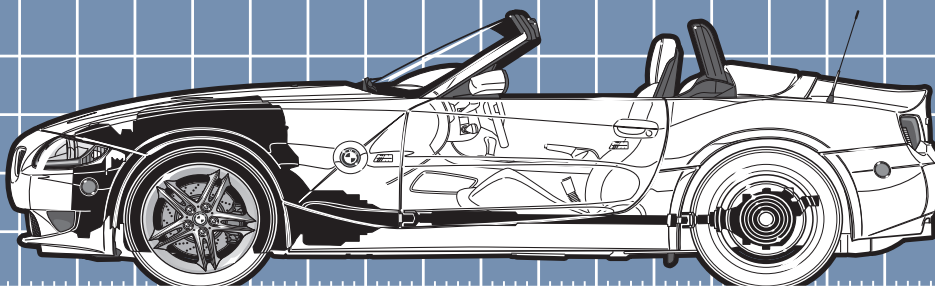


BMW M Roadster

BMW of North America, P.O. Box 1227, Westwood, N.J. 07657-1227; www.bmwusa.com

ROAD & TRACK

www.roadandtrack.com



SCALE: 10 IN. (254 mm) DIVISIONS
DRAWING BY TIM BARKER

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SPECIFICATIONS

PRICING

List price	\$51,300
Price as tested	\$59,495
Price as tested incl std equip. (ABS, dual front & side airbags, traction & yaw control, AM/FM/CD, climate control, tilt/telescope wheel, keyless entry, anti-theft system, xenon headlights, automatic soft top, heated outside mirrors; pwr windows/mirrors/door locks.), Premium Pkg (auto.-dimming mirrors, pwr driver seat w/memory, cruise control, premium sound system, BMW Assist w/Bluetooth) \$2500, Nappa leather upholstery (\$2700), heated seats (\$500), metallic paint (\$475), wood trim (\$250), hardtop preparation (\$75), gas-guzzler tax (\$1000), dest charge (\$695).	

GENERAL DATA

Curb weight	3270 lb
Test weight	3450 lb
Weight dist (with driver), f/r %	835 lb 875 lb 50% 50%
	880 lb 860 lb
Wheelbase	98.3 in.
Track, f/r	58.5 in./59.7 in.
Length	161.9 in.
Width	70.1 in.
Height	51.3 in.
Ground clearance	5.5 in.
Trunk space	7.8 (top up)/ 7.1 (top down) cu ft

ACCOMMODATIONS

Seating capacity	2
Head room	38.0 in.
Seat width	2 x 17.0 in.
Leg room	43.0 in.
Seatback adjustment	30 deg
Seat travel	7.5 in.

INSTRUMENTATION

180-mph speedometer, 9000-rpm tachometer, oil temp, fuel level

SAFETY

dual front & side impact airbags, traction & yaw control, anti-lock brakes, front seatbelt pretensioners, front seatbelt force limiters (all standard equip.)

WARRANTY

Basic warranty	4 years/50,000 miles
Powertrain	4 years/50,000 miles
Rust-through	12 years/unlimited miles

ENGINE

Type/layout	cast-iron block, aluminum head, I-6/longitudinal
Valvetrain	dohc 4-valve/cyl, variable timing, chain drive
Displacement	198 cu in./3246 cc
Bore x stroke	3.43 x 3.58 in./ 87.0 x 91.0 mm
Compression ratio	11.5:1
Horsepower (SAE)	330 bhp @ 7900 rpm
Bhp/liter	101.7
Torque	262 lb-ft @ 4900 rpm
Redline/limiter	8000/8000 rpm
Fuel injection	elect. sequential port
Recommended fuel	premium unleaded

DRIVETRAIN

Transmission:		6-speed manual	
Gear	Ratio	Overall ratio	(Rpm) Mph
1st	4.35:1	15.75:1	(8000) 38
2nd	2.50:1	9.05:1	(8000) 66
3rd	1.66:1	6.01:1	(8000) 100
4th	1.23:1	4.45:1	(8000) 134
5th	1.00:1	3.62:1	est (7500) 155*
6th	0.85:1	3.08:1	est (6400) 155*

Final drive ratio	3.62:1
Engine rpm @ 60 mph in top gear	2450
*Electronically limited.	

CHASSIS & BODY

Layout	front engine/rear drive
Body/frame	unit steel
Brakes Front:	13.7-in. drill & vent discs/ 1-piston sliding calipers
Rear:	12.9-in. drill & vent discs/ 1-piston sliding calipers
Assist type	vacuum, ABS
Wheels Front:	cast alloy, 18 x 8
Rear:	cast alloy, 18 x 9
Tires	Continental ContiSportContact
Front:	225/45ZR-18
Rear:	255/40ZR-18
Spare tire	none, puncture kit
Steering	rack & pinion, power assist
Steering ratio	16.2:1
Steering-wheel diameter	14.0 in.
Turns, lock to lock	3.0
Turning circle	34.3 ft
Suspension	

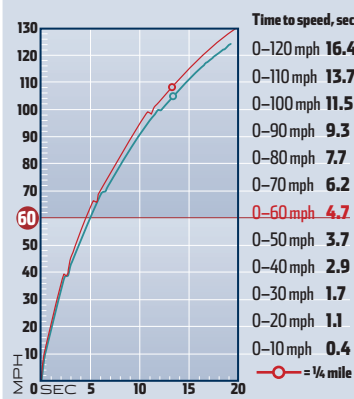
Front: MacPherson struts, lower control arms, coil springs, tube shocks, anti-roll bar

Rear: multilink, coil springs, tube shocks, anti-roll bar

PERFORMANCE

ACCELERATION

Time to distance	seconds
0-100 ft	2.8
0-500 ft	7.3
0-900 ft	10.4
0-1320 ft (¼ mile)	13.2 @ 107.9 mph
*'05 Porsche Boxster S	¼ mi: 13.4 @ 105.0 mph



BRAKING

Minimum stopping distance	
From 60 mph	115 ft
From 80 mph	208 ft
Total swept area	598 sq in.
Swept area/ton	366 sq in.

HANDLING

Lateral acceleration*	0.89g
Balance	mild understeer
Slalom speed**	68.7 mph
Balance	neutral
Lateral seat support	very good
*200-ft skidpad; **700-ft slalom, 100-ft spacing.	

FUEL ECONOMY

Our driving	19.9 mpg
EPA city/highway	16/24mpg
Cruise range	269 miles
Fuel capacity	14.5 gal.

INTERIOR NOISE

Idle in neutral	58 dBA
Maximum in 1st gear	79 dBA
Constant 50 mph	72 dBA
Constant 70 mph	75 dBA

TEST CONDITIONS

Temperature	72° F
Humidity	29%
Elevation	350 ft
Wind	light
Location	Irvine, California

0-60 mph

4.7 sec

0-¼ mile

13.2 sec

Top speed

155 mph*

Skidpad

0.89g

Slalom

68.7 mph

*Electronically limited.

Test Notes:

ACCELERATION

The M Roadster responds best when launched around 3000 rpm with a quick yet smooth clutch release. Lean on the throttle after wheelspin subsides, shifting a tick shy of the indicated redline.

Test Notes:

BRAKING

Braking runs in the M Roadster are effortless and consistent—slam on the brakes and let the Continentals and ABS do the work.

Test Notes:

HANDLING

Lacking grip in the rear, the M roadster was extremely neutral through the slalom and achieved its fastest run with DSC on. It also pulled exactly the same g's in both directions on our skidpad.

AT A GLANCE