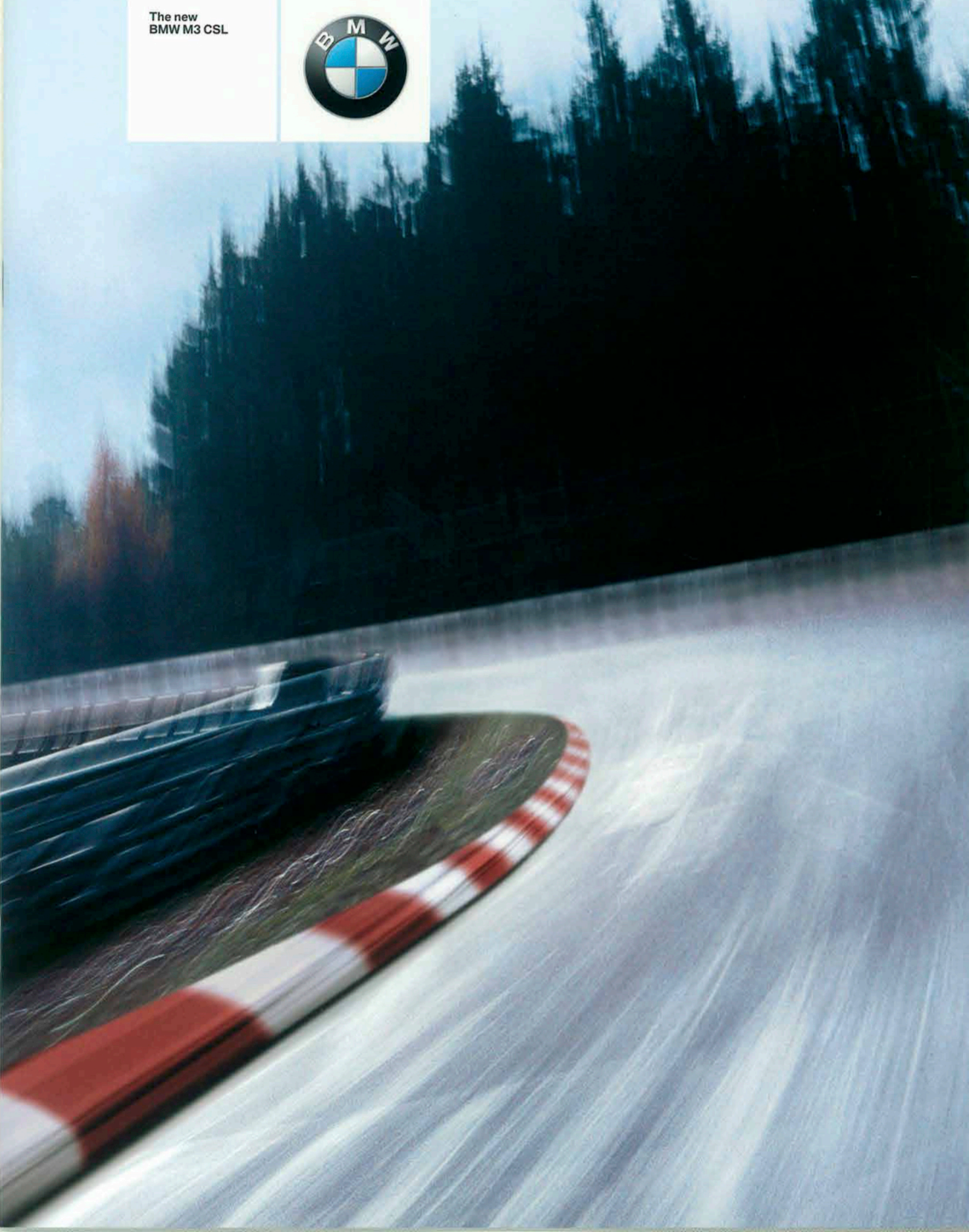


The new
BMW M3 CSL



The M3 CSL driver talks about significantly increased lateral dynamic performance. The passenger keeps quiet.



Building sports cars means setting the most exacting tests: a non-stop, 8000 km test on the Northern Loop of the Nürburgring – the "Green Hell." We changed only the drivers and the tyres. 33 left and 40 right bends. Bends that open up and bends that close in on you. Sloping bends, pitching bends, bends preceded by

humps, bends followed by humps. You need quick feet and strong arms to handle the Northern Loop. With its lightweight construction, low centre of gravity and mere 3.85 kg per bhp of power, the M3 CSL is a tour de force of technical innovation and phenomenal performance.



Carbon trim is pretty nice.
A carbon roof is pretty serious.



Many sports cars pay homage to Formula 1. The M3 CSL has Formula 1 built in: it's a technological sum of our collected motorsport experience. At this level it's not enough just to save weight by leaving things out. Innovative lightweight technologies must be used to optimise existing components. The roof as well as the front and rear apron are made entirely from carbon-fibre reinforced plastic (CFRP), as is the door trim and the centre console. The boot is made of glass-fibre rein-

forced Duroplast and the rear window of thin glass. The loading bay floor is a glass-fibre/paper composite tray, and the bucket seats are made of glass-fibre reinforced plastic (GFRP).

That means that weight reductions are made in exactly the right places, resulting in the decrease of angular momentum about the vertical axis, the lowering of the centre of gravity and the reduction of unsprung masses.

The bonnet is aluminium.
Good news when your friends
want to take a third look under it.



The identifying marks of the M3 CSL: the lightweight aluminium bonnet with powerdome, CFP roof, lightweight synthetic boot lid, aerodynamic flaps on the front CFP bumpers and extra air intake optimised for aerodynamics. Remember them in case you're in the car park rather than the pit.

You'll probably want to open the bonnet more than the boot. The facts: 3.25 litre 6-cylinder in-line, 265 kW (360 bhp) at 7900 rpm, maximum torque of 370 Nm at 4900 rpm.





The interior: not quite Montoya, but very Ravaglia. A racing atmosphere reigns in the cockpit of the M3 CSL. Most striking are the anatomically formed bucket seats, the Alcantara-trimmed steering wheel and the visible CFP surfaces. The SMG Drivelogic paddles on the steering wheel and the metallic gear shift lever on the transmission tunnel are further evidence of the technology at hand. (See the following double-page and pages 32-33 for more information)

Roberto Ravaglia was 1987 Touring Car World Champion in his BMW M3. In 1986 and 1988 he was European Champion and in 1990, 1991 and 1993 he was the Touring Car Champion in Italy. He'd be sure to feel at home in this cockpit.



Keep your hands on the wheel
when you change gear.
At least when you're taking a bend at 230 km/h.

When you're accelerating a lot, you have to change gear a lot. But you don't have to let go of the wheel. In the M3 CSL with Sequential M Gearbox (SMG Drivelogic), changing gear is done Formula 1-style – using shift paddles on the steering wheel, without de-clutching and without taking your foot off the accelerator. It's much safer, and it's faster, too. Shifting in programme S6 takes up to a mere 80 milliseconds. Shiftlights in the cockpit indicate

the optimal time to shift – allowing the best use of the engine's power when progressing through the gears.

Launch Control enables rapid acceleration from standstill. Shifts and acceleration are optimised by SMG Drivelogic as long as the driver holds down the accelerator. "M Track Mode" achieves the fastest lap times by enabling maximum use of the M3 CSL's awesome longitudinal and

lateral dynamic potential, approaching the physical limits. In this mode the main functions of DSC are maintained on a low level, without losing them entirely.

Further benefits of SMG Drivelogic include selectable programmes, automated mode, slip and slope recognition and context-sensitive shifting, that adapt shifting characteristics to the circumstances.



Formula 1 on the little loop.
Formula M on the big one.



On the 4.1 km Grand Prix circuit at the Nürburgring, the BMW Williams F1 Team competes for every valuable second and World Championship point. On the historic 20 km Northern Loop we also compete for time – but it's more about gaining experience. We test every BMW M model here, under the harshest possible conditions. It's the "toughest and most beautiful race track in the world" – the perfect test-bed for high-performance cars bearing the letter M. Anyone familiar with the Northern

Loop knows the significance of the names Schwedenkreuz, Fuchsröhre, Bergwerk, Karussell, Pflanzgarten, and Galgenkopf. He knows, too, the challenge they offer a driver and his car, and what a lap time of less than eight and a half minutes in the BMW M3 means. In a BMW M3 CSL, it's even possible to fly through in under eight minutes. High performance like that can only be achieved when every technological detail is combined towards a single end.



Power

Finish.



Dimensions		BMW M3 CSL	
Vehicle length/width/height	mm	4492/1780/1369	
Wheelbase	mm	2729	
Weight			
Unladen, EU ¹	kg	1460	
Permitted load	kg	415	
Motor ²			
Cylinders/valves		6/4	
Capacity	cc	3246	
Max output	kW/bhp/rpm	265 (360)/7900	
Max torque	Nm/lb-ft/rpm	370/4900	
Performance			
Top speed	km/h	250 ⁴	
Acceleration 0-100 km/h	s	4.9	
Fuel consumption ^{2,3}			
EU urban/extra-urban/composite	l/100 km	17.8/8.4/11.9	
CO ₂ emissions	g/km	287	

¹ The figure quoted includes a 90 per cent tank filling, 68 kg for the driver and 7 kg for luggage. Unladen weight applies to vehicles in standard trim. Special equipment may increase this figure.

² The BMW M3 CSL engine is designed for RON 98 fuel. Use of RON 95 fuel reduces engine power and increases fuel consumption.

³ The BMW M3 CSL engine complies with the EU3 emission standard. Fuel consumption is determined in accordance with the ECE driving cycle made up of approximately one-third urban traffic and two-thirds extra urban driving (related to the distance covered). CO₂ emissions are measured in addition to fuel consumption.

⁴ Electronically limited.

The models illustrated in this brochure show the specifications for the German market. In part, they include optional equipment and accessories not fitted as standard. According to the specific requirements of other markets, alterations in models, standard and optional equipment, as described in this brochure, may occur. For precise information on model features and the exact level of equipment, please contact your BMW partner. Subject to change in design and equipment. Subject to error.

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