, the perfect groundwork for the race-spec unit is already in place. Engelke and Schulz explore in detail how the engine is positioned and installed in the different cars, and underline their points with easy-to-understand sketches on a flipchart. This paints a clear picture of where the specific demands on the production/racing car engine lie and how BMW M GmbH has risen to the task of meeting those challenges.



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As well as presenting the two complete engines, the experts also use the video to delve into individual components in detail, e.g. the dry sump pan and throttle valves of the racing engine, and the intercooler in the BMW M4 Competition. They also single out components which are identical in the two units, such as the connecting rod with pistons and the turbocharger housing – which was transferred to the racing car in unmodified form.

“As well as using many of the same parts, we are also working together closely on the manufacturing side. The complete engine is assembled out of the series-produced base unit just a few metres away from here,” says Markus Engelke, reflecting on the BMW M4 Competition engine’s birthplace at the BMW M facility on Munich’s Preussenstrasse. “We have come full circle,” explains Ulrich Schulz: “BMW M and BMW Motorsport have a shared history, and it all began at Preussenstrasse.”

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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 2020, the BMW Group sold over 2.3 million passenger vehicles and more than 169,000 motorcycles worldwide. The profit before tax in the financial year 2020 was € 5.222 billion on revenues amounting to € 98.990 billion. As of 31 December 2020, the BMW Group had a workforce of 120,726 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company set the course for the future at an early stage and consistently makes sustainability and efficient resource management central to its strategic direction, from the supply chain through production to the end of the use phase of all products.

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The fuel consumption, CO<sub>2</sub> emissions, electric power consumption and electric range figures are determined according to the European Regulation (EC) 715/2007 in the version applicable. They refer to vehicles in the German market. Where a range is shown, NEDC figures consider the different sizes of the selected wheels/tyres, while WLTP figures take into account the impact of any optional extras.

All values were calculated based on the new WLTP test cycle. Any NEDC values that are shown have been translated into equivalent NEDC measurements where appropriate. WLTP values are taken as the basis for determining vehicle-related taxes or other duties based (at least inter alia) on CO<sub>2</sub> emissions as well as eligibility for any applicable vehicle-specific subsidies. Further information on the WLTP and NEDC measurement procedures can also be found at [www.bmw.de/wltp](http://www.bmw.de/wltp).

Further information on official fuel consumption figures and specific CO<sub>2</sub> emission values of new passenger cars is included in the following guideline: 'Leitfaden über den Kraftstoffverbrauch, die CO<sub>2</sub> emissions and den Stromverbrauch neuer Personenkraftwagen' (Guide to the fuel economy, CO<sub>2</sub> emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Schornhausen and at <https://www.dat.de/co2/>.