

/// FIRST DRIVE ///



**2012 BMW M5**

**LAYOUT**  
Longitudinal front engine, rear-wheel drive

**ENGINE**  
4.4-liter V8, dohc, 32-valve, twin-turbocharged

**TRANSMISSION**  
Seven-speed DCT dual-clutch auto-manual with console shifter and steering wheel-mounted paddles and Sport/Competition modes

**SUSPENSION**  
Independent multilink front and rear; coil springs, driver-adjustable variable dampers, self-adjusting front and rear stabilizer bars

**BRAKES**  
Dual-circuit system, six-piston fixed calipers with ventilated steel rotors

**DIMENSIONS**  
Length/Width/Height (in.): 193.3/74.4/57.3  
Wheelbase: 116.9 in.  
Curb Weight: 4,123 lb

**MSRP: \$90,000 (est.)**

**PERFORMANCE**  
Peak Power: 560 hp @ 6000 rpm  
Peak Torque: 501 lb-ft @ 1500 rpm  
0-60 mph: 4.1 sec.  
Top Speed: 185 mph



the previous V10-powered car, this new M5 will make it a dim memory. It tears away from stoplights with such force simply keeping your head straight is nearly impossible. The car never lacks for breath and will ping the rev limiter with tire-chirping upshifts. Fortunately, the seats are beautifully contoured for high-g activity. Even the rear passengers are treated to significant bolstering. And while the M5 is most definitely a driver's

car, the back seat is a very nice place. Clad in new, understated aerodynamics, the M5 looks all business. Aesthetic changes include an M3-style front bumper with three sizable air intakes, chrome-rimmed gills set into the front fenders, a small trunk lid spoiler and, of course, those four trademark exhaust pipes. Perhaps the most pressing question is how the new F10-chassis M5 rates

to the outgoing E60. We must admit the V10 was a piece of art. Its sound alone was worth the admission price. Moreover, it seems unlikely we will see such grand engine architecture in the future. That said, the E60 M5 is destined to become a trophy car. However, the new M5 and its more powerful twin-turbo V8 is every bit as tractable, and its chassis and brakes are flat-out superior. Unlike its older, higher-strung sibling, the new M5 is more user-friendly, the type of vehicle capable of picking kids up from soccer practice or kicking ass on the racetrack. And there's no line for the next ride. ☺