

# driver

V O L . 1 5 • N U M B E R 1



## The BMW M3 Coupe Returns to Racing

After a one-season hiatus, BMW announced on February 6 it is returning to American Le Mans Series (ALMS) competition next year, entering two V8-powered BMW M3 Coupes, which will race in the highly competitive GT2 category.

The announcement was made at a press conference held during the 100th Chicago Auto Show.

"M3s have a 20-year history of winning races and we intend to extend that record," said Martin Birkmann, Motorsports Manager for BMW of North America. "The ALMS is the perfect setting to showcase the fourth-generation M3."

A truly international effort, BMW Motorsport in Munich built and developed the M3 racecars, and Rahal Letterman Racing (RLR), of Hilliard, Ohio, will maintain and field them. Led by Bobby Rahal, 1986 Indianapolis

**The competition version of the fourth-generation M3 is wider and significantly lighter than its production counterpart. A large part of the weight reduction comes from extensive use of carbon-reinforced plastic.**

# Mpower: The M3 Returns to Racing

500 winner and three-time Championship Auto Racing Teams (CART) champion, and CBS "Late Show" host David Letterman, the team also competes in the Indy Racing League. Buddy Rice won the 2004 Indianapolis 500 driving for RLR.

"This is an important move for us," said Rahal, "and we're eagerly anticipating playing a lead role in returning BMW to the sharp end of the ALMS grid."

BMW Motorsport will continue to test and develop the M3 during 2008 with current World Touring Car Champion Andy Priaulx (Great Britain), Jörg Müller (Germany) and Augusto Farfus (Brazil) doing the driving.

From 1994 through 2006, BMW M3s were victorious in 53 of the 118 North American sports car races in which they competed culminating in 14 championships.

The ALMS GT2 category features some of the

most intense competition in the series featuring Aston Martin, Corvette, Ferrari, Ford, Panoz, Porsche and Viper. "We've had a phenomenal start to 2008 and this news from BMW adds to our momentum," said series CEO Scott Atherton. "BMW represent one of the cornerstones on which ALMS was built and we are thrilled to embrace this effort."

Reporting on the new racecar, the editors of Car and Driver wrote, "BMW had one of the few surprises at the Chicago Auto Show, and it was a whooper."

**BMW Power will be a factor in the 2009 American Le Mans Series. Representing the organizations involved in the M3 racing program are (left to right) Rich Brekus, Manager, Product Planning and Strategy, BMW of North America; Bobby Rahal, team principal, Rahal Letterman Racing; Scott Atherton, CEO American Le Mans Series; and Martin Birkmann, Motorsports Manager for BMW of North America.**



# Mpower: The M3 Returns to Racing



The BMW Motorsport-developed ECU 408 electronic control unit manages the functions of the competition M3's 485-horsepower engine. To prevent oil starvation in extreme driving situations, Motorsport engineers fitted the new M3 with a dry-sump lubrication system.

So-called "intelligent control systems" have been incorporated throughout the M3 racecar. For example, the POWER400 system operates the accessories, such as lights and windshield wipers, via two bus systems, eliminating traditional relays and fuses to save weight.



# Mbriefing

## M Briefing by Larry Koch, M Brand Manager, BMW North America

Sometimes the only thing faster than our cars at BMW is change. Case in point: Martin Birkmann was recently promoted to Product and Price Planning Manager and I have replaced him as M Brand Manager.

This is a job with which I'm familiar because I've had this position in the past and have worked closely with other M

managers for several years. In fact, I've met many of you at races and special events. I appreciate that Mdrivers aren't bashful about providing candid feedback regarding current products and making suggestions about new features and models.

In 1994 for example, it was your passion and letters that convinced us to offer the second-generation M3 specifically designed for this market. The editors of Automobile Magazine named that car "Automobile of the Year" in 1994.

This year is shaping up to be an exciting year both on the street and on the race track. As you read this the new M3 Convertible will have made its world debut at the Geneva auto show. We will have all the details about this unique automobile in the next issue of Mdriver.

New M3 Coupes and Sedans are beginning to arrive at BMW centers. By summer we will offer eight M cars, the most ever, and we are preparing a return to racing with the new M3 coupe in the American Le Mans

Series with our partner Rahal Letterman Racing.

In Formula 1 racing, the BMW Sauber F1 Team is stronger than ever. Expect great results this season, which begins this month in Australia, from the F1.08 and drivers Nick Heidfeld and Robert Kubica.

Finally, we've given Mdriver a new look and will add new

features throughout the year. Be sure to check out the Mlinks section in this issue and visit the BMW Welt (World) and BMW Web TV sites.

I look forward to our discussions and sharing our enthusiasm for M.

Here's to a great 2008.

Larry Koch



The all-new BMW M3s are arriving at US BMW Centers this month. Schedule a test drive as soon as possible.

## The BMW M3 S65 V8 Engine



At 445 pounds, the new M3 S65 V8 engine is 7%, or 33 pounds, lighter than the previous model's inline six-cylinder powerplant.

Displacing 3,999 cubic centimeters (4.0 liters), the new, light-alloy V8 M3 engine, code-named S65, produces 414 hp at 8,300 rpm and 295 pounds-feet of torque at 3,900 rpm with 85% of its maximum torque available consistently through 6,500 rpm. The power output represents a 24% increase over the six-cylinder engine from the last-generation M3. The compression ratio is 12.0:1; the redline is 8,400 rpm.

The engine is equipped with continuously variable double-VANOS camshaft management, which provides extremely fast and responsive valve timing. This technology reduces charge cycle losses and improves output, torque and engine response with a positive influence on fuel economy and emission management.

A separate throttle butterfly for each cylinder — eight in this case — is technology adapted from BMW racing engines and provides instantaneous reaction to throttle pedal position. Two stepper motors operate the four throttle butterflies on each row of cylinders to provide particularly sensitive engine response at low speeds.

A volume flow-controlled, pendulum-slide oil

pump ensures consistent lubrication to the high-rpm engine at all times, particularly in extreme braking and cornering situations. The system features two oil sumps — a small reservoir in front of the front-axle subframe and a large sump behind it.

A new electronic engine management system coordinates all engine functions and provides seamless integration with the clutch, gearbox, steering and brakes. In addition, the engine control unit performs a wide variety of on-board diagnostic functions.

Learn more about the all-new BMW M3 Coupe [www.bmwusa.com/Standard/Content/Vehicles/2008/M/M3Coupe/default.aspx](http://www.bmwusa.com/Standard/Content/Vehicles/2008/M/M3Coupe/default.aspx)

Learn more about the all-new BMW M3 Sedan [www.bmwusa.com/Standard/Content/Vehicles/2008/M/M3Sedan/Default.aspx](http://www.bmwusa.com/Standard/Content/Vehicles/2008/M/M3Sedan/Default.aspx)



## Presenting the BMW-Sauber F1.08

Nick Heidfeld drives the BMW-Sauber F1.08 past journalists at its debut in the new BMW Welt (World) brand experience and delivery center in Munich on January 14.

BMW Sauber F1 Team Technical Director Willy Rampf characterizes the difference between last year's and this year's cars as "radical evolution" and said the main focus of the development of the new car was to improve aerodynamic balance and increase mechanical grip. Compared to its predecessor, nearly every body part on the rear half of the F1.08 has been changed, including the air box, tail fin, engine cover and the radiator "chimneys," and the transitions between the vertical and horizontal surfaces are more rounded.





The front wing, which features three full-width elements under the nose instead of placing one element above the nose as some competitors have done, is larger to improve turn-in. The nose is narrower than that of the F1.07.



BMW Sauber F1 Team driver Nick Heidfeld prepares to drive the F1.08 in the BMW Welt (World) in Munich at its introduction. The BMW Group "Four-Cylinder Building" headquarters, the BMW Museum and the company's historic Munich plant are in the background.



The F1.08 was equipped with front and rear "hubcaps" to improve airflow along the sides of the car at its launch. To reduce drag, aerodynamicist Willem Toet lowered the upper surfaces of the sidepods. Robert Kubica (left) and Nick Heidfeld will contest the 18-race FIA Formula One World Championship for BMW, which began March 16 in Melbourne, Australia.

Learn more about the BMW Sauber F1 Team [www.bmw-sauber-f1.com/en/](http://www.bmw-sauber-f1.com/en/)



IndyCar Series star Graham Rahal wowed attendees at the 2008 Consumer Electronics Show in Las Vegas by doing burnouts in a BMW Sauber Formula 1 car at the BMW Pit Lane Park. The high-tech event park provided visitors with an insider's look at the pinnacle of motorsports. In addition to demonstration runs, there were F1 experts to answer questions, a Pit Stop Challenge where race fans could participate in a pit stop, a realistic driving simulator and several other hands-on exhibits.

Rahal, 19, drove on a 90-yard track in the Gold Lot parking facility outside the Las Vegas Convention Center. He is the son of 1986 Indianapolis 500 winner and three-time CART champion Bobby Rahal, and drives for Newman/Haas/Lanigan Racing in the IRL.

Intel, an Official Corporate Sponsor of the BMW Sauber F1 Team, was the presenting sponsor of Pit Lane Park. The annual Consumer Electronics Show is one of Intel's most important trade shows.



Graham Rahal, left, chatted with BMW Pit Lane Park master of ceremonies and "Speed TV" Formula 1 technical commentator Steve Matchett in between demonstration runs. "It has been a dream of mine to drive an F1 car," Rahal said, "and I can't thank BMW enough for giving me this opportunity."

These links provide more information about the world of BMW.

## BMW M3 Coupe

[www.bmwusa.com/Standard/Content/Vehicles/2008/M/M3Coupe/default.aspx](http://www.bmwusa.com/Standard/Content/Vehicles/2008/M/M3Coupe/default.aspx)

## BMW M3 Sedan

[www.bmwusa.com/Standard/Content/Vehicles/2008/M/M3Sedan/Default.aspx](http://www.bmwusa.com/Standard/Content/Vehicles/2008/M/M3Sedan/Default.aspx)

## BMW M5 Sedan

[www.bmwusa.com/Standard/Content/Vehicles/2008/M/M5Sedan/default.aspx](http://www.bmwusa.com/Standard/Content/Vehicles/2008/M/M5Sedan/default.aspx)

## BMW M6 Convertible

[www.bmwusa.com/Standard/Content/Vehicles/2008/M/M6Convertible/default.aspx](http://www.bmwusa.com/Standard/Content/Vehicles/2008/M/M6Convertible/default.aspx)

## BMW M6 Coupe

[www.bmwusa.com/Standard/Content/Vehicles/2008/M/M6Coupe/default.aspx](http://www.bmwusa.com/Standard/Content/Vehicles/2008/M/M6Coupe/default.aspx)

## BMW Z4 M Coupe

[www.bmwusa.com/Standard/Content/Vehicles/2008/M/Z4MCoupe/default.aspx](http://www.bmwusa.com/Standard/Content/Vehicles/2008/M/Z4MCoupe/default.aspx)

## BMW Z4 M Roadster

[www.bmwusa.com/Standard/Content/Vehicles/2008/M/Z4MRoadster/default.aspx](http://www.bmwusa.com/Standard/Content/Vehicles/2008/M/Z4MRoadster/default.aspx)

## BMW Car Club of America

[www.bmwcca.org/](http://www.bmwcca.org/)

Enhances the BMW ownership experience with services, support, information and driving events

## BMW Driving Experience

[www.bmw.com/com/en/insights/bmw\\_experience/experience/current\\_teaser\\_screen.html?prm\\_action=experience](http://www.bmw.com/com/en/insights/bmw_experience/experience/current_teaser_screen.html?prm_action=experience)

Driver's education like you've never experienced it from Namibia to Spain's Valencia race track

## BMW Mobile Tradition

[www.bmw.com/com/en/insights/history/mobiletradition/content.html](http://www.bmw.com/com/en/insights/history/mobiletradition/content.html)

Coordinates all activities associated with BMW's history, historical vehicle collection, restoration workshops and the unique rent-a-legend program

## BMW Motorsport

[www.bmw-motorsport.com/ms/en/index.html](http://www.bmw-motorsport.com/ms/en/index.html)

Information about BMW's participation in the 2008 FIA World Touring Car Championship, Formula BMW, BMW Golfsport and BMW Yachtsport.

## BMW Performance Center

[www.bmwtransact.com/microsite/performancecenter/index.html](http://www.bmwtransact.com/microsite/performancecenter/index.html)

BMW Driver Training programs in Spartanburg, S.C.

## BMW Sauber F1 Team

[www.bmw-sauber-f1.com/en/index.html#/homepage/](http://www.bmw-sauber-f1.com/en/index.html#/homepage/)

Information about BMW's participation in the 2008 FIA Formula 1 World Championship

## BMW Web TV

[www.bmw-web.tv/de/channel/new](http://www.bmw-web.tv/de/channel/new)

BMW's award-winning video site

## BMW Welt (World)

[www.bmw-welt.com/web/portal/en/index\\_highend.html](http://www.bmw-welt.com/web/portal/en/index_highend.html)

The new BMW experience and delivery center, BMW Museum and BMW's historic Munich plant.

## 2008 FIA FORMULA 1 WORLD CHAMPIONSHIP

DATE	GRAND PRIX	CIRCUIT
<b>March 16</b>	<b>Australia</b>	<b>Melbourne</b>
<i>Drivers/Team</i>	<i>Finishing Position</i>	<i>Championship Standing</i>
Nick Heidfeld	2	2
Robert Kubica	DNF <sup>1</sup> (damage)	
BMW Sauber F1 Team		3
<b>March 23</b>	<b>Malaysia</b>	<b>Sepang</b>
<i>Drivers/Team</i>	<i>Finishing Position</i>	<i>Championship Standing</i>
Robert Kubica	2	6
Nick Heidfeld	6	2 (tied with Raikkonen)
BMW Sauber F1 Team		2



Robert Kubica (Poland) driving his BMW Sauber F1.08 slices through a corner at the Sepang Circuit on his way to a second-place finish in the Grand Prix of Malaysia.

## 2008 FIA Formula One World Championship

Date	Grand Prix	Location
April 6	Bahrain	Sakhir
April 27	Spain	Barcelona
May 11	Turkey	Istanbul
May 25	Monaco	Monte Carlo
June 8	Canada	Montréal
June 22	France	Magny-Cours
July 6	Great Britain	Silverstone
July 20	Germany	Hockenheim
August 3	Hungary	Budapest
August 24	Europe	Valencia
September 7	Belgium	Spa-Francorchamps
September 14	Italy	Monza
September 28	Singapore	Singapore
October 12	Japan	Fuji
October 19	China	Shanghai
November 2	Brazil	Sao Paulo



BMW M3s have always been successful in motorsports. Here Johnny Cecotto drives an E36 M3 GTR in the 1993 ADAC GT Cup, sanctioned by the German auto club and run on circuits in Germany, Austria, Belgium and the Netherlands. Cecotto won the championship and Kris Nissen, also driving an M3 GTR, finished second.

**EDITOR:** Bob Roemer  
**DESIGN:** Queener Design

Address correspondence to:  
Mdriver, BMW of North America, LLC  
P.O. Box 1227,  
Westwood, NJ 07675-1227  
Fax: 201-307-4099

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