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THE VOICE OF THE HOUSTON CHAPTER BMW CAR CLUB OF AMERICA

2019 SUMMER/FALL EDITION

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Summer has ended and cooler weather has finally showed up to the Houston Area. I thought the cooler weather would never show up as the temperatures kept rising. I hope, everyone found a way to stay cool and has found some open roads to enjoy the sunshine.

I hope the autocrossers enjoyed the summer break and used the time away from the track for summer trips and family get-togethers. Personally, I spent the summer preparing to move into my new house but did take some time for a trip to Austin.

I hope the rest of my fellow club members took some day trips to Galveston to enjoy the unusual blue water or cooled off in the river. However, I wish everyone a safe and enjoyable summer.

Katie Otten

you spent your summer I hope you got so much needed rest and relaxation. No matter where your summer plans took you this year, I am sure some of the time was spent in your beloved BMW.

As I am sure you noticed, traditionally, this page was reserved for the table contents. I have moved some of the regular articles around to make it easier for members to stay updated on club business and news. The feature articles will now be towards the back half of the magazine. Also, I will begin including letters submitted by club members. I encourage all members to reach out to the board with any questions you might have about owning and maintaining your BMW or give feedback on the newsletter.



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Get the details on the upcoming Concours event.

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PHOTOS FROM AROUND THE ROUNDEL

TOP: Celebrating the 40th birthday of the M1 Art Car by Andy Warhol, photographer Stephan Butler displays the vivid colors against the drab factory surroundings. Warhol took only a half an hour to create the fourth installment in BMW collection. As soon as the paint dried this car went on to place 2nd in its class in the 1979 24 Hours of Le Mans.

MIDDLE: Sense 1959, the iconic Mini Cooper has been desired by movie stars to socialites to the everyday auto enthusiast. This fetching hatchback celebrates its 60th anniversary this year and continues to charm the new and old alike.

BOTTOM: Taking a spin in its natural habitat, the new updated BMW X5 xDrive45e shows efficiency can have both utility and performance. This is one of many engine options offered in the G05 X5 line up. Check out the eXtreme Summer article for more details.

Letters from our Houston Chapter Members

Members look for help on restoring a 633 and catch a typo

Hello,

My name is Skyler and I just joined BMW CCA. I have just taken over ownership of my parents 1983 633csi with the intent of fixing up the car. My parents were the original owners and I've just shipped the car from Florida to my home in the Woodlands. The engine runs fine and the car is driveable but there is a problem with the brakes not fully disengaging from the rotors. I believe this is due to corrosion in the calipers. The car also needs paint and interior work and a general going over to fix all of the

Dear Skyler--

A friend had a 633 years ago, great car. Thanks for joining the BMW CCA.

For repairs, look on the chapter website under the Newsletter tab and click Advertisers. You will see most of the long term independent shops. For an older car look at Bavarian Specialties, TGA, and Bimmerworkshop. Also North Houston Beemer is closer to you.

smaller broken items associated with a car of this age.

My question is if you could recommend any local repair and or restoration shops that are not only used to BMWs but also used to working on a car of this age. Just wondering if the local BMW club could point me in the right direction. I'm looking for a shop that can do both mechanical and restoration work just so the job can be done all at once. I'm attaching a few pics of the car just to give you a general idea of its condition. Thanks for your time.

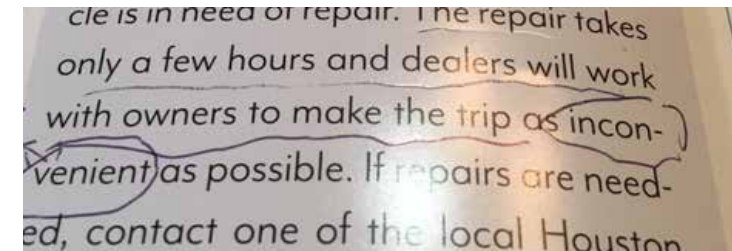
I don't have specific restoration recommendation except for paint. Metropolitan Collision inside the loop (18th street) does the best and can duplicate any color BMW has ever used. They use Standox paint, and can match or mix whatever you want. I and my family have used them and they are the best.

These cars are fairly easy to work on and most jobs can be done yourself. Most information is available on the

Typo or Brutal Honesty???

While looking through his copy of the Torque, Club member Kurt G. found a pretty big typo.

Thanks Kurt for catching my mistake so I could correct it in the digital edition. Producing the newsletter is a team effort from all the members of the board but sometimes we miss a thing or two! -- Katie Otten Editor



Internet.

For your Speedo look at Odometer-gears.com he makes clone gears and you can fix yourself for less than \$80. Just take apart figure out which gears are broken, buy them and put them in. I did my 87 E30 a few years ago and it worked well.

Regards,
Jeff Otten Tech Advisor

WE WANT TO HEAR FROM YOU
Your Houston Chapter board is here to help make enjoying owning and being a fan of as easy as possible. Have a question about a club activity or suggestion on how the club can improve send us an email, board@houston-bmwcca.com and we will find the right person to provide the right answer.

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The Torque of the Town is the quarterly publication, mailed to all members in good standing of the HOUSTON BMW CCA (the club), a chapter of the BMW CCA and is not connected with BMW Na or BMW AG.

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Read up on club business and up coming plans

Recap of board business through the summer

The Houston Chapter Board met 3 times over the summer. The published minutes are a summary of the decisions and actions of the board.

Autocross

Augustine (AC) has reached out to a new company to rent toilets from for autocross.

The board has provided Autocross chair with a club credit card to assist with paying autocross expenses and with pre-written checks for the rest of the events.

Social Committee

Michael Anastasio (SC) provided an update to the Calendar, which included dates for the Concours, WW&T, and karting events.

Social Chair has also received a club credit card to pay for social committee expenses.

Still working on planning to have an O'fest

party in the fall.

Anastasio (SC) will talk with AJ Hoyt about having a coffee event at his garage.

The club discussed going to the Vehicle Delivery Center. Chris Stokes (P) will get contact names for Vehicle Delivery center.

Annual Dinner Update

Contract has been signed for the 2020 banquet and budget has been approved. Information will be ready to market the event to members by fall issue of the newsletter.

Newsletter

Review and update Ad contract for next year. Prepare and deliver

digital version of newsletter to board. Distribute newsletters by mail to advertisers. Review costs of newsletter. Schedule Ad contract sub committee meeting Review accounts receivable with Jeff C.(T)

Membership

Chris Hilton approved as new Membership Chair. Board updated expectations for new Membership Chair. Hilton to provide updated club statistics. Send out welcome letters to new members. Provide new member list for newsletter. Work on budget for Membership.

Driving Events

First 2019 Schnellfest was successful and

profitable. Looking forward to 2nd event. Looking to increase advertising to get more BMW drivers involved. Looking into planning a "Intro to HPDE" event, to increase involvement in track driving. Looking to partner with Porsche Club on HPDE BMW hosted HPDE events.

Nomination Committee

The 2019 Nomination Committee has been formed. Members are: Dennis Hamming Dan McLaughlin Board supports electronic voting option for board elections.

Treasurer

Jeff Compton provided an update on club finances

GET INVOLVED

LOOKING FOR SOME ENTHUSIASTIC CLUB MEMBERS TO JOIN THE TEAM

LOOKING FOR A MEMBERSHIP CHAIR

Be the face of the chapter. Help welcome new members into the club.

Answer any emails, or messages from current or future club members about activities, club details, & how to join

Monitor the chapter membership activity. Report back to the board at quarterly meetings

Help contribute to the overall well being of the club and the various events the organizes through out the year.

LOOKING FOR A SOCIAL MEDIA CHAIR

Represent the chapter on Facebook and Instagram. Manage content and post bi weekly updates for members.

Answer any messages from current or future club members about activities, club details, & how to join

Monitor the chapter facebook posts from members. Report back to the board at quarterly meetings

Help contribute to the overall well being of the club and the various events the organizes through out the year.

VOLUNTEER AT AN EVENT

TEEN STREET SURVIVAL - Sept 14th
Help make the streets safer for everyone by coming out to the autocross track to help teach young drivers safe driving habits.

CLUB MOVIE NIGHT
The Social Committee is looking for a member to step up and help organize 2 club movie nights. Information has been gathered, the social chair is looking for a movie fan to help get this event across the finish line

QUESTIONS OR COMMENTS contact the Houston Chapter Board
board@houston-bmwcca.com

Club Events November

11.10 Wash, Wax & Tech @ BMW North

11.13 Board Meeting

TBD Coffee Meet @ Cedar Creek Cafe

11.10 Autocross @ Houston Police Academy

11.20 Concours Event

6.7-9 Schnellfest @ COTA

Upcoming

11.xx Fall Social Drive

12. Zoo Lights

1.1 Hair of the Dog

1.10 Annual Banquet @ Aquarium

1.12 Escape the Room

Tire Side Chat

chris stokes

president

It is with great sadness that I report that the BMW CCA has lost two exceptionally important members this year. Member #1, Bob Mehrman, the BMW CCA's first president and one of its founding members, passed away on February 17, 2019.

"We often opine that it is the cars that bring us together, but we stay for the people. Bob's 50-year tenure with BMW CCA embodies the true spirit of the club and everything we are today, what we were yesterday, and what we will be tomorrow. His actions, membership, and support, begun some 50 years ago, gave rise to the largest BMW community in the world. Those of us sharing in the blessings, the joy, the fun, and the family of that community will forever be grateful," said Frank Patek, the BMW CCA's executive director.

Another key contributor, more directly to the sustainment of the Houston Chapter, was Jeff Bailey, passing away June 30, 2019, after an extended illness.

"For those folks who did not know Jeff Bailey, he was a long time Houston area motor-sports guy as well as being a musician and the owner of Bikesport. He campaigned his BMW 2002 on the track as well as the Bonneville Salt Flats where a record was set and might still stand", said local chapter member David Smith.

According to our past Presidents, BMW CCA Houston overcame great difficulties because Jeff Bailey stepped up and put his heart and soul into turning things around to make sure there was a chapter for us, today, to enjoy each other's passion and fellowship. In lieu of flowers, the family invites you to donate to MECA - Multicultural Education and Counseling through the Arts or BARC Houston Board Updates:
-Continuing to work on extending our track event

offerings, but we keep running into track and volunteer availability challenges. We aren't going to let that stop us. Please reach out to drivingevents@houston-bmwcca.com if you would like to help out.

-Refreshed our newsletter advertisement fee schedule and size offerings. We will continue to constrain the number of ad slots available to maintain a proper content ratio. Looking for someone to help with article editing and final copy proof reading. Please reach out to newsletter@houston-bmwcca.com if you are able to assist.

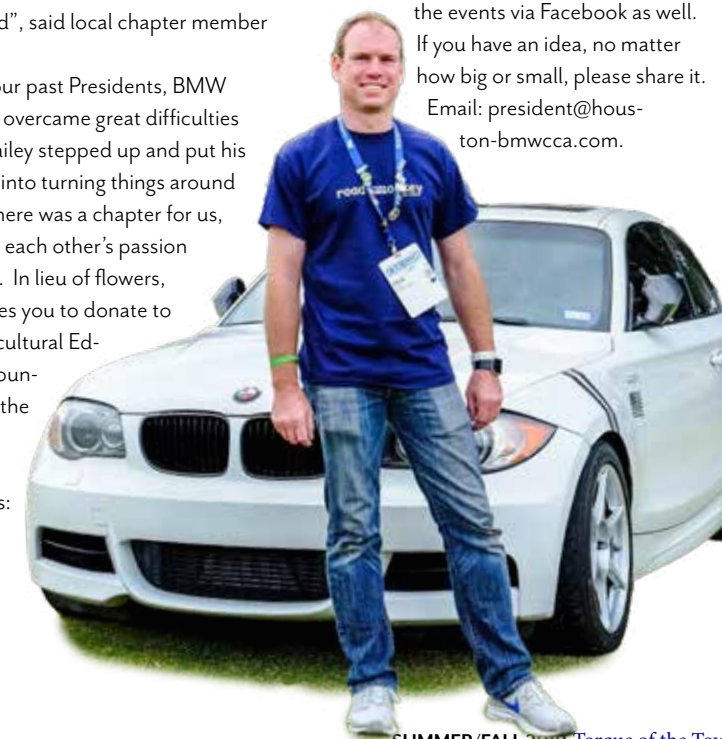
- Chapter support of other organizations continues in 2019
o Home for our Troops donation from Schnell Fest Charity Rides \$715
oHouston based Way Out Woman's Center \$500

The 2020 Annual Banquet and Meeting will be at the Downtown Houston Aquarium on January 25, 2020. The annual dinner committee worked through several location options before making a decision. We believe this venue will offer more for families, while staying a familiar format. You will start seeing more on this throughout the year.

As always, please check the Chapter website (<http://www.houston-bmwcca.com/>) for up to date event details. We will also post all the events via Facebook as well.

If you have an idea, no matter how big or small, please share it.

Email: president@houston-bmwcca.com.



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FROM THE SOCIAL DESK



Details on upcoming events Autocross Practice

WHEN: 10.26 @ 8:00am

WHERE: Houston Police Academy

Details: Looking to move up in your class or maybe you are a complete novice looking to get some experience, this practice event is for you! Register on DLBRACING.COM and get ready for a great course!

Wash Wax & Tech

WHEN: 11.10 @ 9:00am

WHERE: BMW North

Details: A club favorite so make sure to register early. BMW of the Woodlands has offered to open up their garage space and provide BMW approved Techs to assist club members that have some questions or need some help with small projects on their cars. Register on the club website.

Concours d'Elegance

WHEN: 11.16 @ 8:00am - 1:00pm

WHERE: BMW of the Woodlands

Details: We are bringing back the Concours events! A Concours d'Elegance is an event where clubs members can present their vehicles to be judged on the quality of their appearance which includes: the paint, upholstery, and mechanical state (either modified or unmodified). Club members with older BMWs are encourage to bring out their cars to compete in the classic category. Registraion will be on the club website.



SAVE THE DATE GREENVILLE, SC



Have an idea for an article?

All members are encouraged to submit ideas for articles or full articles with photographs to the newsletter e-mail.

NEWSLETTER@HOUSTON-BMWCCA.COM



Too busy to sell your car?
Too smart to trade it in?



TAKATA AIR BAG RECALL EVERY OWNER MATTERS

It doesn't matter if you are the first owner or the next owner, the Houston Chapter wants every owner to be safe while enjoying the open roads around town in their Bavarian Machine. Older vehicles, operated in high humidity areas make up the highest risk BMW models for potential air bag failure.

If you or a friend own an older model BMW (2000-2006) please visit bmwusa.com/safety-recall.html or call **844-468-4752** to check if your vehicle is in need of repair. The repair takes only a few hours and dealers will work with owners to make the trip as convenient as possible. If repairs are needed, contact one of the local Houston BMW dealers to schedule an appointment for the FREE repair.

BMW of Houston North (281) 305-8901 **BMW of West Houston** (855) 278-1237

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jeff otten

tech advisor

Tires and Wheels
Looking to improve the performance of your BMW? The single most effective and easiest performance improvement is considering alternative tire selection. Depending on the original equipment fitment, significant improvement can be seen by fitting tires of:

- Wider contact patch
- Different diameter
- Rubber compound that better suits the intended use
- Lighter wheel and tire assembly.

Contact Patch
For Autocross, track driving, or just spirited driving more width is nearly always faster. While you may remember from driving training that the static contact patch is relatively independent of the tire width, in actual use a wider tire properly inflated will produce more grip in the key applications of a drag race type start, side load in cornering, and in braking. Since one of the reasons we buy BMW's is great handling, if we want to raise cornering speeds, fit the widest tire practical. All we have to do is look at F1 car tires, where two years ago (2017 season), 60mm width was added to the front tires and 80mm width added to the rear tires. The cars are now faster than the more powerful cars of the V10 era, and track records are all being broken. Although I think F1 went too far, the principle is clear.

The exception to width improving performance can be in winter driving conditions, where a narrower tire digging in can improve control in snow and ice. In Houston we don't really have that concern.

Tire Diameter
The outside diameter of the tire affects the overall gearing of the car, and therefore the engine RPM at different cruising speeds. BMW designs our cars as a compromise to a wide range of uses, with increasing emphasis on efficiency and gas mileage. As a result all cars now have overdrive transmissions, meaning that the transmission is reducing the engine RPM to less than 1:1 in high gear, usually about .82 to .87 transmission ratio in high gear for 5 and 6 speed transmissions. This reduces noise inside the car for highway cruising speed as well. Many transmissions now have 7 or 8 gears and



MORE THAN JUST BLACK RUBBER: 255/40-18 Michelin Pilot Sport OEM front tire (left for F80/F82 (2014-Current M3/M4) on a 9" rim compared to 275/35-18 Bridgestone RE-71R on 10" rim. The Bridgestone RE-71R has a wider profile with heavier shoulders and deeper tread pattern than the stock Michelin Pilot Sport.

have two (2) overdrive ratios.

To increase performance, normally lowering the gearing is beneficial. For Autocross where most drivers stay in 2nd gear during the completion of their lap, top speed in second is a consideration. For a street car the engine cruising RPM on the highway can change overall comfort of the car, so is also an important consideration. Typically tire changes can effect engine RPM in the range of 1 to 4%. The normal recommendation from tire and wheel dealers is not to change diameter more than 1/2" either plus or minus. For performance, a smaller diameter lowers gearing and is normally the most trouble free for tire fitment.

Tire Compound
The rubber compound of a tire is what creates the "grip" of the tire to the pavement. It also determines the wear characteristic of the tire. Dry or wet traction is heavily influenced by the rubber, but also by the tread design. Want the best dry traction, use a slick or DOT legal racing tire. Wet traction is a mix of rubber compound and tread design. The tires ability to pump standing water away from the road surface is very important with any standing water. Unfortunately for most daily drivers, we can not just pull out a set of wet weather tires as most race cars do. Therefore, it is desirable to have tires that perform well in both dry and

wet conditions.

For street tires the current crop of 200 tread wear performance street tires provides pretty good traction in dry and wet conditions. If you buy tires with higher or lower tread wear rating, you can expect that the manufacturer believes the higher rated tire will have less performance, principally due to harder rubber compound, than the lower rated tire. Be aware that the tread wear rating is arbitrary by each tire manufacturer, not a standardized test. So actual tire life of one tire brand to another is not directly comparable.

So if you have OEM tires on your car, depending on the model, tires may have 300 to 400 tread wear ratings. For M cars, most ship with Michelin Pilot Sport tires or Continental equivalents. Replacement tires from Michelin, Bridgestone, Hankook, Dunlop, or BF Goodrich are available that will improve performance, however in most cases tire maximum mileage will be less. Currently the most interesting performance tires for many BMW's are Bridgestone RE71r, Hankook RS4, Michelin 4S, or Dunlop Z3.

Lighter wheels and tires
Wheel and tire assembled weight affects car performance in three principal ways:

- overall weight must be managed by the suspension springs and dampers,
- moment of inertia of the assembly affects the

TIRE SIZES FOR BMW Z3 OR E36

FORMULAS FOR CALCULATIONS

Tire Mounted Diameter = Rim Diameter + (2 x tread width x 0.03937 x aspect ratio / 100) **Revolutions per mile** = 5280 / (pi x D/12)

Tire Width (mm)	Aspect Ratio	Diameter (in)	Theoretical Diameter (in)	Tire Height (in)	Calculated Rev/mile	Variation	OEM Size
225	50	16	24.86	4.43	811.3		Base
225	45	17	24.97	3.99	807.6	-0.46%	Sport/M Front
245	40	17	24.72	3.86	816.0	0.57%	Sport M/Rear
255	40	17	25.03	4.02	805.7	-0.69%	
245	35	18	24.75	3.38	814.8	0.43%	
255	35	18	25.03	3.51	805.8	-0.68%	

The above table shows possible sizes for a Z3 or E36 (91-98 3 series). The variation column illustrates the effect on the engine RPM. For example, the Sport rear sizes raises RPM by 0.57% so previous 3200 RPM would now be 3218 RPM which is negligible.

force required to accelerate and decelerate the car,

- tire cross section affects the ride quality and overall suspension function.

Larger wheel diameters are always heavier than smaller diameters, assuming comparable wheels are compared. OEM wheels vary a lot based on style. Check your car parts database (www.realoem.com or dealer) for weights on factory wheels. BMW weights are shown by clicking on the specific part number. Frequently they can vary by 1 to 2 lbs each for different styles. Tire Rack (www.tirerack.com) posts actual measured wheel weights measured by them (rather than manufacturer claim) and allows sorting by weight range. For 17" wheels the lightest reasonably priced wheels are about 17lbs for 17x 8.5", about 19.4 lbs for 18"x 10, for 19x 10 about 20.5 lbs. Wheel width and offset affects the wheel weight. Forged wheels are normally the most consistent in weight, cast wheels have the most variation. Expect 0.2 lb to 0.5 lb variation between different wheels of the same set.

Wider wheels effect the contact patch some, and also the "feel" of the tire due to sidewall stiffness. If the wheels are too narrow then the tire may "roll" more than desired, so that tire pressure must be increased. With a wider wheel the sidewall is better supported, more direct support of tread edge, resulting in a stiffer feel. Each tire manufacturer will recommend a range of wheel widths for a given tire size. In general, performance is improved with a wider wheel. A general guidance is to select a wheel width of about 0 to 25mm less than the tire width. The minimum wheel width is typically about 50mm less than the tire width. Note that tire construction has a big influence on the results of different wheel widths. Additional consideration, if curb protection of your wheels is important, then a narrower wheel provides more stick out of the tire sidewall.

In general tires are lighter than wheels. The reason for larger wheels is driven primarily by brake clearance and style. Larger tires are more expensive, so the most econom-

ical, and also lightest tire and wheel combination is normally the smallest diameter that clears the brake rotors and calipers.

Tire weights vary somewhat by each tire size, and also by brand. For selecting a tire place more value on the grip of the compound compared to the weight of the tire.

Why can wider tires fit?
All US cars are required to have sufficient clearance to fit some type of snow chains. For this reason most cars have a clearance envelope around the tire of roughly 8 – 10mm (3/8"). Therefore if you do not need this space, it is available for wider tires or lowering the car. In general lowering is less effective performance improvement compared to fitting wider tires, so make tire selection and fit the priority. Once the clearance is exceeded wider tires can require wheel camber adjustments, possible fender liner tweaks, and it will likely be necessary to adjust wheel offset with different wheels or spacers to better center the wheel in the available space. Extreme fitments may require fender rolling to gain additional clearance.

How to determine what fits?
Start with your owner's manual. BMW will list all the "approved" tire combinations. If you have a standard car, look at the Sport tire options to see what fits. Tire Rack is a convenient source for data, and also my experience with them as a vendor has been very good. They are a big supporter of the Teen Street Survival program so I like to use them. Internet forums (Bimmerforums.com and others) are also a good source of data for popular size upgrades. Visit the Chapter Autocross or local SCCA event and see what similar cars are running for size and tire type. Most will happily share their fitment details.

Start conservative. Reducing diameter a little and selecting the available widths, tire manufacturers need volume in a particular size, so often times the desired width is not available in the preferred tire. In general expect 10mm width increase to be fairly easy, but 20mm or 30mm width will provide more performance improvement. Beyond 30mm width it is like-

ly that extensive changes to the car would be required to make it impractical except for dedicated track cars. Typically a 20mm width increase is possible without too much trouble. Usually the front is more restricted than the rear.

Many people prefer "square" setups so that the front and rear have the same wheel and tire, but this depends on the car, use, and driver preference. The front tire usually requires a spacer to move the wheel and tire away from the strut (most all BMW's use the Macpherson strut front suspension). Square setups are common on base models and for winter tire setups. Performance models usually now have staggered wheel/tire configurations. I think the staggered setup is mostly driven by style. Unless the horsepower is very high, then a wider rear tire can be a benefit for acceleration. OEM configurations try to build some inherent understeer into the car. The benefit of a square setup is driven by a desire to reduce understeer, which is accomplished by fitting a wider front tire, and to lengthen useful tire life. Useful tire life is improved by allowing rotation of the front to the rear. The reason this works is the front suspension tends to wear the outside edge faster under hard cornering, and the rear suspension with power application will wear the inside edge faster. So swapping front to rear extends the useful life somewhat. Of course new tires are better than used, but it does help the budget. For staggered tire sets, the tires have to be removed and remounted then moved to the opposite side to "flip" the most worn area, so not as cost effective (about \$100 - \$125 at a tire store).



Step 1 of Autocross: Pass Tech Inspection

For seasoned autocrossers, this is just a quick reminder from the Autocross committee. For members looking to come out and join us for some fun this fall here is what you need to know to have your car ready to come out and play.

robert kortlang

autocross committee member

Race day is here. You have gone online registered on dlbracing.com or maybe you missed the only registration, don't worry, we are happy to accommodate walk up entries. You arrive at the track, start unloading the car and your friends pass by headed over to registration. The course is still being worked and registration just opened up, should give you plenty of time take care of your car. You pause for a second and decide to join them. Thus leaving your car half empty, with some basic items still in it, hood not open, helmet still in its bag and numbers missing from the side of the car. Not a big deal right? There was plenty of time before the tech inspector would look at my car. In order to have an event run smoothly and also be considerate to the tech inspector, tech inspection needs to be finished prior to the course being open for walking. The tech inspector should get the same opportunity to prepare for his track day that you are getting.

Tech inspectors play a big part in the safety of our events. The goal is to keep incidents to a minimum and this will keep insurance rates low. The best way reduce on track incidents, double check every prior to going out on track. This allows for more runs and lower entry fees, give you more money to put into paying for the next set of race tires. An unsecured battery or a floor mat getting stuck under the brake is a recipe for disaster. The goal is to keep the event running smoothly, for all participants. Using blue tape on a blue car makes it nearly impossible for timing and course workers to see your numbers. Thus slowing down the event. Most paint stores have many colors of painters tape for making numbers.

Included in your DLB Racing account is the ability to secure a permanent number. Once you find a number you are happy with, many Autocross regulars either order or DIY their own magnetic numbers. Magnet sheets are available to order on amazon or members can design numbers on vistaprint.com.

The tech checklist on the right is a very basic and every participant should know to get their car ready for an event.

Is EVERYTHING out of your car? By everything we mean anything that is not bolted down. Radar detectors attracted via suction cups need to be removed, when was the last time you went through the glove box and center console box? And definitely check under the seat for that missing water bottle. Anything that will come loose needs to be out.

Your monthly Autocross is a great reminder to do some general maintenance around your car. Some of this can be done at home the night before but the tech inspector will verify the morning of the event. Is the battery secured in place? Are the terminals tight? Are you missing any lug nuts? Lug nuts must be clearly visible by the tech inspector not hiding behind any fancy hub caps.

Are the hub bearings tight? Rotors not cracked? Tires have tread? Does the brake pedal feel firm? Any fluid leaks such as oil or fuel? Do all of the seatbelts work?

Are your numbers large enough to be seen on course? Contrasting colors?

Is your helmet current and hold the correct rating?

On youtube, you can find a great video entitled, "What are the Basic Requirements for Autocross Tech Inspection where Old School Underdog reviews the inspection process and shows basic autocross tips and tricks. Now that is out of the way it's time to go out and race.

Are you ready for your tech check?

AUTOCROSS TECH CHECK LIST

1-2 WEEKS BEFORE THE EVENT

Is your helmet current and hold the correct rating?
Are your numbers large enough to be seen and contrasting colors?

THE DAY BEFORE

Check for leaky fluids and top off oil, add coolant
Check Tire Pressure and Torque on lug nuts

DAY OF THE EVENT

Pop the hood and leave it open to check the battery and terminals.
Lug nuts visible and present, tires have tread, rotors not cracked

Lug nuts visible and present, tires have tread, rotors not cracked

Windows open (weather permitting)

Center console emptied (cup holders, ash tray, arm rest cubby)

Driver side and passenger side door cubies empty

Glove box emptied

Seat belts working or racing harness installed correctly

Floor mats removed

Does brake pedal and clutch feel firm

Empty any loose items from trunk (spare tires are optional if secured)

ANYTHING THAT WILL COME LOOSE NEEDS TO BE OUT.



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katie otten

editor

While the highlight of summer was once again getting back out on the track behind the wheel of the new F90 M5, the clear highlight this summer for BMW is updating to the X SUV line up. Having owned an E53 X5 with the v8 engine, I have seen the evolution of the X series of vehicles since the beginning. My first experience was the inline 6 e53 X5 which lead to the purchase of a v8 version. My husband and I made 4 different trips in our X5 to Orlando and driving the v8 was awesome. The original X5 was BMW's statement that their entry into SUV sector was well thought out and on par with the standard set by the rest of the BMW vehicle line up.

Just in case you have lost track, currently, the X series of vehicles includes the X1, X2, X3, X5 and introduced last year the X7. BMW has also expanded the X series of vehicles to include upgraded sportier M versions of their SUVs and in keeping with the custom of releasing a competition package the M division has not excluded the X line up.

While up at M Tracks Days at Circuit of the Americas (COTA) I was able to get behind the wheel of an X3 M Competition during the drag race portion. I was caught totally off guard. The X3 was the highlight of my trip to Austin. The X3 M Competition felt exactly like it deserved every bit of the M badge on the back.

Like the instructor said, this is the car for when you have to get to soccer practice right now

and also has the brakes to keep everyone inside safe on the way. The price tag on this speedy X3 isn't cheap. The X3 M Competition is priced at almost equal to the next-gen G80 M3 and delivers the same power to BMW's new all-wheel-drive system. It definitely didn't feel like this was the second class of M car.

If the X5 M Competition takes everything about the X3 and just makes it bigger it will be a fantastic addition to the M family.

With a price tag almost equal to the next-gen g80 M3, the X3 M Competition delivers the same power and with the added upgraded 4 wheel drive system that has an optional sport mode. This model comes with the all-new S58 engine, a 3.0 liter twin-turbocharged I6 making 503 hp and 442 lb-ft of torque in Competition spec. Best of all the X3 delivers a supercar like launch off the line that makes this M car feel more like an M5 than a sports utility vehicle. Shifting through the eight-speed ZF sourced transmission is super smooth ensuring sporty driving pleasure on any surface the X3 explores.

So if you are looking for more trunk space and a bigger back seat and what more emphasis on sport than utility this might be the vehicle to make converts out of some die-hard M3 fans.

The X5 xDrive45e the second generation Efficiency meets supremacy

The X5 portfolio is updated to include the improved BMW Go5 X5 xDrive45e. With



a model-specific in-line 6 cylinder petrol engine with twin-turbo technology with the latest eDrive system which includes increased output to 290 kW/394 hp an enhancement as compared to the previous model. With the added power the 0-60 time is 1 second faster and the top speed of the electric motor is increased 20 mph to 140 mph. The top speed is 235 km/h.

The Go5 generation of X5s differs substantially from the previous run. During this rebuild process, BMW knew from the beginning one of the models would include an electric motor. During the production run of the F15 X5s (2013-2018), BMW added the electric motor after production had started, making the addition of



an electric motor an afterthought instead of aforethought.

Making the switch to an electric X5 does come with a small sacrifice. The batteries for the electric motor do take up some of the 500 liters of trunk space but I am confident that there is still plenty of space to fit all the luggage for your next summer adventure.



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