



## BMW E92 M3 GTS



**BMW** have released a potent Clubsport focused version of their already fabulous E92 M3. In much the same mould as what AMG do for Mercs' with their Black range, the new M3 GTS is a very limited production hand-built no compromise track focused car for the weekend gentleman racer or the very diehard enthusiast with deep pockets.

The GTS features changes across the board in the normal formula of a weight reduction diet and toning of the powerplant and suspension. The new unladen weight comes in at 1500 kg (3,300 lbs) even with the inclusion of a rollcage and added adjustable aero features such as the rear wing. The standard M3 already features a carbon fibre roof and now added to that further savings have been made via new titanium silencers, extra-light centre console and door linings, the omission of rear seats and a new sound insulation set tailored specifically to for

this model.

The V8 has been enlarged to 4.4 litres and power has bumped to 450 hp. This power is transmitted via a seven-speed M DKG gearbox. The "Drivelogic" have been tailored specifically to the modified power unit of the BMW M3 GTS. The driver is able to shift gears via a traditional gearstick on the centre console or paddles.

The M3 Coupé suspension sees the rear axle subframe bolted firmly in position and adjustment threads on the dampers for variation of the inbound and rebound strokes. The body gets a race-styled front air dam and adjustable rear wing.

Stopping the GTS is looked after by six pistons fixed callipers up front and four piston versions on the rear. Wheels are 19-inch M light-alloy Competition rims in double-spoke design

### BMW E92 M3 GTS

- 4.4 liter      268.5 cu in
- 336 KW      450 bhp
- SG 7 speed Manual
- Production = 100
- 0-100 kph in 4.3 seconds

The spartan track style interior features classic bucket seats, interior trim in carbon and an M steering wheel finished in alcantara. The door and side panels at the rear also come in Alcantara.

In typical boy-racer fashion there are six-point seat belts, a fire extinguisher and an emergency-off switch.

**Rod Halligan**





**BMW E92 M3 GTS**

<b>Year</b>	2010
<b>Production</b>	100

**ENGINE**

<b>Configuration</b>	90° V 8	
<b>Layout</b>	Front, longitudinally mounted	
<b>Induction</b>	Natural	
<b>Displacement</b>	4.4 litre	268.5 cu in
<b>Compression</b>	11.5:1	
<b>Power</b>	336 KW	450 bhp
<b>BHP/Liter</b>	102 bhp / litre	
<b>Power to weight</b>	0.3 bhp / kg	

**BODY**

Carbon Fibre and Steel Body Panels & Unitary frame		
<b>Weight</b>	1490 kg	3285 lbs
<b>Wheelbase</b>	2761 mm	108.7 in
<b>Track front</b>	1538 mm	60.6 in
<b>Track rear</b>	1539 mm	60.6 in

**DRIVE**

<b>Rear Wheel Drive</b>	
<b>Transmission</b>	SG 7 speed Manual Paddle and stick

**SUSPENSION/BRAKES/STEERING**

<b>Suspension Front</b>	two-joint spring strut axle
<b>Suspension Rear</b>	five link, anti-dive and anti-squad
<b>Steering</b>	rack-and-pinion, power assisted
<b>Brakes</b>	ventilated and cross drilled discs, ABS.
Front	Fixed 6 piston calipers
Rear	Fixed 4 piston calipers

**PERFORMANCE**

<b>Top Speed</b>	250 km/h / 155 mph (limited)
<b>0-100</b>	4.3 seconds

