

by Dan Lyons • *Special to The Daily Gazette*

2023 BMW M240i Coupe

MSRP: \$47,900 As Tested: \$58,420 (M240i Coupe)



Our test drive this week is in the M240i Coupe. This is a well dressed version of BMW's entry level, 2 series Coupe. It was wrapped in a coat of Thundersnight Metallic paint (a dark purple hue) – an interesting, unusual color (\$650). Equipped with fistful of packages (M Sport, Premium, Cooling and HP Tires, Parking Assistance) and other options, it had a sticker price of \$58,420. One year removed from a full redesign, the 2 Series returns for the 2023 model year largely unchanged.

Base 230i and M240i models are distinguished mainly by motor. The former employs a turbocharged, inline, 2.0 litre, four cylinder engine (255 h.p. @ 6,500 rpm, 295 lb.-ft. of torque @ 1,550 rpm). The latter runs a twin turbo straight six, displacing 3.0 litres and rated at 382 h.p. @ 6,500 rpm, and 369 lb.-ft. of torque @ 1,800 rpm. Both are linked to an 8-speed automatic transmission. Sadly, there is no manual transmission choice with either engine. Rear Wheel Drive is standard on both the 230i Coupe and M240i Coupes; All Wheel Drive (known as xDrive, to BMW) is optional (\$2,000). The six is (unsurprisingly) the notably faster of the two motors (0-60 times are reported in the high three second range). That said, the turbo four is hardly a slouch. Sixty mph is reached in the low five second range. The straight six is exceptionally quick and smooth, with a premium feel. The EPA says that your fuel economy will be 22/32/26 (RWD), and I logged 24 mpg's in my recent week behind the wheel. I've driven the turbo four in other BMW models. It figures to be a fine fit in this platform. It's quick by any reasonable standard, and offers slightly higher estimated fuel economy (26/35/29



Photos courtesy of the manufacturer



(RWD)). It's arguably a better performance bang for the buck, as it doesn't necessitate the additional equipment that the six does. With or without the M gear, the 2 Series cars are a blast to drive, always whispering in your ear to find the route to your destination that has the most curves. Newer BMW models have taken a rap in some quarters for lacking steering feel through the wheel. To me, the difference is so slight as to be indistinguishable to most anyone - especially on the real world roads we drive on. Ride quality in the 2 Series Coupe is firm yet comfortable; surprisingly so, given the car's roadworthiness.

The interior in my M240i Coupe was handsome and fresh looking. I would prefer more buttons and knobs interior system adjustments (especially for HVAC) rather than the touch screen in the BMW. Physical switchgear is faster to use and less distracting than virtual, touch screen drilldowns. That said, some study time reveals the straightest path to the systems adjustments that you wish to make. The Harmon-Kardon audio system (14 speakers, 464 watts) has a suitably premium sound. The front seats can be comfortably adjusted to fit six footers plus. The truck capacity is 10 cubic-feet. Rear seats are of the +2 variety; more suited to parcels than passengers. Those with a regular need to carry multiple people or more cargo should consider the 2 Series Gran Coupe (a four door sedan) or the X1 Crossover.