

River City Bimmers
P.O. Box 382305
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www.rivercitybimmers.org

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BMW Car Club
of America
River City Bimmers



Der Fahrersitz

The Newsletter for the River City Bimmers

January - March 2011

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Sixes in



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Also in this issue:

New logo standards • Autocross schedule for 2011 • Street Survival 2011 planning

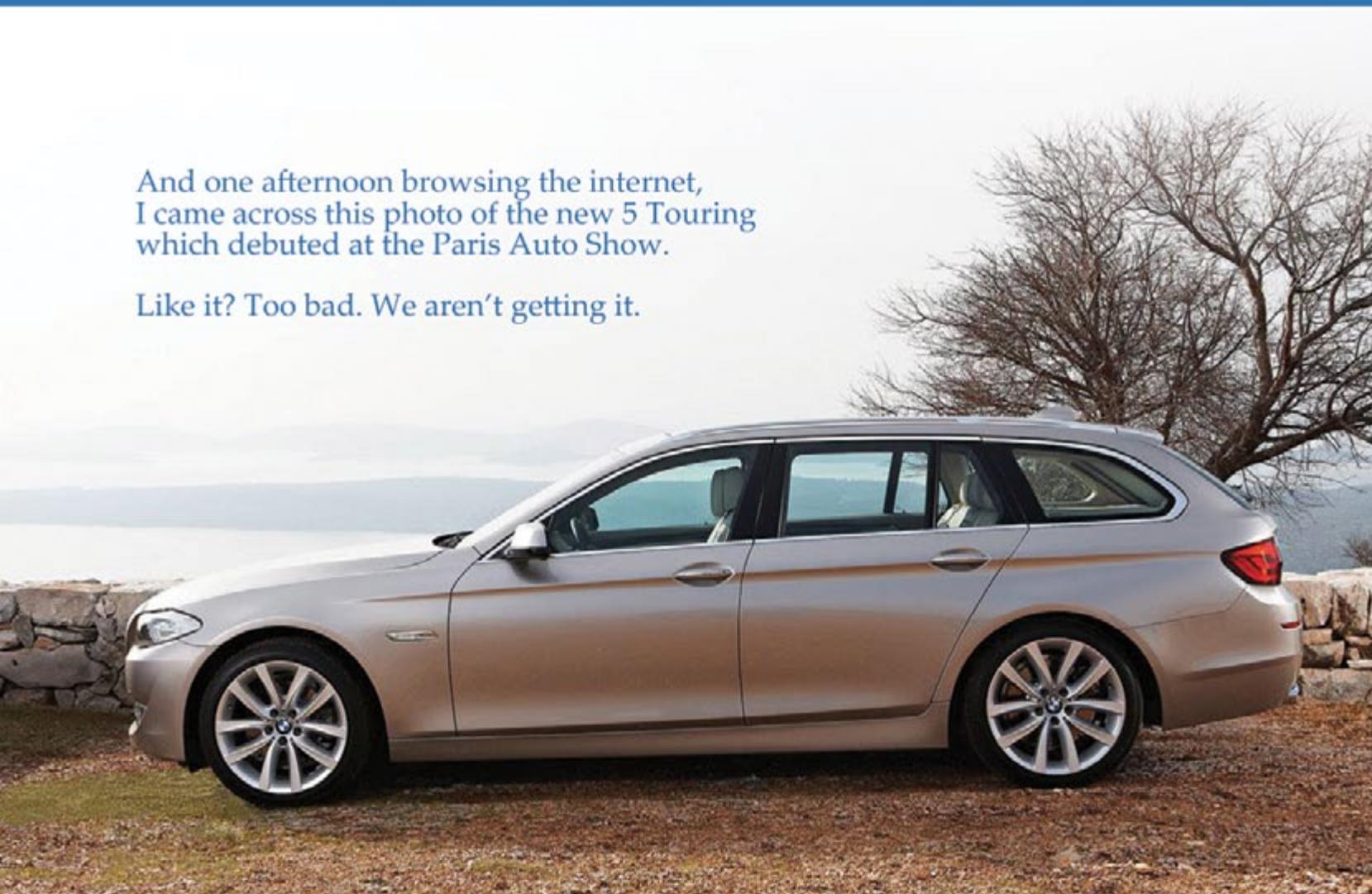
New Arrivals!

Two new potential propeller heads made their debut at the end of 2010, when your ink-stained wretch of an editor was presented with not one, but two granddaughters within 6 weeks of each other. Avery Mae Aplin, on the left, was born November 9, 2010, and on Christmas Eve, she was joined by Samantha Ryan Aplin, on the right. Naturally, Granddad had to get them started off on the right foot when it comes to just which marque they will swear allegiance! Now the only question is which pedal cars to get in a few years - the M3 CSLs so they can race or the old-school 328 so they can cruise in style? ;-)



And one afternoon browsing the internet, I came across this photo of the new 5 Touring which debuted at the Paris Auto Show.

Like it? Too bad. We aren't getting it.



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Welcome New Members!

Vance Stewart, Memphis, TN

Jeff Carfagno, N. Little Rock, AR

Boyce Adams, Columbus, MS

Jeff Woods, Memphis, TN

Joe Greer, Memphis, TN

Anthony Cuccaro, Columbus, MS

Terrance Knowlton, Memphis, TN

Philip Danielle, Germantown, TN

Bryan Davis, N. Little Rock, AR

Stephen Cohen, Conway, TN

Vic Ventrano, N. Little Rock, AR

Eric Vickrey, Eads, TN

Cydney Wentworth, Collierville, TN

Richard Wentworth, Collierville, TN

Tawanda Hawkins, Memphis, TN

We rely on National Office for this information, so if there's a misspelling of your name or location, please drop a line to otto99@roadfly.com so we can make sure we have the correct information.



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Calendar of Events

March 17, 2011 - 6:30 p.m.

Dinner Meeting

East End Grill, 7956 Winchester

Memphis, TN (901) 432-4256

April 16, 2011 - 8:00 am

Autocross

Millington Jetport

April 21, 2011 - 6:30 p.m.

Dinner Meeting

The Flying Saucer, 1400 Germantown Pkwy

Cordova, TN (901) 755-5530

May 19, 2011 - 6:30 p.m.

Dinner Meeting

Central BBQ - 2249 Central Avenue

Memphis, TN (901) 272-9377

May 21, 2011 - 8:00 am

Autocross

Millington Jetport

Free BMW tech help.

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Check it out at [blog.BavAuto.com...](http://blog.BavAuto.com)

Got stuff in your garage you need to sell? Looking for parts, want to sell your car, looking for a ride to OktoberFest? Place a classy classified here in your newsletter! Send the information to Greg Aplin at otto99@roadfly.com

FOR SALE - 1985 318i - Body and drive-train both in good shape for a 26 year old car; the vehicle needs a bit of attention and it will run with some new vacuum lines & probably a good tune-up. The three Series has a 1.8L (4cylinder) and a four-speed. Has a good amount of potential to be a good little car and simple to work on. \$1700.00 OBO For the Car, Don't Miss out on this BARGAIN!!! Photos available on the RCB forums under Classified.

Interested parties call 901.210.3970 or 901.649.4094 and if no answer please leave your contact information and your call will be returned as soon as able.

FOR SALE - BMW oem 17" star wheels with Continental Contacts. 3 tires have some tread remaining and 1 tire has 50% tread remaining. Wheels are in excellent shape with only 2 minor cosmetic imperfections. I can email you detailed pics. Please PM Hagen on the RCB forum Classifieds if interested.

The Year Ahead

For the past several years we have marked the end of one club year and the beginning of the next with a winter party at Roadshow BMW. We did that again this year, fitting the event between snow "storms." That's southern for anything that is frozen and visible more than thirty seconds after it hits the ground. As always the food and fellowship were great, the cars were beautiful, and the hospitality was warm. Thanks again to Michael Routh for hosting us.

It is hard to miss, though, that only a relative handful of our more than three hundred members attended the party and other events throughout the year. For those in the Memphis area, that's a choice that they make. But for our Arkansas and Mississippi brothers and sisters that isn't the case. The geography doesn't work. Our chapter covers a fair percentage of real estate in three states. It isn't reason-

able to expect members from Jackson, Little Rock and the rest of eastern Arkansas and the northern half of the magnolia state to drive to Memphis for dinner meetings, parties or even driving events although a few have done so. So...what to do?

It's really up to our out-of-Memphis members to answer that. The club has funds to support appropriate activities and not just here in Memphis. We also have membership information and a club web site and a facebook page that members can use to make contact, discuss ideas and plan events. And, where possible, we will support any club events with our presence. So- if there is something you would like to do, let us and your fellow members know. Get online and drum up interest. Schedule something. If insurance is needed, and it usually is, for a driving event we will help with that too.

All we ask is that you keep us informed, agree to meet the minimum standards established by BMWCCA, and be safe.

As we start the new year there are a number of things that we see as priorities.

- We will continue our emphasis on driving events and have established a full autocross schedule. James Parker and Greg Aplin will coordinate.
- We will conduct a Street Survival teen driving school in the fall. Stacey Guest has agreed to chair that, and the Memphis Police Academy will again host the event.
- We'll continue our monthly dinner get togethers and will have them at a variety of places around the area. The next three are included in this newsletter.

There will be other "special" events during the year also. We hope to have a detail day and clinic, one or more tech sessions, a fun drive or two and the occasional party.

Dick Carruth

Modifications within the warranty period of your BMW may void the warranty.

The 6-Banger 7 Returns

A worthy successor to the 735i

Sixes in Sevens. Long after the competitors went to V8s for their premium North American offerings, BMW stuck with their proven inline six-cylinder engines in the top model 7 Series until 1992, when the E32 740i became the standard bearer with a V8 engine. But with the return of turbocharging giving the 6-bangers all the power of a V8 with the economy of the smaller engine, the inline 6 returns to the F01/02 platform this year, and brought an ample dose of ya-HOO with it.

Exterior styling is improved and less fussy than the previous generation; the car is elegant

and refined, yet still says it means business in an understated way, much like the beloved E38. And this new generation 7 is a big car, the biggest 7 yet, and the longer Li is even more so. It takes a few minutes to get a bead on just where all the corners are and how much or how little of them you can actually see. But once you get your bearings, it becomes increasingly less intimidating and begins to "fit." The interior is sumptuous (and cavernous on the Li), even in what could be considered an entry-level model, and there's a special quality feel to the myriad of controls, which all fall readily to hand, whether on the dash, the steering wheel, or the console. The once-loathed iDrive has got-



BMW AG mandates logo modifications

They have ways of making you comply



By now you've noticed the newsletter banner and most especially the RCB logo has a different look. We learned late last year that all chapters of the BMWCCA had to bring their logos into compliance with what the marketing arm of BMW AG desired for a total brand consistency across the board. While it came as something of a surprise to your ink-stained wrench of an editor that the club was now somehow a branch of Marketing, it was what it was, so the process began to bring our logo into compliance. Fortunately, little needed to be changed (*or so I thought! Ed.*), and BMW was kind enough to provide templates and the appropriate BMW-sanctioned font for our use.

And that's when the fun began!

The templates wouldn't open, which meant calling National Office, who said we know, but work around it as best you can. OK, we've had less to work with, so off we went. The first effort looked a whole lot like the one below, but it was sent back in disgrace from Munich with a list of problems, most of which were specs that were off by literally a matter of a pixel or two (a pixel is akin to a couple of gnat's eye-lashes). Finally, the fourth time was the charm. Behold the new logo for River City Bimmers!

**BMW Car Club
of America
River City Bimmers**



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Arkansas & Mississippi Members, We know you're out there!

And we have good news! First of all, there are some new members from Arkansas on the forum, drumming up interest in events west of the river. Log on to rivercitybimmers.org and make your presence known! Same for our members in the Magnolia State!

At press time, discussions were underway to begin improving how we can best serve our membership in Arkansas and Mississippi. Stay tuned for details in the newsletter and on the website and Facebook page for updates.

What will really help is to hear from our members about what they want the club to provide in their location. Is there interest in autocrossing, driving events, social gatherings away from Memphis? Let us know so we can include members thoughts about the club for future planning! Send a message to otto99@roadfly.org with ideas or just to say "I want to help do more for the club!"

Spring is coming. So is the New 6 Series.

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ten increasingly more user friendly, and a bunch of that stuff doesn't have to do with driving the car anyway.

And driving this car is what it's all about. No, this is not a sports car in a business suit, although the lighter turbo 6-cylinder engine makes the business suit fit a little better, with a sharper



The driver's seat (above) is a nice place to be, and the back seat (below) is parlor-like in its size and legroom. Note that the driver's seat is in position for a near six-foot driver. Hire a diminutive chauffeur and you can really stretch out.



crease on the trousers and a trimmer waistline. Our test model 740Li weighed in at 4,350 lbs. - not a lightweight, but nearly 300 pounds lighter than the 750Li. And shedding the weight also increased the balance of the car; the 6-cylinder cars have a perfect 50/50 weight distribution over the axles, while the V8 cars are weighted a tad more to the nose. This balance helped make the car feel a little smaller than it was, and cornering levels were surprisingly high for a car of this mass.

OK, so the 6-cylinder makes it lighter and more balanced, but does it have the moxie when it matters? Oh, yes. The 740 uses the twin-turbo N54 engine, and 315 bhp with 330 lbs./ft. of torque can get this leviathan off the line to 60 mph in a reported 5.8 seconds, and the power delivery is as smooth and silky as only a BMW I6 can be. Sevens come with a variable setting for suspension settings, transmission shift points, and steering and traction controls reduced or even turned off, which change the personality of the car dramatically. In the Comfort setting, the car is lazy and soft, shifting short with a pillow ride in near total silence. Sport +, the other end of the four position spectrum, turns off the traction and stability controls, tightens the suspension up, makes the steering less boosted, and seemingly turns up the mechanical volume. In short, the car comes alive, you can literally feel the difference in the car's personality through the wheel and hear the difference in the engine sounds. Power delivery is linear to the rev limiter, which comes up quicker than you would think. You won't take home any awards at the autocross, but you will be rewarded through a big sweeping curve or a nice set of esses. And the N54 is perfectly in sync with the ZF

six-speed transmission, jazzing the throttle on upshifts and downshifts to match revs. It's absolutely undignified, and that's what makes it so cool. If you really wanted to, you could do those lurid power slides that Mr. Clarkson so enjoys on Top Gear, but you didn't hear that from me.

Our Cashmere Silver/Light Saddle Li was outfitted with the Convenience package and Premium Sound. The former includes the keyless entry and start feature, a power tailgate and power doors that close themselves softly, and the latter is exactly what it says, a stereo system that's better than what's in most homes with USB and iPod inputs, satellite radio, and 10 disc CD changer. Although it lacked the Sport Package, it mainly lost out on the cool looking stuff, not so much in the equipment department. Out the door, our tester

was \$78,925. It also had a wheel upgrade to the 19" radial spokes, but that apparently was a freebie.

And while most folks who pony up \$79 Large for a car aren't really all that concerned about fuel economy, the 740 gets an EPA estimated 17 mpg in town and 25 mpg on the highway. As always, your experiences may vary, and given a reasonably level terrain, 27-28 mpg at 70 mph is certainly within reason.

Less is sometimes more. The 740 is less expensive (a relative statement, but work with me here) and has less ecological impact than its larger siblings, but is more engaging and just plain fun to drive. If you need a car that waltzes like a lady, but can shake it like a honky tonk gal, the 740 just may fill up your dance card.

The M Sport Package (left) dresses up the 7 Series with an aero package and larger wheels. The 740i (below) offers a slightly sportier stance than the Li due to its shorter wheelbase



Autocross Schedule 2011

We have a full schedule of autocrossing this year, so mark your calendars!

We have reserved the Millington Jetport on the following Saturdays:

**16 April
21 May
11 June
24 September
22 October**

Registration and tech will start at 8:00 am, driver's meeting at 9:30, with the first car out by 10:00 am. Cost for BMWCCA members is \$20, & non-members are \$30. All participants must have valid driver's license and anyone under 18 must have signed and notarized consent from parents or legal guardians. Participants must also have a Snell 2000 rated or newer helmet - the sticker/label MUST be visible on or in helmet. There are a limited number of loaner helmets available, but they run out quickly. BMWCCA rules prohibit passengers during timed events, so don't ask! Come out and clip some apexes with us this year!

Street Survival 2011

Planning is underway for at least one Street Survival session this year. And great news - the Memphis Police Academy contacted our Fearless Leader, asking when we wanted to come back and hold another class! We have a valuable ally in the MPA staff and couldn't ask for a better place to hold Street Survival. We are looking for people to pitch in, so contact Dick Carruth via e-mail to add your support to this outstanding program. Watch the website and Facebook pages for meeting details, a list of what we will need like instructors, skid pad soapers (or the Dawn Patrol!) and tech inspectors.

