

'Tame is not a word for M3'

Continued from page 1

The fourth generation M3 is the latest titan insurgency in the wake of others like the Audi RS4, and the imminent arrival of the Mercedes C63 AMG. All on paper may seem to follow the same destinies, but the M is crafted in a very specific vein - it is more a weapon than a car, and like most weapons demands respect from those wielding it. I'm actually not even sure you can think of any M3 you've seen, heard or driven before. This is clean sheet stuff, except perhaps for character. Even in current 3-series terms the M is apparently 80% different to the 335i coupé, and to make it more real - is said to be two-thirds more responsive than its twin-turbo sibling.

So why no turbo in the M3? Simply because it's an M, which means clean power, a new engine that faced the Nurburgring as its final exam, and an electronic mind capable of 200-million operations per second - the heart of an F1 warrior. And while on 'Nordschleife' I was told that this M3 was around twenty seconds quicker than the M3 it succeeds. It was also mentioned that where the V10 M5 has horsepower, the new M3 has agility.

The horses are very new, encapsulated in a block straight from BMW's Formula 1 foundry, and is the first ever V8 M3, with 309kW and 400Nm (at 3900rpm) churned from the 4.0-litre powerplant. The 'M high-speed engine concept' realises a screaming maximum engine speed of 8300rpm while the lightweight construction makes it one of the lightest eight-cylinders in the world - lighter by 15kg than even the previous 3.2 straight-six. There's variable camshaft control, low-pressure double-Vanos and eight individual throttle butterflies. And to prove up to 1.4 g-force capability, M have included two oil pumps and wet-sump lubrication, while the exhaust gets internal high-pressure remoulding. Power per litre is also worth mentioning; the 4-litre M3 pushes 77kW per litre, in comparison to the 4.2-litre Audi RS4's 75kW per litre.

Another first in its segment is a carbon-fibre roof reducing weight and enhancing agility by lowering the centre of gravity. It also makes a rather striking visual statement, like the M3 CSL did. But that's just the start of the J'Lo spec sheet. There's also an aluminium bonnet with a seriously striking powerdome, extra large air-intakes at the front, flared wheel arches, 'gills' in the front side panels, M side sills, discreet rear 'spoiler look', and four chunky tailpipes screaming hallelujah. The interior has all the M cues you would expect on the design of the steering, gearlever, and seats, and there's really great audio. But taming the beast is what it's there for, and after a day on the track and a day on public roads, 'tame' will never be a word you will associate with this car. It's chalk and cheese to the previous 252kW M3, and any M3 before it for that matter - for two reasons really, power and execution. I truly believe that there's more race-car than road-car here, with M-package and safety-nets designed to hide the 4.8 second 0-100km/h werewolf. The good news though is that the mix between track and tar mean a purist's pearly gates - real six-speed manual with an oil cooling, double plate clutch, and an expensive optional extra called MDrive for driver configuration of suspension and DSC, and configuration of the engine control mapping.

We played hard for two days in cars with MDrive, and found that in the provided configurations the car was set for optimal everything, but at the same time gave you lots of rope to humble yourself. The brakes never faded (even at the track hot lap after hot lap in the middle of a European summer), the clutch never slipped or smelt like it was burning, the gearbox hooked like an M should, and the steering was precise through the 18-inch low profile rubber.

After testing 335is in a few guises I wondered whether the ultimate Three could pull it off, and can today say that it does, comfortably, and on all fronts. The new V8 engine will no doubt go through a few stable derivatives, but should take the M

badge forward.

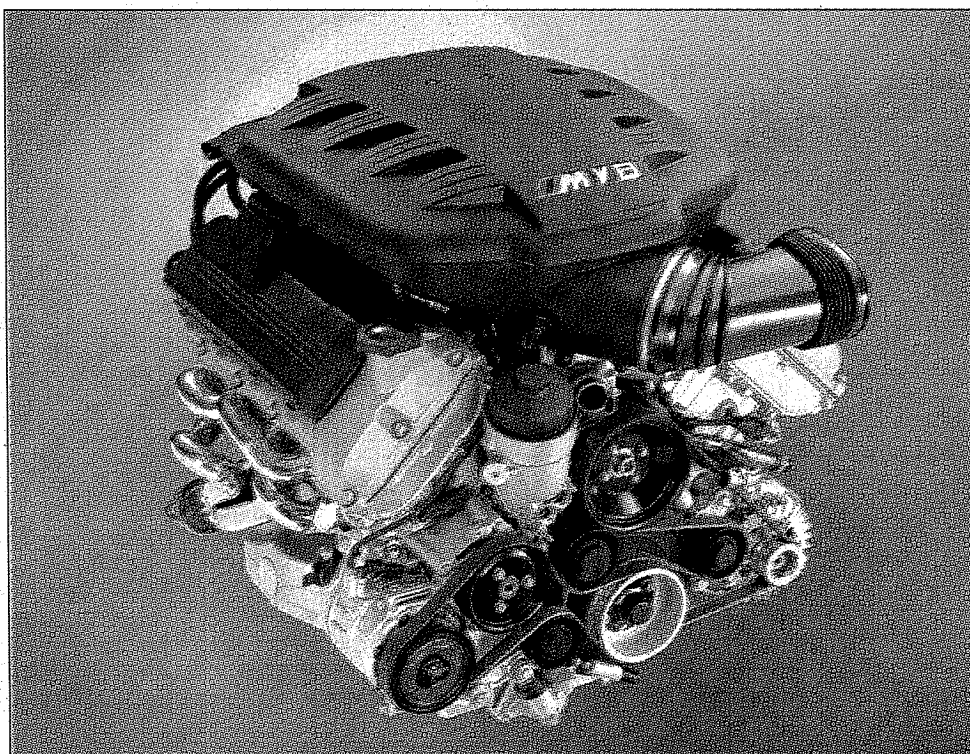
For now, beside the package, local buyers will appreciate the R650k price tag, meaning it's in the RS4 ballpark.

The local launch of the new M3 is about a month away so local impressions will be here soon, and we'll see whether Joburg altitude tames it any.

badge forward.

For now, beside the package, local buyers will appreciate the R650k price tag, meaning it's in the RS4 ballpark.

The local launch of the new M3 is about a month away so local impressions will be here soon, and we'll see whether Joburg altitude tames it any.



F1-INSPIRED: The block is built in the same factory as the BMW Sauber engine. The 4-litre V8 weighs less than the 3.2 six-cylinder it replaces.
PICTURE: QUICKPIC

BMW Premium Selection
Approved Used Cars

www.lyndhurst.auto.
@bmw.co.za

Sheer Driving Pleasure

Their histories are as clean as their upholstery.

BMW Premium Selection. Approved Used Cars.

BMW 116i, Titanium Silver, 2005, 35 000 km, Anthracite leather R169 000 BMW 118i, Black Sapphire, 2006, 10 000 km, Anthracite leather R199 000 BMW 120i A, Sparkling Graphite, 2007, 4 325 km, Black leather, PDC POA BMW 318ti A, Titanium Silver, 2003, 76 866 km, Black leather R149 000 BMW 320d, Orient Blue, 2005, 40 000 km, Beige leather, Sun roof, PDC R209 000 BMW 320i, Black Sapphire, 2005, 48 369 km, Black leather, Sun roof R239 000 BMW 320i A, Black Sapphire, 2006, 6 000 km, Black leather, Exclusive Package R269 000 BMW 320i A, Alpine White, 2006, 35 000 km, Black leather R249 000 BMW 320i A, Titanium Silver, 2006, 26 936 km, Black leather, Exclusive Package R249 000 BMW 320i, Arctic, 2007, 8 749 km, Black leather, Exclusive Package R269 000	BMW 320i, Arctic, 2007, 8 459 km, Grey leather, Exclusive Package R269 000 BMW 323i A, Titanium Silver, 2006, 24 000 km, Black leather, Sun roof R299 000 BMW 323i, Alpine White, 2006, 18 700 km, Black leather, PDC R269 000 BMW 323i A, Titanium Silver, 2007, 1 200 km, Black leather R299 000 BMW 325i A, Titanium Silver, 2007, 8 000 km, Black leather, PDC R309 000 BMW 330d, Titanium Silver, 2006, 20 206 km, Black leather, PDC R349 000 BMW 523i A, Titanium Silver, 2005, 67 000 km, Black leather, Sun roof, PDC R269 000 BMW 525i A, Alpine White, 2007, 6 000 km, Black leather, Sun roof, PDC R399 000 BMW 530i A, Mystic Blue, 2003, 66 105 km, Black leather, Sun roof, PDC R279 000 BMW 530d A, Alpine White, 2006, 25 804 km, Black leather, Sun roof, PDC R439 000	BMW 530i A, Carbon Black, 2006, 32 000 km, Beige leather, Sun roof, PDC R439 000 BMW 645Ci A Coupe, Charetto Red, 2004, 37 399 km, Beige leather, Sun roof R529 000 BMW 650Ci A, Black Sapphire, 2006, 24 199 km, Black leather, Black soft top R759 000 BMW 750i A, Monaco Blue, 2006, 43 360 km, Beige leather POA BMW M3 Conv, Carbon Black, 2005, 26 036 km, Black leather, PDC R529 000 BMW M3, Silver Grey, 2006, 30 000 km, Black leather, PDC R469 000 BMW M5, Silver Grey, 2005, 13 808 km, Black leather, Sun roof, PDC R699 000 BMW X5 3.0i A, Titanium Silver, 2005, 52 740 km, Black leather, Sun roof, PDC R369 000 BMW Z4 M Roadster, Interlagos Blue, 2006, 5 000 km, Black leather, PDC R529 000 BMW Z4 3.0i A Coupe, Black Sapphire, 2007, 5 000 km, Black leather POA
---	--	--

The BMW Premium Selection Guarantee. Complete peace of mind motoring.

- Quality Check.
- Vehicle History Check.

- Full Motorplan.
- Vehicle Mileage Check.

- BMW On Call.
- Guaranteed Trade-in Offer.

Test drive? We look forward to your call.
Zack Bartholomew 082 929 0525, Damien Smit 082 549 0048, Grant Cummings 082 075 3898, Junior Motholo 083 954 6503, Lerito Adams 082 340 0417, Boris von Walter 082 421 7212.

Lyndhurst Auto

65 Melrose Boulevard
Cnr. Corlett Drive
Melrose North
Tel. 011 430 3000