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See page 12



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Winter 2014 Volume 58 • Issue 3

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**THE BIMMER BOY** story by  
RUSSELL LABARCA

# Trading Places

**“Man, you’ve got a  
great car there.  
Hang onto it.”**

Chief Joseph Dam in WA

Such was the summary report I received from my uncle Bob after a morning of spirited driving through the Pennsylvania back roads. This seemed very high praise, as he, a 2011 135i driver, was referring to my ten-year-old Volkswagen R32. I had basically the same to say to him, though while his statement was one of nostalgia, mine was one of support and encouragement.

Backing up to earlier this year: Bob's E36 M3, which he had driven as the second owner from 5,000 to over 200,000 miles, had met an untimely demise. The details remain a close-kept secret, but the damage, while seemingly minimal, was enough to write off the nearly 20-year-old vehicle – to the dismay of all involved. Thus began a search in earnest, to replace the beloved S50-engined, minimally electronic, relatively light-weight 3er with a contemporary. The 135i it was.

Now, normally it would take mere days between a new car entering the family and it being shown off to those near and far, especially one which was replacing the iconic Hellrot M3. But, as I found out, being a new parent shifts priorities, and some (most) of those leisure activities get put off. It wasn't until I saw the 135i in detail for the first time that I decided I needed finally drive it – the detailed look came from a website of pictures as it tore through the Tail of the Dragon on US 129 in North Carolina and Tennessee.

So I proposed a meet-up, somewhere between where I live in York and where Bob lives in State College; luckily I knew just the place, a valley between two great, twisty stretches of PA Route 74, with plenty of other roads to explore in the vicinity.

This also gave me a chance to properly test my Michelin Pilot Super Sports on the R32 (and thank goodness for the 75° temperatures on this particular late October day). I had driven this curvaceous route before, on my previous "high-performance all season" tires, and knew it well. But this time the speeds through the corners were turned up another notch as the Michelins stuck like glue. I'm a believer; little wonder that there is no "all-season" tire in the German market.

Our meeting place was the Mountain Supply Store, where we would leave the R32 and take the 1er for a spin. Being overly cautious as usual, I wasn't sure how the owners would appreciate my VW taking up space in their somewhat small parking lot for a couple of hours; it also stuck out like a bright red sore thumb among the various lifted pickup trucks.

So I strolled inside, saw that the store was actually a Mennonite hardware/general store, and decided they would not likely take notice of any particular car out front. Besides, Bob reminded me, how could they get mad at a German car?

**Bimmer Boy** *cont'd on page 10*





BMW

# E31

## 25 years of The BMW 8 Series

**Timelessly alluring: 25 years of the BMW 8 Series. Some 260 fans and 120 cars gather in Munich and Dingolfing for an international get-together hosted by the BMW Group to celebrate the anniversary of the exclusive luxury Coupe.**

### **Munich**

It was streets ahead of its time at launch and maintains an ageless glow to this day, yet a glance at the calendar reveals the disarming truth: 25 years have passed since the BMW 8 Series was presented to the world at large for the first time. The car's international fan community duly came together last weekend at its Bavarian birthplace to celebrate the anniversary, with events including a spectacular parade of 120 cars at the BMW Group headquarters highlighting their collective adoration of the brand's exclusive luxury Coupe.

The event was a team effort fronted by the BMW 8 Series club 8er.org (The international 8 Series community) and ClubE31 Worldwide Owners Group e.V. with support from the BMW Club International Office. The 260 participants from 20 countries began proceedings with a tour of BMW Plant Dingolfing, where the BMW 8 Series was produced from 1989 through to 1999. The second highlight of the weekend was the gathering of club members and their cars at the BMW Museum and BMW "four-cylinder" head office in Munich for a combined photo shoot. The BMW 8 Series models fanned out in formation according to paintwork shade, creating an imposing image – and an added attraction for visitors to the BMW Museum and adjacent BMW Welt.

ClubE31 Worldwide Owners Group e.V. brings together more than 2,000 owners and fans of the BMW 8 Series from around the world. The club's activities include regular national and international meetings and a lively experience-sharing forum. Here, members can find assistance in procuring replacement parts and expertise to help them with the upkeep and care of their cars. The meeting in Dingolfing and Munich attracted enthusiasts from

the USA, Iceland and New Zealand, among other countries. Two club representations from Spain, meanwhile, decided to take their cars on a particularly epic journey to celebrate the BMW 8 Series anniversary, driving them more than 1,800 kilometres (approx. 1,120 miles) and almost 2,500 kilometres (1,550 miles) respectively to Bavaria for the event.

The BMW 8 Series stands out as a landmark model in a BMW Coupe lineage that dates back to the 1930s. A clean-sheet design, the car tagged “E31” by its maker launched its challenge to the world’s finest sports coupes with a design oozing avant-garde elegance, arresting performance attributes, an exceptional wealth of innovations and a sprinkling of exclusive luxury. The BMW 850i presented at the 1989 International Motor Show in Frankfurt represented a demonstration of the Munich-based carmaker’s development expertise, revealing not only a cutting-edge new design line but also an unparalleled array of technological details making their automotive debuts. The design of the wedge-shaped body – headlined most strikingly by a long, swooping bonnet (housing retractable headlights), smooth lines, the absence of B-pillars and a steeply cut rear end – showcased the dynamics and grace of the new coupe with equal élan.

The BMW 850i, moreover, followed the BMW 750i luxury Sedan introduced two years earlier as the second post-war German car to be powered by a 12-cylinder engine. The 5.0-litre unit developed 220 kW/300 hp and peak torque of 450 Newton metres (332 lb-ft) to propel the 1,790 kg 2+2-seater from 0 to 100 km/h (62 mph) in 6.8 seconds.

Channelling the engine’s power to the rear wheels was either a six-speed manual gearbox specially developed for the BMW 850i or a four-speed automatic, while its pio-

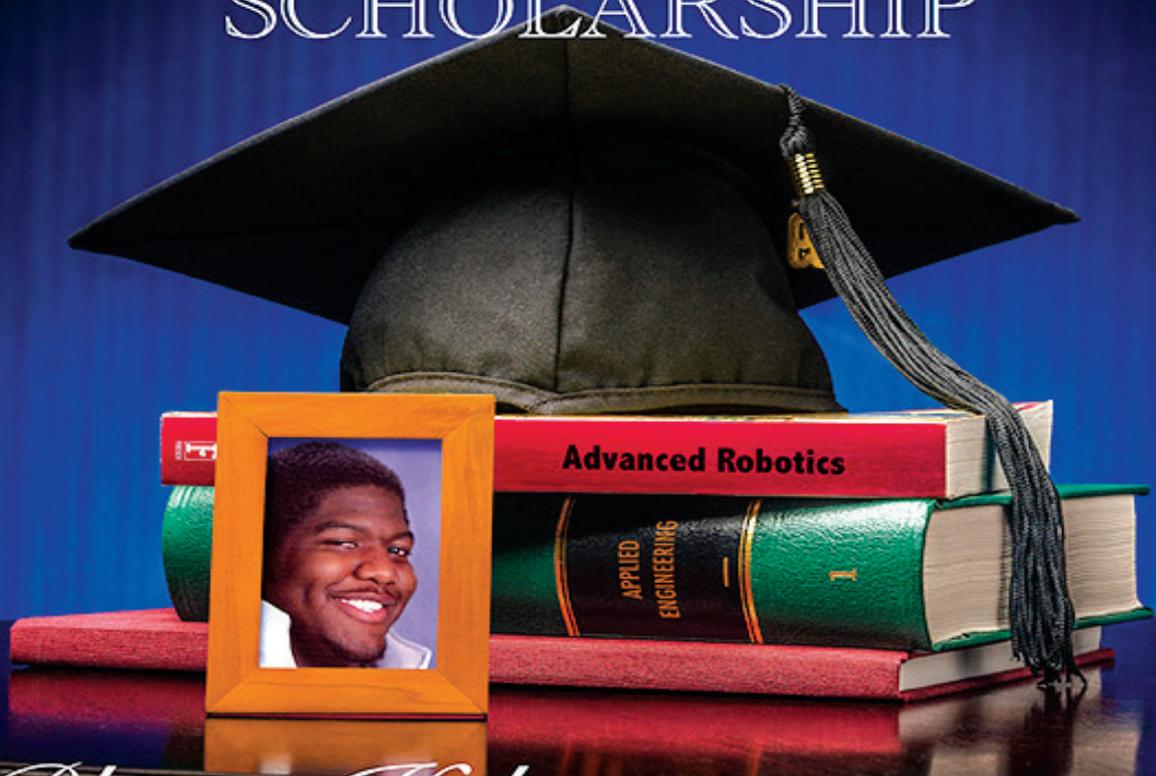
neering integral rear axle with five-link suspension was celebrating its premiere in the luxury Coupe. Automatic Stability Control plus Traction (ASC+T), speed-sensitive power steering and the Electronic Damper Control (EDC) system introduced as an option in spring 1990 were among the other details that helped give the BMW 8 Series its distinctive identity as a driving machine. The motoring press heralded the BMW 850i as a “coupe of velvet and silk” and the “perfect symbiosis of power and comfort”. After its first road test in the car, German car magazine “auto, motor und sport” wrote: “BMW has given the 850i all the high-tech weaponry it needs to take top spot.” And turning its attentions to the chassis technology of the BMW 8 Series, “Auto Bild” magazine commented: “It needs to be experienced to be believed, preferably through high-speed corners on the motorway: bumps, expansion joints – shocks that are sure to trigger sudden jolts of adrenaline in other cars – leave the 850i driver totally unruffled.”

Among the other new features of the BMW 8 Series were the belt system integrated into the seats, an electrically adjustable steering column with memory function, an automatically dimming rear-view mirror, remote-control central locking and a high-performance onboard computer. A multiplex electrical system featured for the first time, with data transfer from several different systems via the same conduit enhancing reliability and reducing weight. Both the front and rear side windows of the luxury Coupe could be fully retracted. And, in another new addition, the front side windows were automatically lowered or raised when the doors were opened or closed, improving sealing and reducing wind noise as a result.

E31 cont'd on page 9



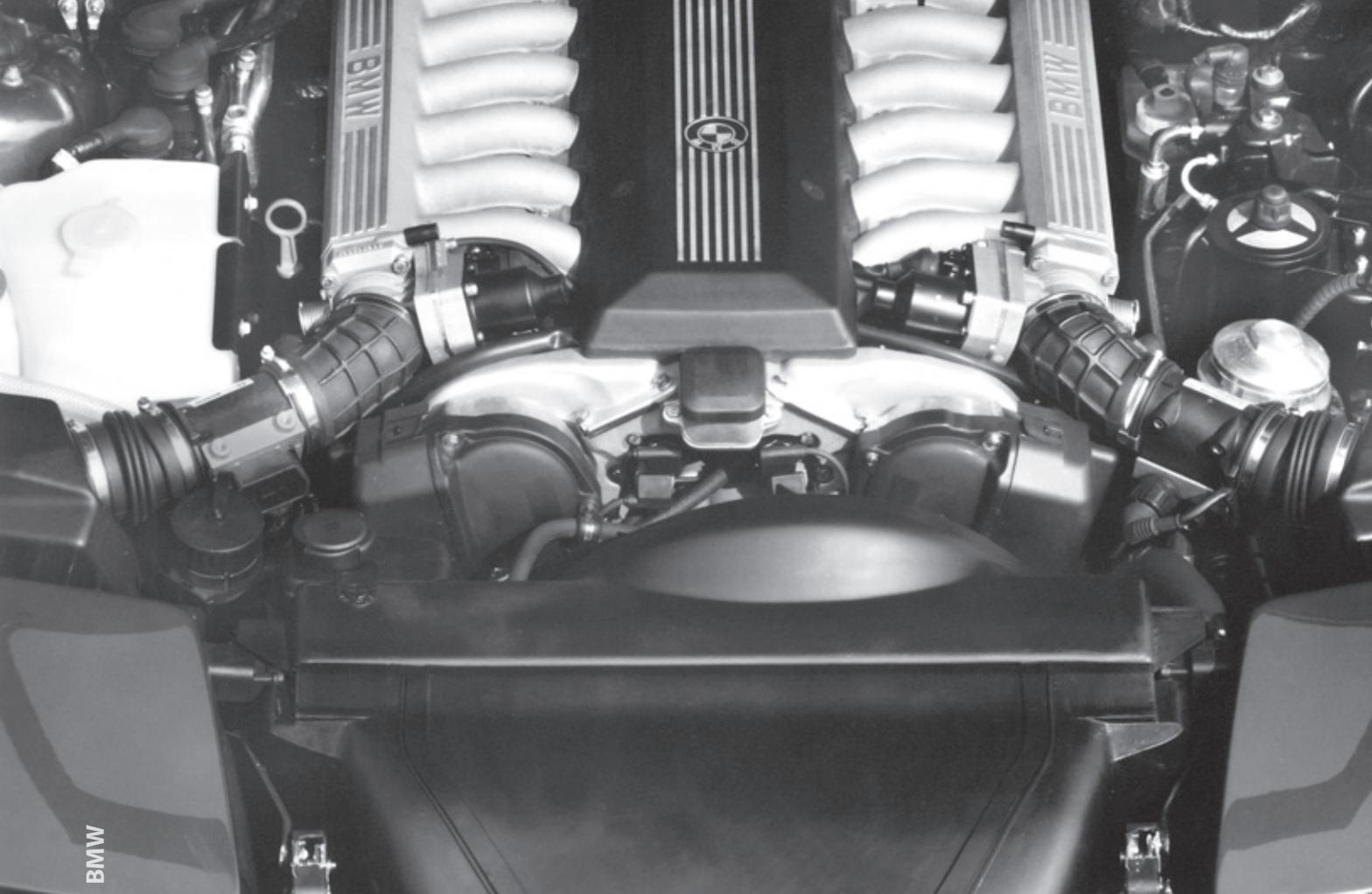
# JOEL AJAVON MEMORIAL SCHOLARSHIP



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Rochester, NY 14607



BMW

E31 from page 7

A second version of the 12-cylinder engine was added to the range for model year 1993. With displacement increased to 5.6 litres, the engine imbued the flagship BMW 850 CSi model with 280 kW/381 hp and peak torque of 550 Newton metres (406 lb-ft). The sprint from 0 to 100 km/h (62 mph) could now be wrapped up in under six seconds. To take into account those elevated performance figures the BMW 850 CSi was also given a new driving dynamics system, including active rear axle kinematics. Here, the rear wheels respond to the car's speed and steering angle by turning in the same direction to optimise directional stability through dynamically taken corners and sudden evasive manoeuvres. The electrohydraulic system in the BMW 8 Series was the precursor to the Integral Active Steering available for today's BMW 7 Series, BMW 6 Series and BMW 5 Series.

With the launch of the BMW 850 CSi, the existing model was rechristened BMW 850 Ci and given myriad detail modifications. Standard equipment now included an airbag each for the driver and front passenger, infrared remote control and folding rear seat backrests. DSC (Dynamic Stability Control) was available as an option and the automatic gearbox was now equipped with adaptive control. Autumn 1994 witnessed a changing of the guard under the bonnet: the BMW 850 Ci was now powered by a 5.4-litre V12 engine with 240 kW/326 hp, which customers could choose

to combine with a new five-speed automatic gearbox. The BMW 840 Ci joined the line-up in 1993. Its 4.0-litre V8 produced 210 kW/286 hp, providing an undeniably sporty entry point into the world of BMW luxury Coupes.

In 1995 the BMW 8 Series inspired British artist David Hockney to add his vision to the BMW Art Cars series. The BMW 850 CSi he created symbolised an artistic take on transparency. Hockney added flourishes such as stylised intake manifolds on the bonnet and silhouettes of the driver and steering column on the driver's door, while the artist's dachshund Stanley is painted onto the rear side panel as if he were a passenger in the rear.

A total of 30,621 examples of the BMW 8 Series were produced up to 1999, 24 of which were lavishly hand-built at BMW's Rosslyn plant in South Africa. For tax reasons, assembling the cars there was more cost-efficient than importing the finished articles. More than two thirds of all the BMW 8 Series Coupes produced were 12-cylinder models, and only one in six were fitted with the six-speed manual gearbox. The top-of-the-line BMW 850 CSi accounted for 1,510 of the overall unit figure. The ultra-high-performance model was available exclusively with a manual gearbox, in keeping with its sporting character.

The tour of the Dingolfing plant also allowed the enthusiasts at the BMW 8 Series meeting to catch up with a spectacular prototype of the luxury Coupe. This one-off, high-

E31 cont'd on page 20

I'm a big fan of hatchbacks, hence the litany of Golf iterations in my history, and the love of my 120i 5-door I had in Germany. But I was immediately drawn to the 135i coupe's gobs of power, immense braking capability, and razor handling. More than anything, though, it made me once again wish BMW offered the hatchback version in the US.

We toured the fall foliage, tested the run flats' adhesion, the big brakes, and the at times brutal accelerating power for an hour or so, catching up on family matters, World Series predictions, direct injection carbon build up, and other general car talk. I was reminded at the end how comfortable the 1-series sport seats are.

Returning to the Mennonites, Bob decided he wanted to try out the R32 and its new rubber on our way to lunch. We headed south on 74 toward Carlisle, and I backtracked the route I had just taken coming up – though now with a car with more power, more brakes, and more refinement. Time to compare the Bavarian sports car to the People's Car.

I thought I went fast through the bends in the revitalized Pilot Super Sport R32; in the 135i, I simply left Bob and the R32 in the dust. Holy. Cow. I brought so much speed and brake force into one 180° right hander that afterward I thanked Bob for not trying to keep up in the VW – it simply wouldn't have been able to.

When we reached our destination, a local pizza place ("Every college town needs a good pizza place," said Bob. "This one fits the bill quite well."), Bob reported on how great the R32 was to him: more mechanical and raw than the 135i, aided by an exhaust system which is loud on the throttle but subdued at cruising speeds. Before the M3 met its end, Bob had lamented that there was no contemporary car with the same attributes as his E36 (those previously mentioned, with emphasis on natural engine aspiration). He took a chance on the 135i, and after a few suspension and throttle upgrades, we both know he made the right choice.

I'm at a similar stage with the R32: it now has a child seat in the back, which is no fun at all with only two doors and wide and tall sport seats designed for a four-door car; and it's showing that it probably needs brakes, some suspension rehab, and eventually a clutch. But all-wheel drive hatchbacks with naturally aspirated six-cylinder engines are pretty hard to come by these days.

As Satch Carlson pointed out with his story on "Party A's" E90 Dinan rehab, there's value in keeping a car you like and investing to bring it back up to snuff, rather than settling on a newer replacement. So that's my plan for now, as it was with Bob and the M3. I'm just glad that when his circumstances changed, the 135i proved to truly be a worthy replacement.

And just maybe, next fall a rehabbed R32 will out brake the 135i.

# 2015 Calendar of Events

## March

**27** Saturday,  
Annual Meeting  
Country Club of Rochester

## May

**2 & 3** Saturday, Sunday  
Ultimate Driving School – WGI

**30** Saturday  
Street Survival - MCC

## June

**13 & 14** Saturday, Sunday  
Ultimate Driving School - WGI

## August

**5** Wednesday  
Log Cabin Car Night - Log Cabin  
Family Restraint

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# MINI

Looks to future as it redefines premium small car market with North America Premiere of MINI hardtop 4 door at Los Angeles internation auto show.





**Classic Mini, MINI Hardtop 4 Door and MINI Superleggera™ Vision on display to showcase the past, present and what's next for iconic brand.**

**Woodcliff Lake, NJ – November 19, 2014**

The new MINI Hardtop 4 Door will make its North American premiere at the Los Angeles International Auto Show, with an intent to redefine what

is expected from the premium small car segment. Originally showcased at the Paris Motor Show in September, the new four door model of the iconic MINI Hardtop will be shown for the first time in the United States at MINI's press conference at South Hall #503, November 19, 2014, 4:40 pm PT.

As if the presence of the MINI Hardtop 4 Door wasn't enough to draw a crowd in the city of angels, the stunning MINI Superleggera Vision roadster concept will also be on display for the first time in the U.S., along with a

classic Mini. The three-car feature display will serve as a visual of the past, present and future vision for one of the world's most recognizable cars.

#### **More MINI; More Possibilities**

Even with its four doors, seating for five and added cargo space, the new MINI Hardtop 4 Door maintains the dynamic character and go-kart handling of the 2 door model while adding functionality and interior space. The MINI Hardtop 4 door has more legroom in the rear, more shoulder space in the

*MINI cont'd on page 18*



# E 5-Series from Left to Right

**M**y first European sedan was a 1975 Jaguar XJ12. I fell in love at first sight but it was a rocky romance. The exquisite twelve cylinder engine sounded like a sewing machine in operation, the ride was silky, the cornering was taught with no body lean – and it turned heads whenever it was driven. However, it spent half of the time in the dealer's garage. One time my beautiful car was laid-up for over two months waiting for parts from the factory in England. When I complained to the British service manager he gave me a lecture on this marvelous machine and the patience required to be a 'Jag-u-are' owner.

One day, on the way to my office, it just quit dead. After coasting to the side of the road, and calling a tow truck I visited the local BMW dealer that had just opened in Syracuse – and drove home in a new E12 5-Series (I had previously road tested one).

Thus began a lusty romance that endures to this day. The Bimmer gave away good looks to the Jaguar, but nothing else. Few people understand that a straight six cylinder engine has perfect balance (the Jaguar had twin six cylinder engines in V formation). In reality the 530i was a true

sports sedan while the Jaguar leaned more towards a European touring car with tauter suspension but smooth handling. In definition a true sports sedan must be able to seat four people comfortably (five people in a clinch) and their luggage; plus at the same time it must accelerate, corner, and handle as a sports car. One more thing – a manual transmission is mandatory in my book (I know the flak will fly but I'll argue the point with anyone that the deftness of heel-and-toe downshifting while matching revs when downshifting is an integral part of sports car driving). Beyond this, the body and suspension were tight with no squeaks or rattles, and the mechanicals were bullet proof. The advertising slogan for the new E12 5-Series pronounced that: Our status symbol is under the hood – not on it. A direct hit at Mercedes-Benz – its only competition at the time.

In 1985 we traded the E12 to an E28 535i. This car was wider and lower than the previous model with a little smoother profile but it still retained the inverted bathtub body that harked back to the 507. It did, however, have more power to try and keep up with American iron. The E28 also moved the bar up with an upgraded suspension. Beauty is in the eye of the beholder and I liked the looks of it a little better than

"No need to look up 'sports sedan' ...just drive the 530i."

*Road & Truck, 1975*

"A driving sensation."

*Road & Truck, 1984*

"Pure unadulterated driving excitement."

*Road & Truck, 1999*



the E 12 – particularly the kidney grilles which were more horizontal.

In those days Bimmerphiles' flashed their lights when passing on the road. Today we're just too busy or too sophisticated to join in that traditional exercise.

In 1987 I saw a picture of the new E 32 7-Series in the Roundel and once again fell in love with a pretty face (except this time it was not the ambivalent affair that I had with the Jaguar). We decided to take a sabbatical from the 'Fiver' and did our first European Delivery. It was truly thrilling to driving this beautiful machine through the Black Forest, through Switzerland, and through Alpine passes to the 'Cornish' – which winds for hundreds of miles through tunnels above the Mediterranean and below the mighty snow covered Alps above. Our 735i opened a new era for BMW in the U.S. with its streamlined exterior, and interior design, and handling prowess – oh yes – It still had a manual transmission.

When it became time to trade our 735i in 1996 we went back to the 5-Series because my wife Janet found the larger sedan more difficult to handle and park in city traffic. Consequently, I ordered an E 39 535i for European Delivery. This time a close friend became my driving companion. We traveled much the same route as before but this time we saw the Monte Carlo Formula One race from the pool deck of the Lowes Hotel (overlooking the famous Lowes Turn).

The E39 is considered by many to be the most beautiful Funfer with its sculptured hood and traditional (but much smaller) kidney grilles. It was promoted in ads mainly on the virtue of its beauty. BMW's had become status symbols for the yuppies and the horse set so many promotional ads showed E39's at country clubs or polo matches. While its performance stayed pretty much the same as previous models there were big changes on the way.

When the E60 5-Series broke ground at the 2003 Frankfurt Auto Show I was there with the other Roundel scribes and drove a 530 press car. Later we rented one and drove it

on the Autobahn and through the Eifel Mountains to the Nurburgring where I had the thrill of doing laps on that famous landmark for car enthusiasts. After that experience there was no doubt in my mind as to what my next car would be.

The E60 545 6-Speed broke new ground in many ways. Its "flame surfacing" and "Bangle butt" (derided by many) eventually became the new design language for the auto industry. The new V8 won many engineering awards for best engine; also active steering and active roll stabilization set new standards for sports sedans, while aluminum construction saved several hundred pounds of unsprung weight. Beyond this, there was a significant increase in interior volume to make it a true five passenger sedan for a broadening America.

I ordered my 545 6-Speed for European Delivery in May of 2004 along with my daughter Marcia, and son Steve – each of whom ordered a 530. Most of my direct family took that memorable trip in three Bimmers which started in Munich and ended in the Tuscany area of Italy with shipment back home from Rome.

My E60 now has 102,000 miles on the odometer and very likely I will keep it forever. The current F10 (which has electric steering and turbo charged engines) can't hold a candle to the E 60 for steering feel and nimble handling. The standard F10 is no longer a true sports sedan having put on weight and girth. It is now a 7/8 scale version of the 7-Series and designed for the highway rather than the byway.

Perhaps BMW will come to its senses – after this silly hybrid/electric caper has spent itself. Perhaps they will once again build a true sports sedan with hydraulic steering, naturally aspirated engines, manual transmissions, and available sports suspensions for us driving enthusiasts. If so I would love to do another European Delivery.

"Incredible level of driving pleasure."  
*Automobile, 2001*

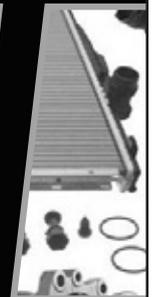
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*AutoWeek, 2003*



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\*Acceleration claim based on BMW AG test results. Figures based on 23 mpg city/33 mpg hwy for 328i Auto Transmission. May change as a result of EPA testing.  
†Whichever comes first. For full details on BMW Ultimate Service® visit [bmwusa.com/ultimateservice](http://bmwusa.com/ultimateservice).  
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MINI from page 13

front and back and additional cargo space compared to the 2 door model making it more practical for a family or owners just looking for more MINI.

"The new MINI Hardtop 4 Door gives us an opportunity to offer a functional car with all the classic MINI proportions and legendary go-kart handling of the MINI Hardtop 2 Door," said Patrick McKenna, Head of MINI Product Planning and Events, MINI USA. "It will appeal to people who want the added flexibility and convenience of four doors and five seats while enjoying the smaller footprint of a premium small car."

The MINI Hardtop 4 Door is the first four door MINI to be built on the shared front wheel drive global architecture with BMW Group and will be powered by the same three- and four-cylinder MINI TwinPower Turbo Technology engines found in the MINI Hardtop 2 Door model. The new MINI Hardtop 4 door goes on sale in January 2015 in the U.S. and is priced at \$1,000 USD

above the equivalent MINI Hardtop 2 door.

### MINI Superleggera Vision

Forward looking design has always been a part of the inspiration behind MINI. The iconic classic Mini created by Alec Issigonis in 1959 was inspired by a design challenge and the new MINI Hardtop 4 Door is no different. Today, the past and future come together with the MINI Superleggera™ Vision. The stunning roadster concept combines the tradition of classic coachwork construction of Touring Superleggera™ with MINI's authentic British styling to create timeless aesthetic appeal. First shown at Concorso d'Eleganza Villa d'Este 2014 in Milan, the MINI Superleggera™ Vision will serve as a visual centerpiece of the potential future of the brand. It is also the first time the sporty roadster concept will be shown in the U.S.

"The MINI Superleggera Vision creates a unique emotional beauty in combining the past and future of the automotive



BMW

industry – traditional coachwork craftsmanship and modern design styling,” said Anders Warming, Head of MINI Design. “It’s energetic, minimalistic design perpetuates what the classic Mini started 55 years ago - reduction to the essentials.”

### More with your MINI

Also at the Los Angeles International Auto Show, MINI management will be presented with two Residual Value Awards for the MINI Hardtop and the MINI Countryman models by ALG, the analytics division of TrueCar, Inc. and the industry benchmark for projecting future vehicle values and depreciation data. The annual ALG Residual Value Awards honor the vehicles and brands that are predicted to retain the highest percentage of their original price after a conventional three-year period.

MINI will also use the event to showcase the brand’s newest integration with Spotify, one of the world’s most popular streaming music services. Spotify will now be available in all MINI vehicles that feature the MINI Connected infotainment platform.

For more information including pictures, videos and technical information on the new MINI Hardtop 4 Door and the MINI Superleggera Vision, please visit [MINIUSANEWS.com](http://MINIUSANEWS.com).

### About MINI in the US

MINI is an independent brand of the BMW Group. In the United States, MINI USA operates as a business unit of BMW of North America, LLC, located in Woodcliff Lake, New Jersey and includes the marketing and sales organizations for the MINI brand. The MINI USA sales organization is represented in the U.S. through a network of 122 MINI passenger car dealers in 38 states. MINI USA began selling vehicles in the U.S. in 2002 with the introduction of the MINI Cooper and MINI Cooper S Hardtops. Since then, the MINI Brand in the U.S. has grown to encompass a model range of seven unique vehicles.



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performance variant of the BMW 8 Series was completed in 1991 and featured an all-new 12-cylinder engine developing around 550 hp, chassis technology tuned precisely to the power unit and specific body features with optimised airflow characteristics and aerodynamics. Co-developed by BMW Motorsport GmbH and BMW Technik GmbH, this super-sports car was employed as a test bed for technology and innovations. Its engine, for example, served as the basis for the V12 unit powering the legendary McLaren F1.

In 2013, the BMW Group sold around 1.963 million cars and 115,215 motorcycles worldwide. The profit before tax for the financial year 2012 was euro 7.82 billion on revenues amounting to euro 76.85 billion. At 31 December 2012, the BMW Group had a workforce of 105,876 employees.

The success of the BMW Group has always been built on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an integral part of its strategy.



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A photograph of a blue BMW car on a lift in a garage. The car's hood is open, and it is being worked on. The garage has a white wall and a red floor.

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# BMW at the North American International Auto Show (NAIAS) 2015 in Detroit

*On 12 January 2015, BMW will welcome in the new car year by unveiling a raft of new products at the North American International Auto Show (NAIAS) in Detroit.*

A fixture on the calendar since 1907, the event originally known as the Detroit Auto Show has a long tradition in the USA. This year will be the 27th time it has been held on an international stage, and more than 200 exhibitors will gather at the COBO Center on the Detroit River to present their latest offerings to a large audience. More than 18 million people have visited the show since 1989. The public days take place from 17 – 25 January.

Celebrating their world premieres in Detroit are the new BMW 6 Series Convertible, Coupe and Gran Coupe, as well as the new BMW M6 Coupe, BMW M6 Convertible and BMW M6 Gran Coupe high-performance models. They will be joined at the NAIAS by the cutting-edge BMW i models and innovative services encompassing the world of electric mobility. The prototype of a drive module for electric hydrogen fuel cell drive systems will be presented for the first time. And BMW ConnectedDrive will be showcasing its over-the-air regular automatic map updating technology.

**The new BMW 6 Series Convertible, the new BMW 6 Series Coupe and the new BMW 6 Series Gran Coupe: three genuine athletes grace the luxury class.**

One highlight of the BMW stand at this year's Detroit Motor Show is the world premiere of the new BMW 6 Series model range. Through three generations, the BMW 6 Series has defined that unique blend of style and elegance with the performance and handling that one would expect of The Ultimate Driving Machine™. For the 2016 model year the third-generation of BMW 6 Series receives a range of enhancements that refine the character that is unique to the 6 Series. Now offered in three distinct body styles – traditional two-door Coupe, open-air Convertible and unique four-door Gran Coupe – all three are again offered with a choice of BMW TwinPower Turbo engines, the 315 horsepower inline-six in the 640i models and the 445 horsepower V8 in the 650i models.

**The new BMW M6 Coupe, the new BMW M6 Convertible and the new BMW M6 Gran Coupe: driving dynamics, exclusivity and efficiency from the top drawer.**

Another Detroit highlight will be the world premiere of the new BMW M6 models. The BMW M6 Coupe, BMW M6 Convertible and BMW M6 Gran Coupe allow BMW M GmbH to restate its leadership in the high-performance luxury segment. The outgoing models had already set new benchmarks with the flawless balance of power, efficiency, agility, comfort and luxury that is typical of M models. And now the new BMW M6 line-up is poised to write a fresh chapter in this success story, fuelled by enhancements to a rock-solid concept. Part of the credit here goes to an extended range of standard equipment (including

LED headlights and Park Distance Control), the cutting-edge tech-style interior with an enhanced iDrive Display and center console in black panel design, and the even greater **scope for individualization** brought about by new exterior colors, new leather shades, a full-leather trim variant with contrast stitching and attractive accents in black chrome. The unparalleled 4.4-liter V8 turbocharged engine, meanwhile, delivers a two-pronged promise of extraordinary performance and outstanding efficiency. This high-tech engine boasts innovative M TwinPower Turbo technology and develops 560 hp.

**The mobility of the future: BMW i rolls out additional services to complement the BMW i3 and BMW i8.**

Following the successful launch of the electric-powered BMW i3 and the BMW i8 plug-in hybrid sports car, BMW i is now extending its range of services focusing on every aspect of electric mobility and rolling them out internationally. With the BMW i3 and BMW i8, BMW i offers customers not only a choice of electric vehicles, but also far-reaching complementary products to ensure the cars provide long-term service. ChargeNow, for example, is a charging and payment service which is enjoying continuous expansion. In the US, ChargeNow provides access to the nationwide network of Chargepoint charging stations. The network of DC fast charging stations in the US will continue to expand, thanks in part to the introduction of the BMW i DC fast charger, the industry's first wall-mounted DC fast charger.

The ParkNow web and app-based service helps BMW i drivers to find a space as and when they need one while out and about. ParkNow offers car park and roadside parking spaces in hundreds of cities across North America and can filter the results of searches according to price, distance and the availability of services such as charging stations and car washes. DriveNow offers car-sharing options for more than 350,000 registered customers in the USA and Europe at the latest count, and another international rollout is now in the pipeline. And finally, "second-life" pilot projects in the US, Germany and China allow lithium-ion batteries from BMW i vehicles to be used as stationary energy storage devices after their service life on the road has come to an end.

**Emission-free, usable every day: fully integrated hydrogen and fuel cell technology enable electric driving over extended distances.**

The Detroit show will also see the first presentation of a drive module prototype revealing a structure for the drive and energy storage components, as well as their possible integration into a future Fuel Cell Electric Vehicle (FCEV). While pure battery-based electric vehicles specialize in covering mobility needs in urban metropolitan surroundings, hydrogen fuel cell drive systems

offer electric mobility with a high operating range and very short refuelling times. This explains why hydrogen fuel cell technology is an integral long-term component of the BMW Group's EfficientDynamics strategy. In order to take into account the particular requirements of this technology in cars and to utilize its potential as fully as possible, BMW is replicating its approach with its series-produced BMW i3 and BMW i8 models by focusing on a specific vehicle architecture for a future Fuel Cell Electric Vehicle. The fuel cell unit of the drive module includes the first fruits of the company's cooperation with Toyota, the industry's leading manufacturer of fuel cell technology. This builds on Toyota's 2015 series production technology, which BMW and Toyota were able to adapt to suit the specific requirements of BMW.

**Always up to date thanks to intelligent connectivity: navigation map updates via mobile phone networks.**

With regular automatic map updating for the navigation system, BMW is widening its lead as the world's top provider of on-line-based in-car services. Updating takes place over the air (via the mobile phone network) using the vehicle's built-in SIM card. This innovative solution, which entails no license fees or data transfer charges for customers, forms part of the new generation of the BMW Navigation System. The system updates itself regularly several times a year whenever a new regional map version becomes available. The update is installed conveniently and completely automatically. Regular updating means there is never any delay before users are able to use the latest map software, providing the basis for an impeccable navigation experience.

# NEW MEMBERS

## September

Burton August  
Edward Bansch  
Leway Chen  
Marilyn Dobbs  
William Dobbs  
Matthew Matteson  
R.D. Mccarthy  
Todd Mercer  
Grant Oberdorf  
Joseph Pellegrino

## October

Tom Aloï  
Toni Battista  
George Bernat  
Ellen Bifano  
Adam Cheney  
Daniel Chiesa  
Max Clair  
Kevin Farnand  
Delaney Glaze  
Katherine Gold  
Ryan Gray  
Karl Haltiner  
Maeghan Harrison  
Geoffrey Hovey  
Brian Hummel  
Jason Kohl  
Isaac Koilpillai  
Ellen Kruglov  
Nate Lazeroff  
Michelle Leadley  
Kirk Olsen  
Leo Orsini  
Robert Park  
Kamyar Rashidi  
Michael Schrlau  
Clayton Schultz

Ed Seidman  
Claude Shannon  
Emily VanDerEems

## November

Thomas Anthony  
Steven Artz  
Stephen Bell  
Yakov Bielak  
Ross Cellino  
Dawn Dryden  
Scott Dunn  
Tricia Finnigan  
Jeffrey Gentner  
Norma Gentner  
Michael Grisanti  
Jean Haar  
Elaine Herko  
Peter Kneis  
Mary Lenahan  
Nigel Moll  
Waidene Murphy  
Robert Oates  
Thomas Olejniczak  
Aeklavya Panjali  
Adam Radolinski  
Colin Raymond  
Todd Riley  
Robert Shumaker  
Theodore Sobolewski  
Tom Strickler  
Henry Wilamowski  
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