

BMW Car Club  
of America  
River City Bimmers



# Der Fahrersitz

The Newsletter for the River City Bimmers

July - September 2012

2013 X1



# AN EXTREME COMPARISON

2013 M5



# Calendar of Events

**November 15, 2012 - 6:30 p.m.**

**Dinner Meeting • Fox Ridge Pizza • 1769 North Germantown Parkway Memphis, TN (901) 758-6500**

We are also attempting to stage a gymkhana in November, and if there's sufficient interest one last autocross before the first of the year.

**No Dinner Meeting in December - watch the Facebook page for dates for the Winter Party at Roadshow BMW.**

## The 6 Series Gran Coupe

*wishing you  
were*

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# Letter from the PresEditor

You may have noticed by now the newsletter is late laid out differently than in the past. Apologies for the late part. And costs for printing the old format were approaching \$1,000 an issue, and that was just too much. Our new printer is the same group that prints Roundel, and while still not cheap, they are far more affordable than any other vendor we've found to date. Hope you like it.

We have postponed Street Survival until the spring in hopes we can get more involvement from other clubs as well as our own. Thanks to Jared Baker for all his hard work in getting the framework established, and congratulations on the birth of his daughter. Please watch the Facebook page for information on upcoming planning meetings.

We have some tentative plans for events this fall, including a possible gymkhana, something a little different than our usual fare. As those plans solidify, we will make announcements on the Facebook page, and we hope this will appeal to many of our members. As always, if there's an event you'd like to see happen, let us know, and don't be surprised if you are asked to head it up. We have plenty of people willing to lend a hand, all we need is someone to step up and ride shotgun on the planning. You don't have to worry about doing it all by yourself; all you need to do is ask for help and it will be forthcoming.

And yes, I am still grinning after driving the M5. It's an awesome car, and if you ever get the chance to slide behind that fat steering wheel, by all means take the opportunity!

Greg

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**Comments are always welcome. Send an e-mail to [otto99@roadfly.com](mailto:otto99@roadfly.com) with comments, suggestions for articles, or whatever's on your mind!**

# AN **EXTREME** COMPARISON

**D**on't look at me like that. This isn't as apples to oranges as it would seem. Both these cars have Roundels, two turbochargers seat 5 people, are spirited performers, and both are the top of their respective model lines. See? They have a lot in common!

## The 2013 X1 xDrive 3.5i

The name is a mouthful, but the new X1 is a tasty vehicle. It's a tad smaller all around than the X3, but really doesn't seem like a junior version. Seating space is ample for four, acceptable for five, and the storage behind the seats is more accommodating than it appears from the outside. And with the rear seats folded flat - and they do fold flat with no incline or in increments depending on your cargo - a lot of groceries will go in. Our tester was completely tricked out, with just about every option you can get; M Sportline, Premium, and Technology packages, navigation, HK stereo, and the lovely 19" wheels, taking the starting MSRP of \$38,450 to \$49,630. However, one could do some

pruning to the option tree, lower the price significantly, and still have a vehicle ready to have a big old time.

And that's what you'll have with the twin turbo 3 liter 300 hp and 300 lb/ft torque inline 6. This engine can be had in every non-M car BMW makes these days, and it never fails to satisfy. The X1 accelerates briskly, hauling you and your stuff to 60 in 5.3 seconds, or just a couple of eye blinks off the 0-60 time for an E46 M3. Think on that for a while.

Handling is very good, considering the extra ground clearance and higher center of gravity. A hard core autocrosser it is not, but you won't feel like you're about to tip over unless you really push the laws of physics. And BMW has enough nannies built in to prevent that unhappy occurrence. The X1 inspires confidence once you get to know it, and will certainly run rings around the competition.

The insides are well appointed, stylish, and everything is right where it needs to be. And at interstate speeds,



# And not as crazy as it sounds

the cabin is quiet and composed, with only a little engine song to be heard when you mash it.

And if you do opt for the M Sport-line package, you can get one in Valencia Orange!

## The 2013 M5

Oh. My. God. That's a quote from your ink-stained wretch of an editor, who petitioned the Almighty a few times while driving the new M5. This isn't a car - it's a monster, made of metal and baby-soft leather. You want power? How about the boiling tub of anger that lives beneath the hood - a 4.4 liter twin turbo V8 with 560 horses and 502 lb/ft of torque mated to a 7-speed dual clutch transmission (apparently the only choice) rocketing this hefty creature to 60 in 3.7 seconds. That's equal to many hyper-exotics that weigh far less.

But when you're not crushing Tokyo beneath the fat low-profile tires, the beast becomes docile and easy to drive. There's a series of buttons next to the shifter that tranquilize the critter in stages, and the casual observer or passenger wouldn't suspect the top speed without the limiter is nearly 200 miles per hour. Gasp.

Clothing all this hellfire is a reserved

shape, with only the steamroller tires/wheels and the gaping maw up front to give away it's dirty little secret. Likewise the interior is reserved and tasteful, with only the thick, M Sport color stitched wheel and small M badges on the shifter and dash to indicate this isn't Aunt Edna's 5 - unless Edna storms around the 'Ring, of course. The zillion-way adjustable seats hold you in supple comfort, and also keep you from pin balling around during hard cornering. And hard cornering is a hoot, regardless of the M5's heft. It obviously isn't as razor sharp as the lighter M3, but only on a track (or total mental breakdown on the street) would you ever be able to surpass the limits of adhesion.

The price for all this wicked? MSRP is \$89,900 - a bargain when compared to other cars of this level. Our tester cost \$107,090, with 20" wheels, the Bang & Olufsen stereo with it's odd center of the dash tweeter, and \$5,500 for the Executive package; heated steering wheel, 4-zone climate control, heated rear seats and more - nice stuff but one could struggle by without them.

Drive one if you can. There won't be many, and to a true automotive enthusiast, it's an experience you won't soon forget.



The newest bolide in the club garage - James Parker took this shot of his 2008 M3 convertible. Juarez Black /Boston Beige with a stick, and we all want a ride.



# Welcome New Members!

Hashim Alsaffaar, Cordova, TN

Stephen Barek, Arlington, TN

Katelyn Brumfield, Collierville, TN

John Goodyear, Germantown, TN

Michael Hagge, Memphis, TN

Matthew R. Hall, Oxford, MS

Patrick Harris, Memphis, TN

R. Michael Revelle, Memphis, TN

Radu Roman, Memphis, TN

Jaqueline Simmons, Arlington, TN

Basu Bangalore, Germantown, TN

Ray Byer, Memphis, TN

Joshua Mapili, Little Rock, AR

Ann Meeks, Olive Branch, MS

Franklin D. Phillips, Holly Springs, MS

John Vincent Ronza, Little Rock, AR

Voncille Yvette Williams Southaven, MS

Andrew Clarke, Memphis, TN

Scott H. Jones, Cordova, TN

We rely on National Office for this information, so if there's a misspelling of your name or that's not your location, please drop a line to [otto99@roadfly.com](mailto:otto99@roadfly.com) so we can make sure we have the correct information.

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# Random photos from Summer Events



From the Photo Scavenger Hunt with the Miniacs and the Slammed Enuf show at the Agricenter

**well at least a small part of it.**

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## Autocross Schedule All clubs

Oct. 27 PCA

Nov. 3-4 NASA

Nov. 17 PCA - MIR\*

Dec. 08 PCA - MIR\*

\*Memphis International Raceway



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