

MotorCityCourier



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Tentative 2013 Schedule

Check **online** at www.motorcitybmwcca.org for the most **up-to-date schedule**

January

February

March

20—kickoff dinner at Logan's Steakhouse on the grounds of Oakland Mall

April

27—spring thumb drive

May

tbd —street survival school

tbd—Coffee Beanery Café Auto Zone Meet and Greet

June

21—one day high performance drivers school at Waterford Hills

16— EyesOn Design gathering

July

concours d'Elegance rumble-seat picnic— tbd

August

woodward dream cruise-in at the Beanery— tbd

September

Two day high performance drivers school at Grattan Raceway— 27– 29

October

November

December

holiday party and annual members meeting— tbd

- Note: *italicized* events are not affiliated with the MotorCity Chapter BMW CCA and are for information only
- For more information about upcoming events please contact us

MotorCity Chapter of the BMW CCA

Board of Directors

President	David Wong	248.245.7621	president@motorcitybmwcca.org
Vice President	Dan Cleary	586.665.1488	vicepresident@motorcitybmwcca.org
Vice President	Horst Reinhardt, Jr.	586.991.2455	vicepresident@motorcitybmwcca.org
Treasurer	Randy Perry	734.786.0232	treasurer@motorcitybmwcca.org
Secretary	Kyle Albert	248.739.2116	secretary@motorcitybmwcca.org
Newsletter Editor	Horst Reinhardt, Jr.	586.991.2455	newsletter@motorcitybmwcca.org
Driving Events Chair	Gary Davis	734.308.7299	drivingevents@motorcitybmwcca.org
Membership Chair	Paula Albert	248.739.2116	membership@motorcitybmwcca.org
At-Large Director	Ross Hotz	248.423.5573	director@motorcitybmwcca.org

Volunteers

Dealer Liaison	Open	xxx	dealer@motorcitybmwcca.org
Activity Director	Open	xxx	activities@motorcitybmwcca.org
Web Master	Phil Taylor	586 484 8600	webmaster@motorcitybmwcca.org
Events Registrar	Open	760.507.1602	registrar@motorcitybmwcca.org
Volunteer-at-Large	Bob LaMontagne	231.534.4585	atlarge@motorcitybmwcca.org

MotorCity BMW CCA P.O. Box 2174 Farmington Hills, Michigan 48333-2174

MotorCityCourier Pit Crew

Editor-in-Chief	Horst Reinhardt, Jr.	586.991.2455
Publisher	H Media	586.991.2455
Contributing Writers	Any Member	328.760.2002
Photography	Any Member	540.318.1600
Printing Services	Copyrite Printing	586.774.0006

Change of Address? Contact National HQ at www.bmwcca.org and click on the member services area or call 1.800.878.9292 or write to BMW CCA, 640 South Main St, suite 201, Greenville, SC, 29601

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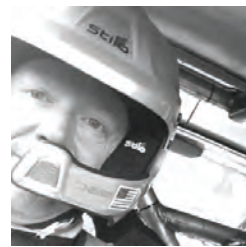
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Horst Reinhardt Jr

newsletter@motorcitybmwcca.org

rants & ramblings seeing is believing

Before the internet going to the auto show had some suspense to it (especially during media days). You didn't see sneak peaks of what was at the show, there were no webcasts of introductions the night before, there were no leaks—much less intentional image dumps weeks ahead of time. In other words you didn't have the opportunity to form an opinion of a car and its design before it stood in front of you rotating on a turntable.

I have learned—over and over again it seems—forming an opinion about a car's design using only two dimensional images is folly. And when I do, I tend to err on the critical side.

I saw a good many pictures of the new 4 Series “concept” weeks ahead of time. I watched the online reveal of the new Corvette Stingray the night before and studied the images GM posted right after. And in both case I was deeply disappointed. I thought the 4 Series (heretofore 3 Series coupe) had good proportions, but that the surface language was comically overwrought. Same for the Corvette.

Then I saw them in person.

Just as many of BMW's Bangle era designs seemed perplexing, the converse is true for the new 4er. The longer, lower, wider stance gives it proper coupe proportions and the many lines—which admittedly are still there in extra large numbers—have strength of purpose. They add to the shape instead of take away. The front and rear fascias are the only elements that let the de-

sign down in my eyes. The exaggerated aggression of the front air intakes and rear diffuser seem a bit too cartoonish and in all likelihood will be tempered before series production.

According to the press kit, “The 4-series doesn't just mark the start of a new cycle; it marks the start of a model with its

The longer, lower, wider stance gives it proper coupe proportions

own individual character and a stand-alone design. It stands for greater sportiness, added exclusivity and even clearer differentiation from the 3-series.”

We expect to see a toned down version of the coupe available for order by the end of this year or, more likely, early next year. The engine line-up will mimic the current 3 Series. As before, this coupe—whatever number you want to assign to it—will have an M version. The M4 will be displayed at this year's Frankfurt auto show in September, and hit the show room a year or so later. The latest prognostications say that it will revert back to straight six form but with the aid of forced induction. Just how many turbo chargers will spool up is to be determined.

I had a similar “aha, I get it” experience over at the Chevrolet stand.

When I saw the first images of the seventh generation Corvette I was more than a little disappointed. I thought the design looked way too busy with contrasting vents and intakes and other such jewelry applied Jackson Pollack like all over the body. The harsh lines, Kammback rear end and Camaro-esque tail lamps also do not translate well into two dimensions. But when I saw it in person at the show, well, I changed my mind. It is a lithe, exciting looking car in three dimensions. And all those vents, at least they are for real, there for a purpose. The four rectangular tail lamps on the other hand, I still don't like them. Leave it to GM to take styling cues from a down market car and apply them to their halo car in the name of familial likeness. Harley Earle did not put tailfins on a Chevy and then have them filter up to Cadillac; why Ed Welburn thinks this inverse directional flow of design makes sense now, I do not know.

There are a dozen cars I can mention that looked better in person than pixilated on my smart phone or laptop. Which makes sense. Car design became a sculptural art form sometime in the 1930's when the aforementioned Harley Earl introduced clay modeling to automotive “styling”. (He would use many other innovative composites in the following decades to help designers create, and engineers design, in three dimensions). To be truly understood as a work of sculptural art, you have to see the car in person, see how the light behaves on the surface and understand the size and proportions in relation to the real world.





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the right lane same procedure as last year

Happy New Year!

Well, maybe for you. For me, it's the same procedure as last year. In fact, it's the same procedure as every year.

(Now if you're German, or you really love BMWs and other things German or Minis, and other things sort of German), you get the reference. Every New Year's Eve, it's like this:

James: The same procedure as last year, Miss Sophie?

Miss Sophie: The same procedure as every year, James!

(And it's especially poignant if you, like me, were having dinner for one on New Year's Eve.)

For me, it is the same resolution as every year: lose a little weight after the holidays. But this year, it's been digitized and, like many things digital, made precise. See, I've been seeing the same doctor for the last 28 years. She's wonderful, and she's saved my life at least twice (really). But now the hospital system she's with has electronified (all right, that's not a word, but hey, you know what I mean) all my records going back to MY VERY FIRST VISIT.

Meaning that, on my last visit, and with just a key press or two, she could go back to my vitals for that very first visit and murmur, "Hmmm, 165 pounds. . . ." and then, out loud, "That would be a nice weight. . . ." Nice, but nowhere near where I am today, unfortunately.

So I did what I usually do when confronted with a problem like this. I turned to Google.

The first search resulted in some pretty lame results. You know, the usual calorie counting things—"you can lose a pound a week by cutting 525 calories a day from your diet!" I have to admit, though, that

As a club, we're about having fun with our cars

I would not be good at counting calories and this gradual weight loss thing. Sure, it's probably the only sensible way to do it (and to exercise more, sheesh). But it would depress me, and I'd quit before I got anywhere near my Biggest Loser award.

And then, as I was leafing through the latest edition of *The Courier*, the light bulb went on! As a club, we're about having fun with our cars (credit to Mr. Griot), especially if it's a BMW or Mini. So, I thought, why not combine weight loss with BMW?

So that's exactly the search I did—"weight loss and BMW." And sure enough, I got some real interesting answers:

From the very first link the search

turned up: "Learn how you can get a free black BMW for losing weight and helping others do the same. . . ." Since I'd been thinking about going with black for the next Bimmer, this seemed pretty good.

And then there was this testimonial from another site: "Toby and Layla Smash It In Less Than 2 Weeks --Toby and Layla Black snag up their BMW in record time. . . ." Well, if Toby and Layla can do it. . . .

But I didn't recognize those web sites and thought I'd see if a more familiar site might have the answer. Sure enough, from LinkedIn: "Learn more about the Lose weight or get fit for free in as little as 90 days - EARN A NEW BMW! and see what people in and out of your professional network. . . ." So I immediately checked my whole professional network to see how many of them had snagged their BMW before me. Looks like I'll be the first!

But I found my personal favorite, indeed my lifelong dream, from a CareerBuilder link: "Make Money, Earn a BMW, Lose Weight, and Party for a Living. . . ." Now, that is what I call a career! When I think of the years I wasted on that "other" career. . . .

So here I am, buffing up my resume to post on CareerBuilder, and thinking about all the great events we are lining up for our members for 2013. I hope to be there for all them, and to see all of you in the new year. Bring a scale!



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The latest generation of the BMW 3 Series Coupe and Convertible leads the way worldwide in the premium mid-range coupe and convertible market. Indeed few, if any, rivals have made such a defining impact on this segment in terms of design, dynamics and efficiency. Now, with the unveiling of the BMW Concept 4 Series Coupe, BMW is looking ahead to the fourth generation of its sporty mid-range coupe – and reasserting its global leadership credentials in the

process. The “4” – a sign of greater exclusivity and presence. The BMW Concept 4 Series Coupe adds a new dimension to the qualities of the BMW 3 Series Coupe in terms of aesthetics, dynamics and elegance. The “4” doesn’t just mark the start of a new cycle, it represents the zenith of a development curve. BMW has given the new model its own individual character and a standalone design – and, in so doing, has turned “4” into segment shorthand for aesthetic and dynamic appeal. The latest addition to a nomenclature that sees BMW

building on the fine tradition of its large BMW 6 Series and BMW 8 Series Coupes, the “4” stands for greater sportiness, greater exclusivity and even clearer differentiation from the

BMW 3 Series range.

The design: a development curve reaches its zenith. The BMW Concept 4 Series Coupe allows the driver to experience the essence of this new, sporting and elegant

generation of car in the lap of contemporary luxury. An array of high-quality details provides an exclusive showcase for the car's perfectly balanced coupe proportions. Inside, the expertise of BMW Individual, skilled handcraftsmanship and carefully selected materials combine to create a supreme interior. The role of BMW Individual in the BMW Concept 4 Series Coupe's development clearly underlines the brand's commitment to challenging itself constantly in pursuit of perfection.

Lower and wider stance sharpens dynamics before a wheel is turned.

The dimensions of the BMW Concept 4 Series Coupe imbue the car with a dynamic presence even when it is standing still. The wheelbase (2,810 mm) is 50 millimeters longer than that of the existing 3 Series Coupe, while 45 mm has been added to the front track (1,545 mm) and 80 mm to the rear track (1,593 mm). At 1,826 mm wide, the BMW Concept 4 Series Coupe is 44 mm broader than its predecessor, its roof line is 16 mm lower (1,362 mm) and it

through its sporting silhouette. The car's proportions also fit the familiar BMW template: its long wheelbase, long sweeping bonnet, set-back passenger compartment and short overhangs propel the BMW Concept 4 Series Coupe forwards even before its engine stirs into life. At the same time, its stretched proportions exude a very athletic elegance – the rear wheel arches mark the widest point of the car, emphasizing the point – and taut lines and surfaces etch emotion and precision into the body. The Coupe's sophisticated detailing also captures the imagination on closer inspection. Functional elements such as air intakes and vents, door openers and exterior mirrors are given a stylistic lift by classy satin-finish aluminum accents. The exceptional dedication of the designers in achieving the right look for each particular function is evident in every one of these details.

Series family, but its sporting take on the theme accentuates the dynamic leanings of the BMW Concept 4 Series Coupe.

The new concept car lavishes both front-end design icons with meticulous detail and three-dimensional depth. The kidney grille is closed off in the interests of optimizing aerodynamics and keeping fuel consumption low, and the areas between the elaborately designed, satin-finish grille slats are blanked off by dark surfaces. The full-LED headlights are a hexagonal, extremely technical-looking take on the customary BMW twin circular design. The dynamically chiseled, slimmer interpretation of this iconic design cue integrates seam-



is also longer (4,641 mm) – all of which makes for exceptionally dynamic proportions.

Perfection in proportions.

A BMW Coupe is surrounded by a halo of fascination, and one glance tells you all you need to know about the driving experience on offer. The elegant lines and athletic surface interplay of the BMW Concept 4 Series Coupe embody the qualities and expertise of BMW design and shine out

Precision and sportiness in the front seats.

Precise contours and multifaceted surfaces define the striking face of the BMW Concept 4 Series Coupe. The hallmark BMW front-end features, notably the kidney grille and twin circular headlights, have a slim, sporty design and ensure the BMW Concept 4 Series Coupe is immediately recognizable as a BMW. The front-end design displays a clear link with the BMW 3

lessly into the front end. The design of the headlights adopts the link between the lights and kidney grille familiar from the BMW 3 Series and takes it to the next level, rendering this connection visible in darkness as well. An optical fiber leads out from the inner headlight tube and forms a visual link between the inner headlight and the kidney grille. In so doing, it gives the front end of the Coupe an even broader look. The most eye-catching feature of the car's nose beyond the familiar BMW kidney grille and twin circular headlights is the

large air intake in the front apron. Its wide opening hints at the extra air required by the powerful engines and guides the eye around to the muscular flared wheel arches. The two vent surrounds on either side of the intake replicate the contours of the hexagonal headlight graphics to lend the front end an even wider and more sporting look. Three strikingly sculptured, satin-finish aluminum trim elements in the intake provide added presence. Eye-catching and extremely width-accentuating, they give the aperture a sporty three-way split. The sides of the two flanking vents are of differing thickness and lend the front end a particularly dynamic appearance. At

Series Coupe, with elongated lines and expressively contoured surfaces providing a lively interplay of light and shadow. The gently downward-sloping roofline – a classic coupe feature – creates a smooth transition into the rear, stretches the overall appearance of the car and takes the elegant route to accentuating the sporting appeal of the car's flanks. The side windows also adhere to the slim and stretched theme. The striking exterior mirrors extend organically out of the shoulderline and provide another example of the eye for detail which allows aerodynamic function to be integrated neatly and with emotional appeal into the car's form. The BMW Concept 4 Series Coupe boasts elegantly

contours around the rear wheels, emphasizing the car's dynamic flair and hallmark BMW rear-wheel drive. The Air Breather, an aerodynamically effective aperture behind the front wheels, offers another pointer to the sophisticated aerodynamics of the BMW Concept 4 Series Coupe. It draws a dynamic path between the two light surfaces of the car's flanks, replicating the prominent form of the stylistic front-end elements. The Air Breather brings together the priorities of BMW EfficientDynamics and time-honored

BMW design, and works in tandem with the Air Curtain in the front apron to ensure an effective reduction in drag around the wheels. Exclusive 20-inch light-alloy wheels add the finishing touches to the car's dynamically elegant silhouette. Their sophisticated, prominently three-dimensional multi-spoke design underscores their air of sporting elegance.



the same time, they mark off specific areas of the intake for brake and oil cooling and for the Air Curtain. This EfficientDynamics feature channels the incoming air around the outside of the wheels, ensuring the airflow "hugs" the wheel arches and fuel consumption is noticeably reduced as a consequence.

A side order of power and elegance.

Flowing, typically BMW proportions and a stretched silhouette define the athletically elegant side view of the BMW Concept 4

molded shoulders, and surfaces and volumes blend harmoniously as the roof slopes down into the rear. The result is a sporty C-pillar design, which merges flawlessly into the sleek silhouette. Below the side windows, the "double swage line" familiar from the BMW 3 Series range lends the car a dynamic sense of forward motion. The shadowed surface above the rear wheel shrinks significantly below the swage line. This accentuates the muscular

Broad, sporty stance at the rear.

The sporting character of the BMW Concept 4 Series Coupe continues in the low-slung design of the rear. The prominent horizontal lines and stretched tail lights positioned at the outer edges of the rear draw extra attention to the muscular wheel arches and wide track. The design of the rear window has a lowering effect on the car's tail and gives the body as a whole an even more powerful look. It also shows off the car's broad shoulders with satisfying clarity. The horizontal lines of the rear end frame a subtle three-dimensionality, while



a tightly structured concave indent in the rear creates shadowed surfaces and gives the car a forward-surging energy. This contrasting interplay of light and shadow brings extra vivacity to the rear end.

The L-shaped rear lights of the BMW Concept 4 Series Coupe blend harmoniously into the car's overall design. They continue the path of the swage line to the side and are absorbed as an integral part of the exterior design. The tail lights taper in to-

wards the centre of the rear end, but flare out powerfully towards the outer edges, underlining the Coupe's broad, squat stance on the road. The inner elements of the rear lights recall a sculpture of contorted surfaces. A full-sized light element here reproduces the signature BMW "double L" in three-dimensional form and with impressive depth.

While the emitting surfaces shine brightly, those at the back are rather darker, rendering the strong sense of three-dimensionality visible when the lights are hot as well. The most striking element of

the rear end is the bumper, in which a clearly defined trim element in satin-finish aluminum provides a classy lower edge as the car drops down towards the road. The trim element adopts a similar three-way split to the front air intake, but in a width-emphasizing form. It picks up the two exhaust tailpipes in a dynamic sweep at the outer edges of the rear apron before diverting the gaze to the wheels. Small upturns next to the tailpipes lend additional dynamic flair and finesse

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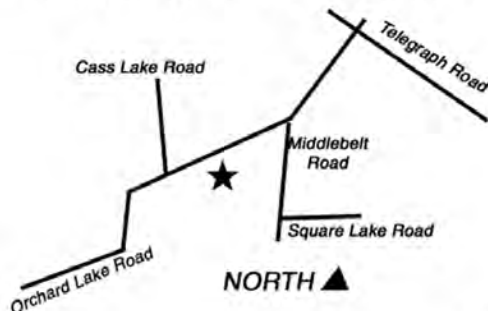
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A third body variant of the BMW M6 high-performance sports car is set to be presented for the first time as the BMW M6 Gran Coupe joins the existing Coupe and Convertible models in the line-up. The new member of the M6 family brings together customary M performance characteristics with extra helpings of luxury and aesthetic appeal. The high-revving V8 engine with M TwinPower Turbo technology and 412 kW/560 hp propels the BMW M6 Gran Coupe from 0 - 100 km/h (62 mph) in 4.2 seconds. And the elegantly sporty lines of the four-door Coupe are complemented by bespoke features, such as the carbon fiber-reinforced plastic (CFRP) roof. The greater interior space of the BMW M6 Gran Coupe allows two rear passengers to enjoy generous levels of on-board comfort, and there is also a third rear seat for use on shorter journeys.

Design: the beauty of majestic power delivery.

Hallmark M design features influenced directly by technical considerations – such as cooling air requirements, chassis ge-

ometry, weight balance and aerodynamics – open a clear window into the performance capability of the BMW M6 Gran Coupe. The front of the car is dominated by its large air intakes, standard Adaptive LED Headlights and an M kidney grille designed especially for this model. From the side, the first four-door Coupe in the BMW M GmbH ranks is clearly distinguishable from the BMW M6 Coupe thanks to its rear doors and 113-millimetre longer wheelbase. The low roofline flowing smoothly into the rear, the swage line – which takes in the door openers – and side windows extending well into the C-pillars accentuate the dynamically stretched silhouette.

Prominently flared wheel arches draw the eye to a track width specific to the BMW M6 Gran Coupe. The characteristic M gills, aerodynamically optimized exterior mirrors, standard BMW Individual High-gloss Shadow Line package and exclusive 20-inch M light-alloy wheels in double-spoke design underline the car's distinctive appearance, as does another M signature – twin exhaust tailpipes positioned on the outer edges of the rear apron. Also inte-

grated into the rear apron, and charged with the task of optimizing airflow along the car's underbody, is a diffuser made from CFRP.

This extremely lightweight, impressively strong high-tech material is used in the construction of the roof as well. Here, the visible carbon structure provides an eye-catching feature, as does a dynamic recess in the centre of the roof.

This recess is referenced stylistically inside the car, the anthracite-colored Alcantara roof liner gaining a central section in leather.

Emulating the harmonious blend of athletic prowess and elegance embodied by the exterior design, the distinctively M cockpit fuses sports car style with generous levels of space and a luxurious ambience. The driver and front passenger can look forward to M sports seats with integral belt guides. And the BMW M6 Gran Coupe's standard specification also includes Merino leather upholstery with extended features. The rear compartment offers two or three seats, the backrests of which can split and fold down in a ratio of 40 : 60 to increase boot capacity from 460 to as much as 1,265 liters.



V8 engine with M TwinPower Turbo technology, seven-speed M Double Clutch Transmission with Drivelogic, Active M Differential.

The powertrain technology under the skin of the BMW M6 Gran Coupe guarantees the performance characteristics for which M Automobiles are renowned. The V8 engine with M TwinPower Turbo technology produces 412 kW/560 hp. Its technical wizardry includes a pair of twin-scroll turbochargers, a cross-bank exhaust manifold, High Precision Direct Petrol Injection, VALVETRONIC variable valve timing and Double-Vanos continuously variable camshaft control. The 4,395 cc unit keeps peak torque of 680 Newton meters (502 lb-ft) on tap between 1,500 and 5,750 rpm, while maximum output is developed between 6,000 and 7,000 rpm. The engine revs to a maximum of 7,200 rpm. The BMW M6 Gran Coupe sprints from 0 to 100 km/h (62 mph) in 4.2 seconds on the way to an electronically governed top speed of 250 km/h / 155 mph (305 km/h / 189 mph if the optional M Driver's Package is specified). Average fuel consumption in the EU test cycle stands at 9.9 liters per 100 kilometers (28.5 mpg imp) and CO2 emissions are 232 grams per kilometer. Taking care of power transfer is a seven-speed M Double Clutch Transmission with Drivelogic. The transmission's electronic management system ensures the right gear is selected for optimum traction. It also offers the driver a Launch Control function for maximum acceleration, Low Speed Assistance for extra comfort and the Auto Start-Stop function to enhance efficiency.

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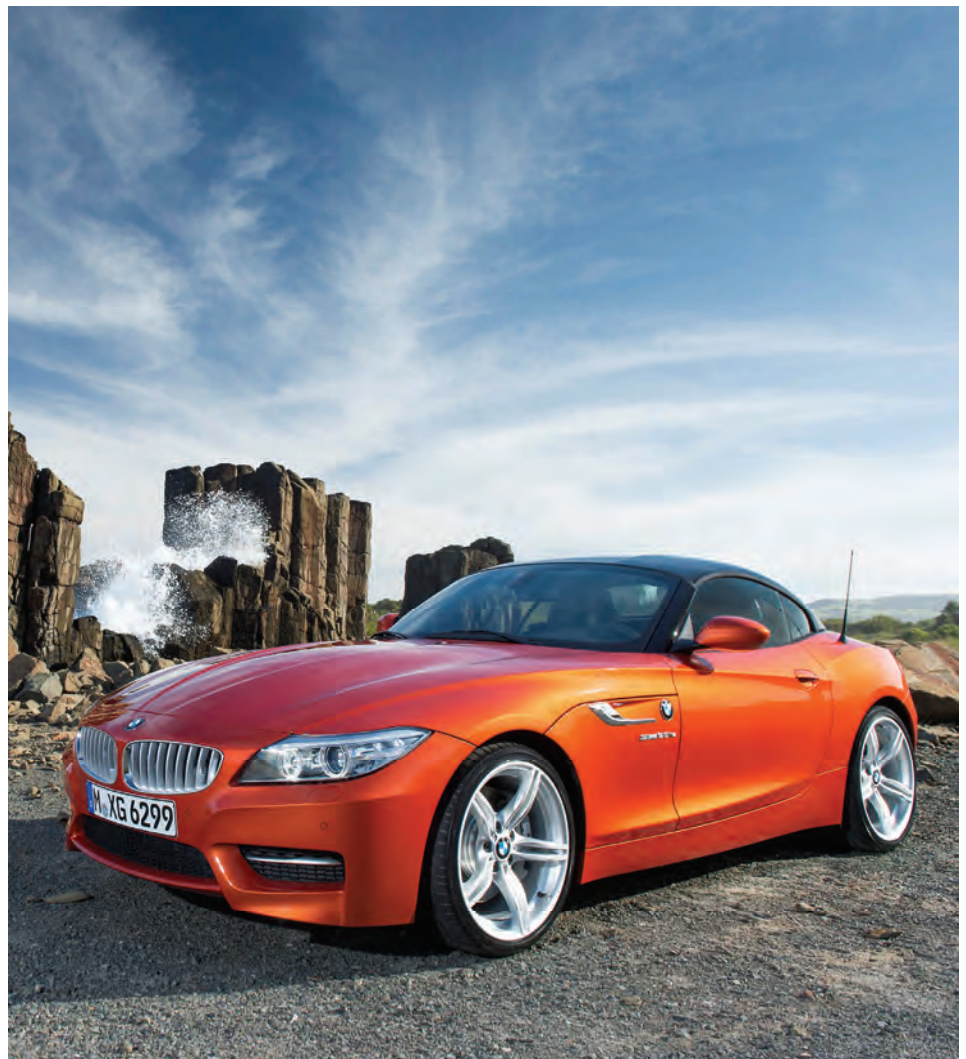
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Differential at the rear axle distributes the engine's power between the individual wheels to maximum traction-enhancing effect. Its electronically controlled multi-disc limited-slip differential works hand-in-hand with the DSC (Dynamic Stability Control) system and splits drive between the right and left rear wheels quickly and precisely according to the situation at hand.

Chassis technology developed to M specification.

The chassis technology of the BMW M6 Gran Coupe is also geared to harnessing the car's sporting potential in the cause of supreme performance. Like the integral rear axle, the double-wishbone front axle has specific kinematics and components made from forged aluminum. Chassis mountings using large panels ensure dynamic forces are passed evenly through to the body. The BMW M6 Gran Coupe comes as standard with an M-specific version of the Dynamic Damper Control system and hydraulic variable-ratio rack-and-pinion steering with the M Servotronic function.

As an alternative to the standard high-performance compound braking system, the BMW M6 Gran Coupe can also be ordered with M carbon-ceramic brakes. Made from a new type of carbon-fiber compound ceramic, the discs boast even greater resistance to heat, lower weight and exceptional resistance to wear. Arranged around the gearshift lever on the centre console of the BMW M6 Gran Coupe are the buttons used to configure all the adjustable powertrain and chassis functions to personal tastes. The DSC mode, engine performance characteristics, Dynamic Damper Control mapping, M Servotronic responses and M DCT Drivelogic shift program can be selected independently of each other. All of which means the driver can put together a detailed set-up and store those settings on one of the two M Drive buttons on the multifunction steering wheel.



BMW Z4: Roadster heads into the future with enhanced appeal and individuality.

New exterior features, detailed interior refinements, a new equipment package and a new entry-level engine variant allow the BMW Z4 to make an even more attractive and innovative case for itself in Detroit. Three new body colors are available exclusively with the Design Pure Traction option, which is also new. Meanwhile, black and orange tones create a particularly absorbing contrast of colors in the interior. Additional scope for individualization is provided by new 17-inch and 18-inch light-alloy wheels and the optional M Sport

package. And there is also the arrival of a new model variant to report; the BMW Z4 sDrive18i is powered by a 2.0-litre engine with BMW TwinPower Turbo technology developing 115 kW/156 hp. This new entry point to the Z4 range can also be ordered with an eight-speed automatic gearbox. The selection of driver assistance systems and BMW ConnectedDrive mobility services available on board the BMW Z4 has also been expanded. If the Professional navigation system is specified, the ConnectedDrive Services option enables use of internet-based information and entertainment services inside the car.



Dave Seemann

editoratlarge@motorcitybmwcca.org

eye drive a gripping tale

One of my favorite BMW MotorCity High Performance Driver's Education (HPDE) classroom instructors is Len Vanderjagt. He's been around longer than radial-ply tires (well, since their common use) but his strength in the classroom is his mastery of the subject matter plus his ability to connect with students.

His use of wit and humor allows the student to be wrong without remorse and to be right with satisfaction, while advancing understanding for the rest of us. Suffice it say, you are not spending your time gazing out the window in one of Len's classes.

At our 2012 MotorCity Fall Grattan HPDE event Len was holding a combined

Advanced/Intermediate class; we were talking about track conditions caused by the raw damp weather, especially the slippery nature of the annoying black sealant used at Grattan to patch the track.

Under the prevailing conditions that Saturday morning the sealant was particularly "greasy" as they say. It was a timely topic since most of us were discovering involuntary four-wheel drifts (slides) due to these large black patches. So naturally Len asks the class, "How do you find grip?"

Students yelled out, "limited slip differential", "torque distribution", "traction control", and so forth. Slightly flummoxed (a millisecond really) Len says, "I mean without writing a check!"

It was one of those moments we've all had in a classroom when suddenly the teacher points and says, "There's your problem!" and the students get it – maybe not the answer, but the problem. A modern car,

which you write a check for, represents (among other things) more than a hundred years of technological efforts to find grip.

A simple thing to say, "How do you find grip?" becomes what can *you* do to find grip and what can your *car* do to find grip? Someone was even clever enough to name a magazine after the problem, *Car and Driver*. Of course the magazine covers other

So how does steering, braking, and throttle help you with grip?

issues but with the "grip" perspective, the speed perspective, the magazine (like others) becomes the Google of grip.

Manufacturers are motivated to build cars that don't slide for safety reasons, but not sliding also makes motoring more pleasant and faster, which is a good selling point. I know, I know, Jeremy Clarkson makes good money sliding around in cars but if he wants to know how fast a car is he hands it over the Stig.

Clarkson knows how to go fast without sliding but the Stig is better at it. The point is you go faster by not sliding, much -- it is an advantage to lose some grip (called "slip angle") but as a rule the more you slide on the track the slower you go.

The ideal HPDE school might be, then, a school where all the students drive a

car with no grip technology: no ABS, no traction control, no skid control, no torque distribution, etc. Put them on a cold damp sealant-spotted track like Grattan was for us and say, "OK, go find grip and report back." "And don't crash."

The class finally settled on throttle, steering, and braking, as the basic means to find grip without purchasing modern grip technology.

So how does steering, braking, and throttle help you with grip? Without discussing tire technology, suspension, etc., ultimate car control is achieved by keeping all four tires in contact with the road. The only perfect way to do this though is to park your car – which will slow you down.

The HPDE student learns to use the throttle, steering, and brakes to shift the weight over the wheels that need more traction. More weight equals more traction. If you brake you shift the weight to the front of the car. When you accelerate it shifts to the back. And steering left and right shifts the weight left and right.

You can increase the possibilities by turning and braking or turning and accelerating – it's even possible to shift the weight of the car to mostly one wheel.

Winter is a good time to learn the difference between car and driver – losing grip is easier. In a safe place you can learn to recognize each grip system in operation then practice driving without activating them.

Some say Len Vanderjagt has a fast old Porsche with no grip technology, and that he has the world's only BMW 135iM3. You can ask him about this, but I suggest you wait until after class.



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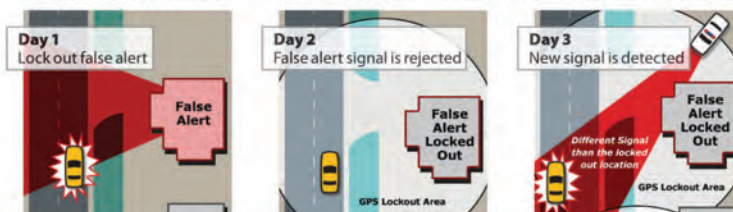
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