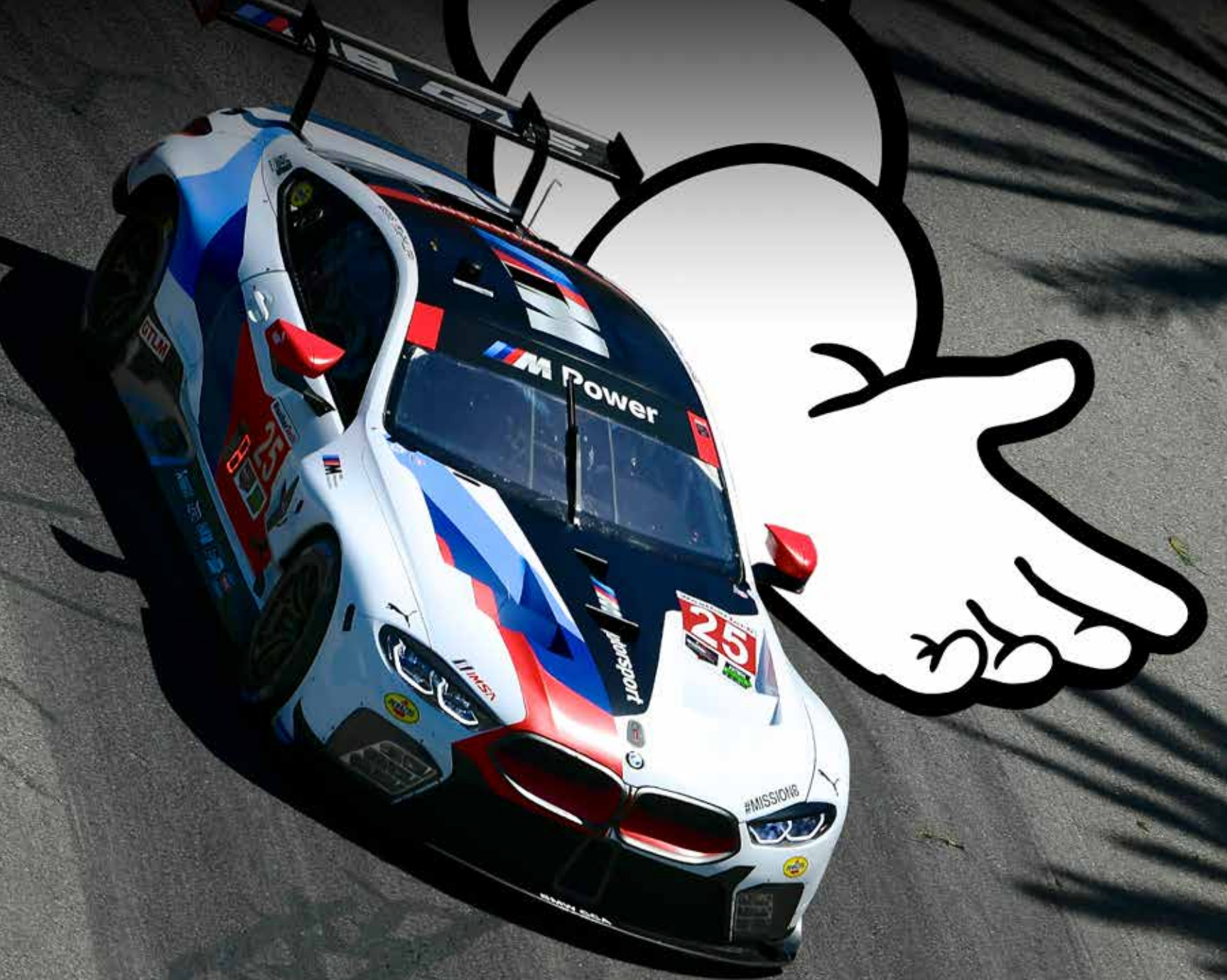


MICHELIN

RACING USA

BMW 2018



BMW'S NEW M8 RACER

ON TRACK IN THE IMSA CHAMPIONSHIP



BMW is significantly ramping up its sports car program in 2018 with the new BMW M8 GTE race car, which will compete in both the IMSA WeatherTech SportsCar Championship and the FIA World Endurance Championship.

The M8 is the fourth generation GTE-specification car BMW Motorsport has built, following the M3 (2009-2012), Z4 (2013-2015) and M6 (2016-2017). More importantly, this aligns with BMW's road-going model of the same series.

"The roots of the GTE project lie in a combination of many aspects," said Jens Marquardt, BMW Motorsport Director.

"The possible return to Le Mans brought its very own fascination for our team.

"However, the most important factor was that the production model, the BMW 8 Series Coupé, was developed at the same time.

"We were given a green light from the board to develop a thoroughbred GTE racing car, parallel with the colleagues in production development."

The new M8 is different from the M6 in that it is a purely designed GTE-specification car, rather than a GT3-to-GTE-derived car as the M6 was from its GT3 model.

The car completed more than 10,000 miles of testing before its race debut at Daytona in January.

"This time we were able to concentrate fully on the demands of the GTE class. As such, many parts have been specifically designed for this car to explicitly align areas such as weight, center of gravity and aerodynamics with the eventual area of application," Marquardt said.

"We have actually exceeded our own requirements when it comes to the engine and aerodynamics. We have also made big strides with other components, such as the chassis and traction control."

Daytona proved a challenging debut race as the BMWs had limited running at the Roar test until race week. Both new M8s finished the 24-hour race, which showcased the new car's reliability out of the gate.

IMSA's pre-Sebring Balance of Performance adjustments helped BMW show its true pace.

Both of its new drivers, Connor De Phillippi and Jesse Krohn, made their marks as De Phillippi scored pole and Krohn scored the fastest race lap. BMW finished second at Sebring with De Phillippi, Alexander Sims and Bill Auberlen.

Auberlen, who's driven all four of BMW's GTE-specification cars, explains the strides the M8 has made.

"You have to take everything because it's not just one thing," he says.

"The motor, wastegate, driveability, brakes, feel, handling and traction are all better. This car is a full evolution in every department from the M6."

BMW won in its first year with the M3 and its first year with the Z4. It took until year two to win its first race with the M6.

But across two continents and two championships in play this year, with a podium at Sebring, the M8's first win is likely coming soon.

BMW PRESENTS THE NEW M8 GTE



2018 BMW LINEUPS

*IMSA endurance races or 2018 24 Hours of Le Mans race only

BMW TEAM RLL – IMSA GT LE MANS

24 John Edwards/Jesse Krohn/Nicky Catsburg*/Augusto Farfus*
25 Alexander Sims/Connor De Phillippi/Bill Auberlen*/Phillip Eng*

BMW TEAM MTEK – FIA WEC GTE-PRO

81 Martin Tomczyk/Nicky Catsburg/Phillip Eng*
82 Antonio Felix da Costa/Augusto Farfus/Alexander Sims*





SIMS & EDWARDS EMERGE

For John Edwards and Alexander Sims, moving into the “more experienced driver” roles in the pair of BMW Team RLL BMW M8 GTEs takes a bit of getting used to.

Edwards is only 27, yet starts the 2018 IMSA WeatherTech SportsCar Championship as BMW Team RLL’s longest tenured driver in his sixth season.

Sims, the 30-year-old Brit, will look to build in his sophomore season off the back of a debut season where he was the most impressive newcomer in the GT Le Mans class.

Edwards shares the No. 24 BMW M8 with Jesse Krohn and Sims shares the No. 25 BMW M8 with Connor De Phillippi. Krohn and De Phillippi are new to the team. BMW without Bill Auberlen in a

full-time seat will take some getting used to, but these two are up to the task of ensuring the manufacturer stays up front in this class.

EDWARDS: FROM LEARNING TO LEADING

Auberlen’s career stands as the benchmark for any BMW factory driver to aspire to, having raced more than 400 events with BMW, winning countless races and still competing at the top of your game as you approach or exceed 50 years old.

Edwards though has done well to learn from him and now carries the torch for his three lesser-experienced teammates.

Prior to 2018, he’s almost 50 races into his BMW factory career, and has two wins, two poles and 12 podiums in class.

Edwards and Auberlen were never paired together in the same car, so the desire to beat him helped bring out the best in Edwards.

“I don’t know if I ever got the full story from him as a teacher since we were competitors!” Edwards laughs.

“But Bill’s a fighter. He pushes you every lap to get the best out of the BMW.”

With five previous years complete in BMW’s Z4 and M6 models, Edwards now has the opportunity to develop a third different car in the M8.

Patience is a virtue in the development timeline, and that’s something where Edwards’ experience comes in handy.

“You know going to the Roar to start the year if you don’t have a brand-new car, you don’t need to worry about the setup

that much, because you know the car you have,” he explains.

“For us, we tried a few things on setup, but were more interested in getting mileage and putting the new BMW through its paces.”

SIMS: GOING FOR AN ENCORE PERFORMANCE

Sims stunned in his first IMSA season. Despite being new to the team, the car and the tracks, he immediately got on the pace and co-drove with Auberlen for three victories, at Watkins Glen, Canadian Tire Motorsport Park and Road Atlanta.

Sims praised the North American atmosphere, and Auberlen as a teammate.

“It was awesome and amazing; it was the most enjoyable season I’ve had racing cars,” Sims says.

“It was so much fun. The tracks are fantastic and there’s really good competition in GTLM.

“It was a great first year. Bill was really helpful. It being my first year, there was a ton of info to glean from him.

“But on track, I had to work it out myself. He gave me a base knowledge going into each circuit, but I had to learn how it felt to me, and work out how I worked things out. That was good.”

To start 2018, the bespectacled Sims made somewhat humorous waves when he arrived at the Roar Before the Rolex 24 test with just a mustache for all the

preseason media photos. He then grew it into a full beard by Sebring.

WILL YOUTH BE SERVED?

Among the five Michelin technical partner teams in GTLM, BMW has by far the youngest average age lineup. The quartet of Edwards (27), Sims (30), Krohn (27) and De Phillippi (25) averages just 27.3 years old.

Quite by contrast, Porsche’s average age is just over 30, while Corvette and Ford’s are both pushing 40. Risi Ferrari drivers average in the mid-30s.

BMW expects a lot out of its young drivers, but has placed significant faith in Edwards and Sims to lead the next generation of talent in the manufacturer’s newest car.

VEHICLE MODEL		TIRE SIZES		MICHELIN® TIRE FITMENTS AND PART NUMBERS											
				PILOT® SPORT 4 S		PILOT® SUPER SPORT		PILOT® SPORT PS2™		PILOT® SPORT CUP 2		PILOT® SPORT A/S 3+		PILOT® ALPIN PA4	
Platform	Option	Front	Rear	Front	Rear	Front	Rear	Front	Rear	Front	Rear	Front	Rear	Front	Rear
1M															
E82		245/35ZR19	265/35ZR19	03744	87309	08781	33791			49089	38280	01925	86759		
M2															
F87		245/35ZR19	265/35ZR19	03744	87309	08781	33791			49089	38280	01925	86759		
M3															
F80	18"	255/40ZR18	275/40ZR18			73229	02344					83380	19056		
	19"	255/35ZR19	275/35ZR19	66901	10078	21931	10300			03241	33112	08808	26504		
	20"	265/30ZR20	285/30ZR20	68444	44926	04997	80913							04620	10712
E90, E92, E93	18"	245/40ZR18	265/40ZR18	37666	85587	37874	22451							12852	15436
	19"	245/35ZR19	265/35ZR19	03744	87309	08781	33791			49089	38280	01925	86759		
E46	18"	225/45ZR18	255/40ZR18	31753	98512	18580	73229					08471	83380	34241	15608
	19"	225/40ZR19	255/35ZR19	91762	66901							51065	08808		
E36		225/45ZR17	245/40ZR17	68968	63006							19627	66770		
E30		205/55ZR15	205/55ZR15												
M4															
F82	18"	255/40ZR18	275/40ZR18			73229	02344					83380	19056		
	19"	255/35ZR19	275/35ZR19	66901	10078	21931	10300			03241	33112	08808	26504		
	20"	265/30ZR20	285/30ZR20	68444	44926	04997	80913							04620	10712
	GTS	265/35ZR19	285/30ZR20	87309	44926	33791	80913			10325	37028	86759	17759	95125	10712
M5															
F10	19"	265/40ZR19	295/35ZR19	14885	10165	13092	10261			70500	01772			03128	26317
	20"	265/35ZR20	295/30ZR20	33116	06016	78123	10427			76594	18234			30039	35423
E60, E61		255/40ZR19	285/35ZR19	78074	79871							17945	90342	01675	35211
E39		245/40ZR18	275/35ZR18	37666	00795							02550	93336		
E34		225/45ZR17	225/45ZR17	68968	68968			14015	14015	19361	19361	19627	19627		
M6															
F12	19"	265/40ZR19	295/35ZR19	14885	10165	13092	10261			70500	01772			03128	26317
	20"	265/35ZR20	295/30ZR20	33116	06016	78123	10427			76594	18234			30039	35423
E63, E64		255/40ZR19	285/35ZR19	78074	79871							17945	90342	01675	35211
Z4 M															
E85, E86		225/45ZR18	255/40ZR18	31753	98512	18580	73229					08471	83380	34241	15608
Z3 M															
E36, E37		225/45ZR17	245/40ZR17	68968	63006							19627	66770		
X5 M															
F85	20"	285/40ZR20	325/35ZR20												
	21"	285/35ZR21	325/30ZR21			45895	74995								
E70		275/40ZR20	315/35ZR20	39467	07074							91057	34397	37610	92952
X6 M															
F86	20"	285/40ZR20	325/35ZR20												
	21"	285/35ZR21	325/30ZR21			45895	74995								
E71		275/40ZR20	315/35ZR20	39467	07074							91057	34397	37610	92952



FIND THE RIGHT TIRES FOR YOUR BMW





DE PHILLIPPI & KROHN

BMW'S NEW KIDS ON THE BLOCK

BMW Motorsport ramps up its GT program in 2018 with the introduction of the new M8 GTE in IMSA and the FIA World Endurance Championship. BMW has also added even more young stars to its factory driver lineup.

For BMW Team RLL in IMSA, both lineups shift in 2018. John Edwards and Alexander Sims stay on, while Jesse Krohn and Connor De Phillippi replace Martin Tomczyk and Bill Auberlen, respectively in the Nos. 24 and 25 cars.

Tomczyk's move into BMW's WEC program and Auberlen's transition into a BMW ambassador role for the brand has opened the door for this pair of young drivers to enter the cauldron of the GT Le Mans class in IMSA's WeatherTech SportsCar Championship.

Their respective trajectories to get here could not have been more different.

CDP: FROM OPEN-WHEEL TO THE TOP OF GT

De Phillippi, 25, has followed the path of other young drivers who had open-wheel on the mind first but lacked the financial support commensurate with their talent level.

The San Clemente, Calif. native came up just shy of the championship in several junior series on the path to IndyCar, and at the end of 2012 found himself at a crossroads.

What followed was a move to Germany and being named a Porsche Junior driver, where he honed his craft and won his first few races.

After three years though, De Phillippi and Porsche parted ways and

De Phillippi joined the Land Motorsport Audi team in GT3 racing. Success followed immediately. In the last two years, De Phillippi has won the ADAC GT Masters championship, the 24 Hours of the Nürburgring (he's only the second American ever to do so) and IMSA's Petit Le Mans.

Those performances caught the eye of BMW, and now he's a full factory driver for the first time in his career.

Persistence, dedication and a move back to the U.S. ahead of 2016 helped keep De Phillippi's GT career development on the right track.

He commuted to the international races the last two years after living in Germany during his first three seasons in GT cars. He's now moved from California to be closer to other BMW team members in Charlotte.

"It's been a long journey," De Phillippi reflects.

"The last year was huge. After I got my first sprint title in 2016, 2017 was the year to check off the endurance boxes.

"The 24 Hours of Nürburgring win was, at the moment, the highlight of my career. That's arguably the toughest 24-hour race to win in the world. To do it in only my third attempt was pretty cool. Petit was awesome too.

"With this new connection at BMW and its expanding program, hopefully I'll get a chance to add to that."

KROHN KEPT GOING THROUGH ADVERSITY

Krohn, a 27-year-old Finn, is another driver who had open-wheel racing on the mind growing up but moved into sports cars and started showing his potential.

Incidentally, he met his future teammate, Edwards, when they shared a car in a VLN race. According to Edwards, Krohn's career hung in the balance at the time.

"Jesse Krohn has had a lot of success in Europe," Edwards says.

"The first time I met Jesse, we were teammates in a VLN race, and I went over to get more experience having joined the factory team, and he was a BMW Junior.

"But after that race he told me wasn't sure what was next for him. He didn't know if he'd drive a car again.

"Now a few years later, he's factory driver and we're going to be teammates."

Krohn summarizes his determination: "If it was easy everyone would do it! It's all about putting in a lot of hard work and not skipping any steps along the way.

"You have to be ahead of your competitors. Do your prep work, see what's been done, and build on that."

The BMW Junior driver won his first race in North America last fall at Road America, in the GT Daytona class with Turner Motorsport in a BMW M6 GT3.

OFF TO STRONG STARTS

Early races already showcased BMW had made great hires with De Phillippi and Krohn starting strong in just their second GTLM races.

At Sebring, De Phillippi won the class pole and Krohn set the fastest race lap, both of which were new track records in the new M8 GTE.

Seeing how new drivers develop within GTLM is a yearlong story line and for these two, the sky already appears to be the limit.



A new challenge lies ahead for Bill Auberlen in 2018. The 20-plus year BMW Motorsport racing veteran has been named a BMW NA Brand Ambassador and will balance a busy off-track schedule with four endurance races in IMSA.

It's hard to think about Auberlen, one of the most successful BMW drivers worldwide, not racing full-time, but this gives BMW the chance to utilize him in even more places.

"While I don't believe it could ever be said that Bill Auberlen was underutilized in his first two decades with BMW NA, we have made a mutual decision to take better advantage of his expertise and now to primarily support our growing customer racing programs in addition to competing with BMW Team RLL in the four IMSA endurance races this season," says BMW NA Motorsport Manager Victor Leleu.

In October, Auberlen co-authored a special end to the BMW M6 GTE's racing career, winning Petit Le Mans with Alexander Sims and Kuno Wittmer in IMSA's GT Le Mans class.

The win came in Auberlen's 400th race in a BMW.

He welcomes this new opportunity with open arms.

When he will drive, he'll share the new No. 25 BMW M8 GTE with Sims and Connor De Phillippi in GTLM.

"BMW and I have been talking about this for years. We need to do good for each other," Auberlen says.

"We've been successful racing BMWs for 22 years, and it's time to do something different. This is seriously a great opportunity. I'm smiling, and not all the pressure is on my shoulders."

On-track, Auberlen has seen the development of BMW's next generation of drivers and has hailed their newfound ability to adapt quicker.

"In all the years I've been racing, the ability of the driver as a whole has gotten better," he explains.

"They're entering as faster, stronger drivers. I don't have to give a lot of tutoring to this new generation. They all know how to deal with data. My life has been easy with these guys."

Auberlen also praised Sims, who he had alongside him last season.

"Of all the co-drivers I've ever had, Sims in that M6 is one of the best I've ever been teamed with," he says.

"He's fast, and he's easy to get along with. He had this crazy ability to learn the track in 2-3 laps at places he'd never been. I was blown away."

Leave it to Auberlen's countryman though, John Edwards, to sum up, what Auberlen has meant – and still means – to the sport.

"When you see the passion he has for racing, and the speed he's maintained at an age when most people retire, you have to be impressed," Edwards says.

"He's still got it, and there's a reason he's not actually retired, but just is part-time."

BILL

THE NEW BMW AMBASSADOR





BMW ENTERS FIA FORMULA E

Later this year, BMW will become a full works entrant in the ABB FIA Formula E Championship.

BMW has maintained a consistent presence in the series in the first four seasons as both the safety and medical car provider, and as a technical partner with Michael Andretti's MS&AD Andretti Formula E team.

But for now, BMW continues to ramp up to its race debut, when it will be able to build its own powertrain for the fifth season of competition.

The timing for BMW's entry into the championship coincides with the launch of Formula E's second-generation car.

The new car, dubbed Gen2, makes significant battery gains to where drivers will not need to swap cars in the middle of the race. It also has a power output increase to 250kW, which can see the potential top speed of Formula E reach 174 mph.

BMW's electric vehicle line is its BMW i Series. This season, BMW continues to supply a fleet of vehicles to Formula E, including the BMW i3 medical cars and the BMW i8, which is used as the Qualcomm Safety Car.

"It was almost a logical step for us to get involved in Formula E with BMW i in 2014 - and it's just as logical to continue the partnership in the coming years," says Jorg Reimann, Vice President BMW Brand Experience.

"Formula E is breaking new ground in motorsport in many ways, just as BMW i does in terms of the mobility of the future, which is why the combination works really well."

BMW works drivers have had a chance to drive the MS&AD Andretti FE cars, too. This year's race drivers are Antonio Felix da

Costa and Tom Blomqvist, who will also both test and race the BMW M8 GTE car in the FIA World Endurance Championship.

Bruno Spengler and Colton Herta tested the Andretti FE car at the Marrakesh rookie test, and BMW Team RLL's Alexander Sims sampled the Andretti FE car in preseason testing.

"Different is exactly the word," Sims says. "You go into Formula E and you get a completely separate set of challenges versus conventional racing.



"You're working the carbon brakes hard. You're on the treaded all-weather Michelin tires, which are different from any other form of racing. Obviously it's electric, so there's quite a different power introduction. There's regenerative braking.

"It's a fascinating vehicle. I really enjoyed it. It's so challenging as there is a lot going on in the car."

Formula E visits the United States for its season finale weekend in the Red Hook neighborhood of Brooklyn, New York, July 14-15.

The doubleheader race weekend completes the 12-race, fourth season of the championship.

