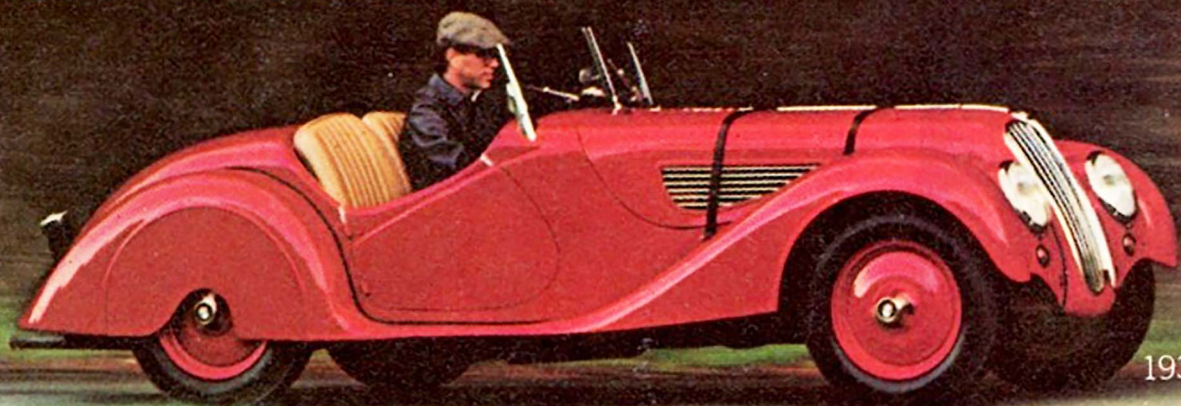


# THE TRUE GRAND TOURING TRADITION HAS COME WITHIN ONE CAR OF EXTINCTION.



1938 BMW 328



1973 BMW 3.0 CS



1984 BMW 633CSi

Generations ago, a special breed of now-fabled automobiles roamed the landscape of Europe.

They were known as Grand Touring cars, and for good cause. They constituted perhaps the world's first automotive aristocracy—one distinguished by superlative performance, sumptuous luxury, and impeccable styling and craftsmanship.

Today they're distinguished by their scarcity.

Despite the indiscriminate manner in which the "GT" designation is often used, one car remains utterly faithful to the legacy.

The BMW 633CSi.

Its 3.2-liter fuel-injected engine has been called "the heart of a true blueblood" by *Car and Driver*. Its ability

to cover vast expanses of terrain tirelessly derives from its ancestors—the six-cylinder BMW engines that dominated the 1,000-mile Mille Miglia over four decades ago.

Its internationally-patented suspension—another beneficiary of racecourse breeding and refinement—provides unrelenting adhesion over the most sinuous Alpine roads.

The 633CSi's comfort left one critic "surprised how little a role fatigue played in the day's passing," and results in part from leather bucket seats orthopedically contoured to the curvature of the spine.

Its sensuous styling speaks to those who think of cars in terms of generations, not model years. So does the way it's constructed: to tolerances as fine

as 4/100,000ths of an inch.

Of course, the process of building a car to such uncompromising standards is necessarily slow. A fact that ensures the continued scarcity of authentic Grand Touring coupes.

The few that remain can be found at BMW dealers. Where you can test drive the car *AutoWeek* designated "the class of the field in a field of one."



**THE ULTIMATE DRIVING MACHINE.**