

# It takes a Two to tango by Joe Sage

Meet generation two of the BMW 2 Series. Not just "one size smaller" than a 3 Series, this model is intended to evoke the classic 2002 of half a century ago. The first 2 Series, in 2014, had looked a little stubby to our eye at the time, but as norms, comparatives and the car itself have evolved, this new styling completely nails it.

As of now, there will be no convertible in this generation, only a coupe. (There is also no manual transmission available.) The car comes with two engines: a 255-hp turbo-4 in the 230i Coupe as

driven here, and a 382-hp turbo-6 in an M model (see lower sidebar), which also upgrades suspension and other bits. Both will ultimately be available as rear-drivers or with BMW xDrive all-wheel drive. A rear-drive 230i and an xDrive M240i are being released first, adding the inverse—an xDrive 230i and a rear-drive M240i—by year's end.

Our sample was a preproduction unit, meaning several things. We were among the first to drive it. Some specifications could still change (which in this case is doubtful). And some technical imple-

mentations may not be final (in this case likely, as the computer chip crisis continues). That last point is cautionary as we experience and report (or skip over) some details in the user interface or electronic driver assistance in particular.

Our use of drive modes varies, but in this we went with Sport all the time—for the win-win of better power curves and defeat of auto start-stop, both. What's more, it's well implemented, fine and peppy either way, just a nice little kick in the pants (with no undue sound effects added) in Sport.

We miss the manual in its own right, but also due to the implementation of Park on the automat-

ic, a button on the rear face of the lever, awkward to reach even with our seat back. A second button on the side, not uncommon, lets you shift.

The 2 Series has electric steering, in this case a variable sport version, part of the M Sport Package. Either the steering itself, or the driver assist packages taking precedence over it, were our sore points during our week. Despite all efforts to defeat any ill-tempered lane-keeping electronics, the car sometimes wavered around between freeway lines like a front-driver, resisted crossing them even with the turn signal on, and in one instance tried to dart across them all on its own, with a car next to us. Even at its most neutral, it kept us from the gentle curve-hugging pleasures this car should be known for. On a related note, it was more diffi-

cult than average to dig for lane-keep settings, and once in there, they seemed limited and/or in disagreement with what we held in our hands.

It's here that we refer back to chip challenges and wonder whether this is preproduction behavior or engineered behavior, so you (and we) will want to give it another try.

On the plus side, its steering circle feels and acts even tighter than its spec, always a big plus.

The new 2 Series benefits from keeping evolution of the kidney grille tame, where other BMW models have gone extreme. We can confirm the car's styling success by the heads it turns, even in jaded supercar neighborhoods. (Its Melbourne Red Metallic paint was surely \$550 well spent.) Conquer its steering, and it should be a great drive. ■



## SPECIFICATIONS

ASSEMBLY .....	San Luis Potosi, Mexico
PARTS CONTENT .....	40% Germany, 17% Mexico, 9% US/Canada
ENGINE/TRANSMISSION .....	both Germany
DOORS / SEATING CAPACITY .....	two / four
ENGINE .....	2.0L 4-cyl 16v TwinPower turbo, electrically operated cooling air intakes
HP/TORQUE .....	255 hp / 295 lb-ft
COMPRESSION RATIO .....	10.2
DRIVETRAIN .....	RWD
TRANSMISSION .....	8-spd sport automatic
0-TO-60 / TOP SPEED .....	5.5 sec / 155 mph (w perf tires; top 130 mph w std tires)
SUSPENSION .....	lightweight steel and aluminum; dual-elastic bearing; lift-related shocks (firmer with M Sport pkg); F: two-joint spring strut; anti-vibration element in shocks; R: five-link
STEERING .....	electric power steering
BRAKES .....	F: four piston fixed calipers; R: single-piston, floating calipers. Calipers in blue or red, with M logo.
WHEELS .....	19-in light alloys
TIRES .....	(opt) F: 255/40R19; R: 255/35R19 perf
LENGTH / WHEELBASE .....	179.0 / 107.9 in
GROUND CLEARANCE .....	5.0 in
TURNING CIRCLE .....	36.4 ft
HEADROOM (F/R) .....	39.8 / 35.0 in
LEGROOM (F/R) .....	41.8 / 32.2 in
CARGO CAPACITY .....	10.0 cu.ft
WEIGHT / DISTRIB .....	3519 lb / 51.6/48.4%
FUEL / CAPACITY .....	prem unl / 13.7 gal
MPG .....	26/35/29 (city/hwy/comb)

BASE PRICE .....	<b>\$36,350</b>
MELBOURNE RED METALLIC .....	550
DYNAMIC HANDLING PKG: M Sport differential, M Sport brakes w red calipers .....	1900
M SPORT PKG: 19" M dbl spoke bi-color wheels, M sport suspension, variable sport steering, Shadowline black high gloss exterior trim, ambient lighting, M steering wheel, anthracite headliner .....	3250
PREMIUM PKG: heated steering wheel, heated front seats, adaptive full LED lights, heads-up display, Live Cockpit Pro (incl nav) .....	2650
AUDIO: Harman Kardon surround sound .....	875
DESTINATION CHARGE .....	995
<b>TOTAL .....</b>	<b>\$46,570</b>

## M240I COUPE KEY VARIANCES

ENGINE .....	3.0L 6-cyl 24v TwinPower turbo
HP/TORQUE .....	382 hp / 369 lb-ft
0-TO-60 .....	4.1 sec / (top speed the same)
SUSPENSION .....	addtl front struts
BRAKES .....	M Sport brakes standard
VITAL DIMENSIONS .....	same wheelbase, body 0.4" longer, a little taller, less headroom, almost 2' larger turning circle, almost 400 lb heavier, tighter steering ratio, different wheel-tire options.

## 2022 BMW 2 SERIES COUPE

230i Coupe (RWD) .....	255-hp... ▼ <b>\$36,350</b>
M240i xDrive Coupe .....	382-hp... <b>48,550</b>
TO FOLLOW:	
230i xDrive Coupe .....	255-hp... TBD
M240i Coupe (RWD) .....	382-hp... TBD