



ALL-NEW
BMW
6-SERIES
GRAN
TURISMO

This new GT takes the sophisticated sports coupé to the next level, writes Tim Barnes-Clay

The BMW 6 Series Gran Turismo sets a new level of comfort and sophistication wrapped in a sporting coupé design, but now with superior driving dynamics and efficiency. This fresh model, which takes over from the 5 Series GT, gets a new name to reflect the major step forward over its predecessor.

Having recently made its world premiere at the IAA show in Frankfurt, the 6 Series Gran Turismo makes its market launch this November. Initially it will be offered with a choice of three engines, while the BMW xDrive all-wheel drive system will be available in two of the three variants in the model line-up.

The large GT, a vehicle concept blending the panache of a refined saloon with coupé looks, was first launched back in 2009. Called the BMW 5 Series Gran Turismo, the model was a game changer, delivering classiness but practicality too. The up-to-the-minute 6 Series Gran Turismo takes these characteristics so enjoyed by 5 Series GT customers to another level, and enhances the driving dynamics further.

From the BMW kidney grille to the sculpted LED units at the rear, the BMW 6 Series Gran Turismo has an eye-catching profile, but when viewed from the front the vehicle has a burly presence. Indeed, the 6 cuts an impressive silhouette: the A-pillars are more heavily raked than the withdrawing model, while the flowing roofline and sweeping side window design give that true coupé look. The German-made Gran Turismo is no longer broken up by an extra guide strip through the large window in the rear door and, at the rear, horizontal lines, sharp edges and tapering surfaces magnify the car's width to emphasise its sporting nature.

The luxury-oriented 6 Series Gran Turismo clearly takes its cues from the 5 Series GT, but its design offers a more athletic, sportier stance. Vehicle height has been reduced by 21mm, while the rear end has been lowered by 64mm. The car's length has been boosted by 87mm, while the width remains the same. All these changes, while retaining the coupé/saloon characteristics of the forerunner, have contributed to a more low-slung profile without compromising on interior space or practicality. Without a doubt, the 6 Series Gran Turismo better serves its passengers with more headroom as well as offering ample legroom. The rear has three full-size seats and customers can opt for electrically-adjustable chairs where the backrest angle can be altered at the push of a button.





With its increased length the BMW 6 Series Gran Turismo also boasts more boot space, both with the rear seats in place or folded down. Rear-seat backrests are 40:20:40 split-folding by means of a remote release system in the boot and, behind them, the load area can accommodate a total of 610 litres (up 110 litres on the 5 Series GT) and 1,800 litres when the backrests are folded down (up 100 litres). The BMW also features a one-piece electrically operated tailgate, while the boot sill has been lowered by more than five centimetres and is now flush with the floor for improved loading capability. The two-piece luggage compartment cover has a rigid structure and can be stowed away in a compartment underneath the boot floor.

The engine line-up features TwinPower Turbo technology and all variants offer the eight-speed Steptronic transmission with paddles as standard. The 3.0-litre six-cylinder in-line petrol engine in the BMW 640i xDrive Gran Turismo M Sport, as tested here, generates 340hp and it will accelerate from zero to 62mph in an eye-watering 5.3 seconds. The combined fuel consumption is 35.3mpg, which equates to CO2 emissions of 183g/km.

So, if you want a sumptuous, spacious, powerful and prestigious car for business and pleasure, then BMW's 640i xDrive Gran Turismo M Sport should be on your shopping list.

