

# BMW M3 GT 2011-2012 No.56

## ALMS/ILMC GT Class Championship Race Car

Based on the fourth-generation street BMW M3 (E92), the 2011-2012 M3 GT race car was developed by BMW Motorsport in Munich for the American Le Mans Series / Intercontinental Le Mans Cup rules and was campaigned as a partnership between BMW of North America, LLC and Rahal Letterman Lanigan Racing. Although the 2011 M3 GT looks similar to the 2009-2010 M3 GT2 that won the ALMS Team and Manufacturer Championships in 2010, the new car is a substantial development step forward to keep up with the very competitive GT field.

In developing the BMW M3 GT, engineers produced a car that could continue to win against pure sports cars from Ferrari, Porsche and Corvette in ultra-competitive GT racing. Results soon spoke for themselves both in ALMS and in the ILMC series in Europe (with almost identical sister cars running under the same race numbers). At the end of the 2011 season, the BMW M3 GT had completely swept the ALMS championships: Driver (Mueller/Hand), Team, Manufacturer, and the Michelin GreenX efficiency challenge.

This car, Chassis #1101 raced as the No. 56 driven by Joey Hand and Dirk Mueller for the 2011 and part of the 2012 seasons. It has several podiums to its credit in 2011 and 2012 including two dramatic Sebring 12hr wins in both 2011 and 2012. Chassis #1101 was crashed at the mid-season 2012 Road America race and after repair sat out the rest of the season as the spare chassis. The 2012 season marked the end of the BMW M3 GT program and #1101 was then rebuilt to its Sebring winning specification – complete with night-lighting package and special aero wheels. It remains in this configuration until this day.

This car is owned by BMW of North America, LLC and is not for sale.

### Specifications

Weight:	2,745 lbs/1245 kg.
Tank capacity:	23.7 gallons/90 liters.
Chassis/body:	Steel M3 unibody with welded safety cell.
Aerodynamics:	Front & Rear fenders, hood, roof trunk lid, doors in CFRP.
Engine:	BMW P65 4-liter DOHC V8 Dry Sump Lubrication, Flat Plane Crankshaft Approximately 500 hp. 8,800rpm redline.
Transmission:	X-trac 6-speed racing transaxle. Carbon-fiber clutch with straight-cut, unsynchronized gears. Paddle-shift system with ignition cut-out controlled by shifting force. Mechanical limited-slip unit.
Front axle:	Based on production version with increased wheel caster angle and wider track.
Rear axle:	Based on production version with wider track.
Front brake system:	6-piston aluminum calipers Vented cast-iron brake disks.
Rear brake system:	4-piston aluminum calipers Vented cast-iron brake disks.
Steering:	Rack-and-pinion steering electro-hydraulic power assist.
Wheels:	BBS forged magnesium wheels. 18" x 12" front, 18" x 13" rear.

