

■ The new M3 convertible will make its official worldwide debut at the 2001 North American International Auto Show in Detroit, Jan. 13-20. Combining M Power and precision handling with a head-turning design, the latest M car redefines the exhilaration of open-air driving. It will be at your BMW Center this spring.



## M3 Convertible to Star at Detroit Show

Although it's bound to be chilly outside Detroit's Cobo Hall during January's North American International Auto Show, the sight of the new M3 convertible at the BMW display will no doubt warm showgoers. Across the country at the Los Angeles Auto Show, the 2001 M roadster and M coupe, each now with 315 horsepower, will be sure to impress visitors at their debuts.

Like its predecessors, the 2001 M3 convertible combines gorgeous looks with scintillating performance, but in this case there is much more of both. Without a doubt, there is something magical about a convertible that radiates a special presence like no other car. Combine that fascinating allure with a stunning design—the convertible is identical to the M3 coupe from its front bumper to the A-pillar and then strikes a lower profile that some say appears even more purposeful than the coupe — add an M3 designation and equipment, and you

### Mbriefing

by Tom Salkowsky  
M Brand Manager

For BMW, 2000 has been an extremely successful year. U.S. sales rose 19% compared to 1999. Although M did not have a complete product line throughout the year, BMW centers delivered over 2,900 M5s.

However, there's scarcely time for a victory lap. At January's Detroit and Los Angeles auto shows, BMW M will introduce new cars that will



have an almost irresistible invitation to a truly unique open-air driving experience.

The newest M car features the same 333-horsepower, six-cylinder engine as the M3 coupe, upgraded M suspension and brakes, M Variable Differential Lock and a specially calibrated Dynamic Stability Control system, included for the first time in M3 models. The convertible also receives extra chassis-stiffening bracing beyond that of the already impressive 325Ci and 330Ci, to improve both ride and handling.

Its features and conveniences include a fully automatic lined soft top with heated glass rear window, a collapsible top storage compartment that provides more trunk room when the top is up, a power seat adjuster on both front sport seat backs that makes entering and exiting the rear seats convenient, and BMW's Rollover Protection System that automati-

cally deploys safety bars behind the rear seats in the event of a rollover accident. An aluminum hardtop is available as an option.

The M3 convertible, scheduled to be at your BMW center this spring, delivers the most powerful and precise M3 performance ever in a head-turning design; a convertible that is as practical as it is exhilarating.

The 2001 M roadster and M coupe are powered by the new M3 engine, which means more than a 30% boost in horsepower, from 240 to 315. For the first time, both two-seater M cars come equipped with Dynamic Stability Control for enhanced traction and cornering. They also feature revised front and rear suspension upgrades for crisper handling and improved driver feedback, as well as a new Tire Pressure Monitoring system. Satin chrome-finished 17-inch wheels and updated instrument and center console gauges with grey background.



expand the M lineup and make 2001 even more exciting. Granting the wishes of many M drivers, the 315-horsepower 2001 M roadster and M coupe will take a bow at the Los Angeles Convention Center Jan. 6-14. A week later at the North American International Auto Show in Detroit, the gorgeous M3 convertible makes its world debut and the road-going version of the M3 coupe is also on display.

It was also a successful year for BMW in racing. Not many experts would have predicted a podium finish in our first Formula 1 race in 13 years, but that's exactly what happened. The BMW Williams F1 team went on to finish a remarkable third place in the constructors' championship with Ralf Schumacher fifth and young Jenson Button eighth in the drivers competition. Testing for the 2001 season has already begun. BMW recently completed a promising new version of its V10 engine, and Juan Montoya moves from the CART championship to join Ralf Schumacher at Williams. BMW Motorsport Director Gerhard Berger said

that given last season's progress, victories in 2001 are possible.

In the popular American Le Mans Series, the V12 LMR prototypes fought hard in their last season of competition. We also introduced the new M3 coupe, appropriately, as a race car. It was a challenging developmental season for Tom Milner's PTG team, but the drivers and crew made remarkable progress. For 2001, there will be more Roundels fighting off the Porsches as BMW Team Schnitzer and BMW Team PTG field M3 coupes in the ALMS GT category. We're looking forward to some significant results from all the development and hard work everyone associated with it has put into this exciting program.

Finally, let me wish all of you a happy and safe holiday season. I hope to see you at one of the upcoming auto shows. As always, I appreciate your enthusiasm, comments and encouragement.

Enjoy your M car!

A handwritten signature in black ink, which appears to read "Tom Milner".



## BMW Impresses in F1 Return

Returning to Formula 1 racing after a 13-year absence, BMW turned in an impressive performance, as its new, V10 racing engine powered the BMW WilliamsF1 Team to third place in the Constructors' World Championship. The team's two drivers, Ralf Schumacher and Jenson Button, finished fifth and eighth respectively in the Drivers' World Championship.

In an intensely competitive season, Schumacher drove to three third-place finishes, including one at the year's first race in Australia. His teammate, 20-year old Jenson Button, became the youngest driver ever to score world championship points and in the process totally amazed seasoned observers with his calm, mature approach to driving in the world's top category of automobile racing.

Despite some disappointments, which were to be expected with a project this technically sophisticated and demanding, the BMW engine showed great promise. It was especially impressive at circuits calling for long bursts of top-end power such as Belgium's 4.3-mile Spa-Francorchamps where rookie Button qualified a spectacular third.

Not only did 2000 mark BMW's re-entry into F1, it also saw the return of the United States Grand Prix to its new home, the Indianapolis Motor Speedway. Upwards of 250,000 spectators, one of the largest audiences ever to watch an F1 race, were on hand at the Brickyard to witness the historic event.

BMW has used racing throughout its 80-year history to showcase its technical expertise and to energize the company with the spirit of competition. Unlike some carmakers that retain a specialty firm to build their racing engines, BMW as a matter of pride, has always developed and built its engines in-house with BMW employees.

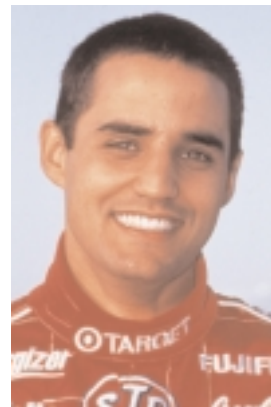
During BMW's first Formula 1 experience, from 1982 to 1987, a small team of BMW engineers and technicians built turbocharged engines that, despite their small 1.5-liter displacement, produced more than 1,000 horsepower. The basis for those engines was literally a cast-iron four-cylinder production block from the BMW 3 Series of the time. In 1983, a BMW turbo powered Brazilian Nelson Piquet to the World Championship. Over six years, the BMW engine contested 91 Grands Prix, winning 9 races and taking 15 pole positions.

Today's Formula 1 technology is so sophisticated it takes a team of more than 100 specialists to develop and build alloy V10 engines with pneumatically operated valves and complex electronic controls that must survive two hours of grueling punishment frequently reaching 18,000 rpm. BMW Motorsport builds its current F1 engines in a specially constructed facility, which is more laboratory than workshop, adjacent

to the BMW Engineering and Development Center in Munich, Germany.

Following a rules-mandated ban on testing during November, giving teams a much-needed rest after a grueling 17-race globe-spanning schedule, preparations for the 2001 season are well under way. The new version of the BMW V10, lighter and more compact than last year's engine, promises even better performance.

The 2001 BMW WilliamsF1 Team driver lineup includes Ralf Schumacher and Juan Montoya. Montoya comes to Williams after



winning the 1999 CART FedEx championship and the 2000 Indianapolis 500. Jenson Button moves to the Benetton team. Spaniard Marc Gené, who drove for the Minardi team for the past two seasons, becomes the Williams test and reserve driver.

Buoyed by this year's results, BMW Motorsport Director Gerhard Berger is looking forward to the new season. "I don't see any reason why we can't win some races in 2001," he said. As a driver, Berger scored BMW's last F1 victory, at the 1986 Mexican Grand Prix.

■ **After winning the 1999 CART FedEx Championship and the 2000 Indianapolis 500, Colombian Juan Montoya joins the BMW WilliamsF1 Team. In 1998, Montoya was Williams' test and development driver.**



■ A BMW V12 LMR races through the Georgia night at this year's Petit Le Mans at Road Atlanta. The open-top sports cars, powered by the BMW Motorsport V12 engine, won the 1999 12 Hours of Sebring and the 24 Hours of Le Mans. In addition, the cars scored four more victories and 13 podium finishes in two years of competition in the American Le Mans Series.

## 2000 American Le Mans Series -

BMW contested the 2000 American Le Mans Series with its most impressive motorsport program in North America in recent memory, fielding two top-rated teams in racing's most exciting and dynamic sports car championship that featured three overseas events in its expanding schedule.

Although one year old, a pair of BMW V12 LMRs held their own against the new Audi challengers in the Prototype category. The BMWs, victorious last year at the 12 Hours of Sebring and the 24 Hours of Le Mans, received aerodynamic upgrades, a new engine management system and modifications to reduce engine weight in preparation for the 2000 season.

Fielded by BMW Team Schnitzer, JJ Lehto and Jorg Mueller teamed in one LMR, while American Bill Auberlen and Jean-Marc Gounon drove its sister car. Throughout the season the BMWs were in serious contention, scoring two victories and eight additional podium finishes. Mueller led the championship points battle until the ninth race of the 12-event series. Not only were the LMRs fast, they were reliable. In two years of racing, only twice was an LMR forced to retire because of a technical defect, once at Le Mans in 1999 and once at Silverstone this year.

BMW decided to retire the 585-horsepower LMRs after the Las Vegas race in November. Auberlen and Gounon gave one of the most successful open-topped sports cars in recent decades a fitting farewell, finishing third after Mueller and Lehto led the race until a lengthy pit stop to repair crash damage put them out of contention.

The top story in the GT category was the debut of the new M3 coupe, entered by Tom Milner's Prototype Technology Group. It was definitely a season of development and some frustration as the team worked hard to bring the new car up to speed and keep up with the more powerful Porsches.

As we go to press with this issue of *Mdriver*, Hans Stuck is the leading M3 driver in eighth-place. BMW Team PTG is third in the team championship standings. The season's final race will be on New Year's Eve in

Adelaide, Australia, with same-day coverage on NBC Sports.

For 2001, BMW will enter two squads of M3 coupes: BMW Motorsport under the command of Schnitzer's Charly Lamm, and Tom Milner's PTG outfit. Although driver lineups for both teams have yet to be finalized, both Lamm and Milner are confident of success in the new season.



■ Hello, Goodbye. BMW's 2000 racing efforts are represented in this photo from the Las Vegas American Le Mans Series race in October. The V12 LMRs were retired from competition after this race in which Bill Auberlen and Jean-Marc Gounon finished third. Behind the two sports cars is the new M3 coupe, entered by Prototype Technology Group. PTG and BMW Motorsport will field M3s in the ALMS GT category in 2001.

## 2001 FIA FORMULA 1 WORLD CHAMPIONSHIP

DATE	GRAND PRIX	LOCATION
March 3	Australia	Melbourne
March 18	Malaysia	Kuala Lumpur
April 1	Brazil	Sao Paulo
April 15	San Marino	Imola
April 29	Spain	Barcelona
May 13	Austria	Spielberg
May 27	Monaco	Monaco
June 10	Canada	Montreal
June 26	Europe	Nürburgring
July 1	France	Magny-Cours
July 15	Great Britain	Silverstone
July 29	Germany	Hockenheim
Aug. 19	Hungary	Budapest
Sept. 2	Belgium	Spa-Francorchamps
Sept. 16	Italy	Monza
Sept. 30	United States	Indianapolis
Oct. 14	Japan	Suzuka

## 2001 AMERICAN LE MANS SERIES

DATE	LOCATION	TELEVISION COVERAGE
March 4	Texas Motor Speedway	Speedvision/Fox Sports
March 17	Sebring International Raceway	Speedvision/Fox Sports
April 14	Donnington Park/Great Britain	NBC Sports
May 20	Jarama, Spain	TBA
July 22	Sears Point Raceway	NBC Sports
Aug. 4	Portland International Raceway	Speedvision/Fox Sports
Aug. 19	Mosport International Raceway	NBC Sports
Aug. 25	Circuit Mont Tremblant	NBC Sports
Sept. 9	Laguna Seca Raceway	NBC Sports
Oct. 6	Petit Le Mans/Road Atlanta	Speedvision/Fox Sports
Oct. 21	Lowes Speedway/Charlotte	Speedvision/Fox Sports
Nov. 11	Sepang Circuit/Malaysia	TBA
Dec. 2	Adelaide, Australia	TBA

## 2001 AUTO SHOWS

DATE	LOCATION	TELEVISION COVERAGE
Jan. 6-14	Los Angeles Auto Show	LA Convention Center
Jan. 13-20	North American International Auto Show	Cobo Hall (Detroit)
Feb. 9-18	Chicago Auto Show	McCormick Place
April 13-22	New York Auto Show	Jacob K. Javits Center

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For information about BMW CCA high-performance driving schools conducted throughout the country, contact the club's office at 617-492-2500.

For information on Driver Training conducted at the BMW Performance Center in Spartanburg, S.C., call 864-968-3000.

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 Phone: 011-49-89-3 29 03 9 69  
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 Internet: [www.bmw.de/fahrertraining](http://www.bmw.de/fahrertraining)



**CLUB RACING**

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