

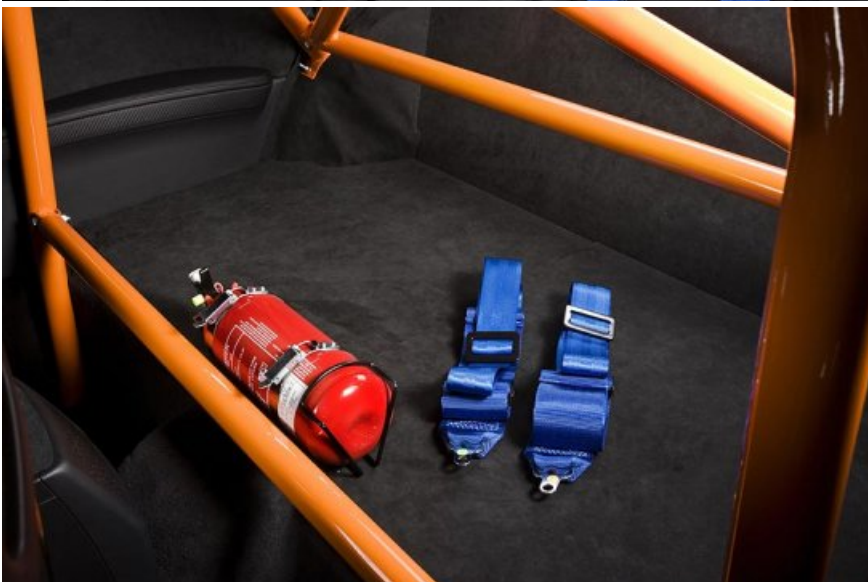
CLASSIC DRIVER

BMW M3 GTS



Largely hand-built by skilled craftsmen at BMW M GmbH, the BMW M3 GTS is a modified, track-ready, high-performance version of the M3 Coupé.

Although the GTS comes with the option of homologation for road use, the modifications are race-orientated and cover the drivetrain, suspension and body, with the aim of enhancing both performance and safety. The intention is to produce a car which can be driven to the circuit – and then raced.



Lightweight construction, adjustable aerodynamic components and an increase in the size and power output of the V8 engine – to 4.4 litres and around 450HP – are the main features. Power is transmitted via the M double-clutch gearbox with Drivelogic (an option on the regular production car).

The weight of the GTS is minimised by silencers made of titanium, an extra-light centre console and door linings, the omission of rear seats, automatic air-con and the audio system, plus sound insulation tailored for both road and race use. Unladen weight comes in at under 1500kg, while there are mounts for six-point seatbelts and a rollcage fitted behind the B-pillar.

Adding to the race-bred aura are classic bucket seats, an M steering wheel finished in Alcantara, a fire extinguisher and preparation for an emergency cut-off switch.



While the suspension is based on the front and rear axle of the BMW M3 Coupé, the rear axle subframe is bolted firmly in position and the suspension features adjustment threads on the dampers for individual variation of inbound and rebound strokes. The high-performance brakes have six-pot calipers up front, four-pot on the rear.

The first cars should become available in Spring 2010.

Text: Charis Whitcombe

Photos: BMW

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