



BMW M5 & M6 Bavarian Brothers

A coupe versus a 4-door? BMW vs. BMW? You bet!
With 1000 bhp between them, which one's the true king?

BY MIKE MONTICELLO » PHOTOS BY ALLAN ROSENBERG

STUTT GART, GERMANY—COMPARING THE BMW M5 with its coupe brother—the M6—is like arguing over who's hotter: Jennifer Garner or Jessica Biel. What's the point? Any self-respecting guy would be happy with either. Same goes for the M5 and M6. But off to Germany we went, to answer this simple question: If you had to choose (the M5 or M6, not Garner or Biel), which would it be?

The M5 and M6 have many similarities, but the one thing that's identical is the

drivetrain. And BMW's almighty, all-conquering 5.0-liter 90-degree V-10 is simply magical. This is a supremely advanced powerplant that uses individual throttle valves for each cylinder tied to an electronically controlled throttle-by-wire system; response is immediate. BMW's variable double-VANOS camshaft management continuously varies the valve timing to create better high-rpm power and a very consistent torque curve.

The result is one of the most free-rev-

ving engines ever, along with an insanely potent 500 bhp at 7750 rpm and 383 lb.-ft. of torque at 6100. Fire either one of these V-10s up and they sound...like complete rubbish, at least at idle; think of the uninspiring, industrial-sounding hum modern turbodiesels make. But give the engine full wood and it sounds exactly as Peter Egan described in his First Drive of the M6 in R&T's July 2005 issue: "...like a Formula 1 car with mufflers." It plays such a ripingly beautiful song up to its 8250-rpm