Official BMW Club

BMW Club
Southern Alberta

Freude am Fahren

March 2023

Freude am Fahren

*Joy of Driving 2

BMW Club of Southern Alberta

The BMW Club of Southern Alberta is a member club of the BMW Club of Canada which is a founding national member of the International Council of BMW Clubs.

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Freude am Fahren [Joy of Driving] Newsletter

- The BMW Club of Southern Alberta (BMWCSA) publishes Freude am Fahren in print 4 times per year and emails Joy of Driving 6 times per year.
- Ideas and opinions are those of the authors, without authentication by or liability to BMWCSA, its Editors, Directors or Officers. BMWCSA reserves the right to modify or edit any material or submissions.
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- Please send Newsletter Items and Questions to Chris Tworek at Tworek@bmwcsa.ca
- Please send Address Changes to Glen Cook at membership@bmwcsa.ca

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On the cover: Twin Alpina E30 Tourings – photos by Jesse Schinkel

Kalender

Mar 1	**Street Survival (TRSS) Registration Open to Public** – see TRSS notice in newsletter
Mar 4	**CC&C** – 10:00 to noon – Ricky's at Deerfoot Meadows across from Ikea
Mar 8	**Social & General Meeting** – moved to private residence (email events@bmcsa.ca for address and pizza order) 6:00 PM Pizza Social + BYOB; 7:30 Meeting
April 1	**CC&C** – 10:00 to noon – Ricky's at Deerfoot Meadows across from Ikea
April 1	**Avro Arrow Museum** – 1:00 PM at Springbank Airport – free with donations accepted – notify events@bmwcsa.ca if you are coming to help arrange tour
April 12	**Social & General Meeting** – location TBA 6:00 PM Social; 7:30 Meeting
May 6	**CC&C** – 10:00 to noon – Ricky's at Deerfoot Meadows across from Ikea
May 10	**Social & General Meeting** – moved to private residence (email events@bmcsa.ca for address and pizza order) 6:00 PM Pizza Social + BYOB; 7:30 Meeting
May 13	**Aspen Crossing Garden Centre**, Lunch, tour CarsGoneBy – 10 AM to 3:00 PM – see TOURS Section – register for lunch at events@bmwcsa.ca
May 27	**Wild Rose Porsche Club Invitational HPDE** at Rocky Mountain Motorsport – see article in Newsletter for registration
May 20 -28	**Pacific North West Drivers' Tour (PNWDT)** – see Tours section and contact Wallace Chow at chow@bmwcsa.ca
June 3&4	**Street Survival (TRSS)** – see article in newsletter
June 10	**(moved due to TRSS) CC&C** – 10:00 to noon – Ricky's at Deerfoot Meadows across from Ikea
June 14	**Social & General Meeting** – moved to private residence (email events@bmcsa.ca for address and pizza order) 6:00 PM Pizza Social + BYOB; 7:30 Meeting

Membership in BMWCSA

Membership is a family affair with many of our events devised with family participation in mind. The family membership of $60 for one year, $105 for two years and $150 for three years covers all household family members. You do not have to own a BMW to be a Club member!

To join the club, download the membership form from the link below and fill in your details: https://www.bmwcsa.ca/wp-content/uploads/2021/10/Membership-Application-R4-20210910.pdf

For more info, or to submit your membership application, please email Glen Cook or Victor Yuen at: membership@bmwcsa.ca

Membership privileges include newsletters and participation in many social and motoring activities, plus a 15% discount on parts & lifestyle accessories at BMW Dealerships. After one year of membership, you will also enjoy a 2% Rebate off MRSP on either a new car or motorcycle from BMW Canada. This discount is based on MRSP and not on your negotiated price.

Also many of our advertising sponsors, whose ads appear in our newsletters, offer discounts to members for parts and services. Please remember to show your BMWCSA card and identify yourself as a club member when purchasing parts, accessories and service.

The President's Corner – Greg Walsh

This month's newsletter has three articles (Alpina Tourings, 2004 BMW ZHP and iX50) that together illustrate the dichotomy of BMW's driving psyche as it has evolved in the last few decades. I am not one to hide my biases so I'll praise the" Ultimate Driving Machine" represented by the Alpina B3 Tourings and the ZHP. Truly engaging drivers' cars. Then there is the modern "Nanny-Does-All Machine" that BMW gives to us with the current crop of Electric Vehicles (EV's). Do read the three articles for a glimpse into the future of driving and a nostalgic view from the rearview mirror.

Your Club has a bit of a split personality. We are a group gathering to kick tires, share a bean or two and exercise our vocal cords with nominally verifiable tales. We even invite our significant others to join in. The monthly CC&Cs and even some of the social sessions before the Monthly Meetings are such joyous social occasions. Then we sniff octane, smell brake dust and burning rubber and jump behind the wheel to drench ourselves in the feeling of increasing G-forces - or just the sheer pleasure of tooling down the road. In an attempt to accommodate all whims, we have two contrasting events coming this spring.

Wallace Chow is organizing a Drivers' Oriented Driving Experience tour of the US Pacific North-West. This Tour will take on the twisites of Oregon and Washington states from May 20 thru 28. The tour is designed for drivers wish to experience their Bimmer without the accompaniment of a weak-tummied "navigator". Take a look at the TOURS section and drop Wallace at chow@bmwcsa.ca a line for more details. There already a hearty half dozen signups.

Brian DeBoeck has teamed up with Dwayne Eadie to present a family-oriented outing to Aspen Crossing in Mossleigh on Saturday May 13th. This Country Drive to a significant Garden Centre, right at the start of the growing season, will also include lunch and an optional visit to the CarsGoneBy Car Restoration Shop. Mossleigh also has some interesting little town viewpoints. Take a look at the Tours Section for more detail and register for lunch by dropping a line to events@bmwcsa.ca.

Also, please see the invite from the Wild Rose Porsche Club for their May 27th session at Rocky Mountain Motorsports. Our new Motorsport Coordinator, Sheni Janmohamed, is also working with Rick Coutts, Gray Coleman (either add Gary or leave Rick and Gary out) and Jay Pringle on a similar offering from our BMW club for later this fall. Many of you indicate interest in track days and we can only hope this will be the rekindling of the great days we used to have at Calgary Race City.

I'm sure you noted in my comments last month that that several of our volunteer organizers wear more than one hat or their hat is somewhat tight. Please have another glance at that summary of tasks and if you see an intriguing opportunity, don't hesitate to get in touch with me, or any of our volunteer coordinators.

I'd like to double back to the iX50 article. There is a situation mentioned on which I, our Safety Officer and our Chief Driving Instructor, have a definite opinion. *It is not safe to use Cruise Control on winter roads!* If the slippery snow doesn't cause you havoc then the invisible black ice will catch you by surprise. With Cruise on you are going to end up in the ditch, or worse, before you gain control of your car. The same applies to driving in the rain, though that may be more self-evident.

Our Club succeeds because our members step forward. Thank you All!

I wish you Joy of your BMW.

Greg Walsh

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Street Survival (TRSS) 2023

REGISTRATION IS NOW OPEN TO PUBLIC

Two separate Schools planned for Saturday June 3, 2023 and Sunday June 4, 2023

- When registering select preferred date and we will make best efforts to accommodate you
- Attendees do NOT have to be a Club Member and are advised to bring car they normally drive
- See https://www.bmwcsa.ca/tire-rack-street-survival/ for all details

To Register:

- **Step 1:** Open an account at MotorsportReg if you don't have one. You will have to open an account on MotorsportReg BEFORE registering for TRSS. To open an account: https://www.motorsportreg.com/index.cfm/event/register.start
- **Step 2:** Register for TRSS. Your parent/friend can also register as a volunteer or coach at the same time. Students should register for one day only. (The program is the same at both schools).

Students, volunteers, coaches, and parents who plan to stay, must sign off on the insurance waiver (SpeedWaiver) by entering your mobile phone number in the appropriate box during registration.

N.B.: For students under 18, a parental/legal guardian waver is required.

Enter your payment info. Note that fees will not be processed until about 1 week before the event.

This is the link for registration https://www.motorsportreg.com/events/2023-bmwcsa-tire-rack-street-survival-school-csp-training-facility-282580

Contact Glen Cook (TRSS School Manager) at gcook@bmwcsa.ca with any questions.

PCA Wild Rose Region HPDE

Powered by Riegel Tuning

The Wild Rose Region of the Porsche Club of America (PCA) is inviting BMWCSA members to its first 2023 event - ***HPDE Powered by Riegel Tuning*** - a 7-hour slot at the modern Rocky Mountain Motorsports from 8:30 AM – 4:30 PM on Saturday, May 27, 2023.

In addition to lapping sessions for everyone, novice track participants will benefit from the PCA HPDE Program. This includes pre-requisite classroom training held prior to track day to maximize seat time, as well as on track training and lap safely. Registration is limited with a possible waitlist.

Registration and full details at MotorSportReg Link: msreg.com/WRRHPDE-May2023

Please forward any questions to de_events@porsche.ab.ca

Key Details from the Motorsport Link:

Event: Sat, May 27, 8:30 AM – 4:30 PM

Overall Registration ends Thu, May 25, 11:59 PM MDT

Early Bird Registration ends Sun, March 12 11:59 PM MDT

- Early registrants get a $95 Early Bird Discount (EBD) if the class size of 35 is met
- First 10 Registrants will receive a free track and alignment inspection at Riegel Tuning (worth $99)
- **PCA Member Participant Primary Driver Fee:** $595
- **PCA Member Secondary Driver:** Novice/Beginner: $300; Intermediate/Advanced Driver $200. Secondary driver must complete their own registration.
- **Non-PCA Member:** Add $30
- Lunch included

Cancellation & Refunds:

- Refunds must be requested before 11:59 PM MT, March 12, 2023
- Event may be cancelled if the minimum number of participants have not registered by March 27, 2023 – refunds will be given

Other Options for Event Day:

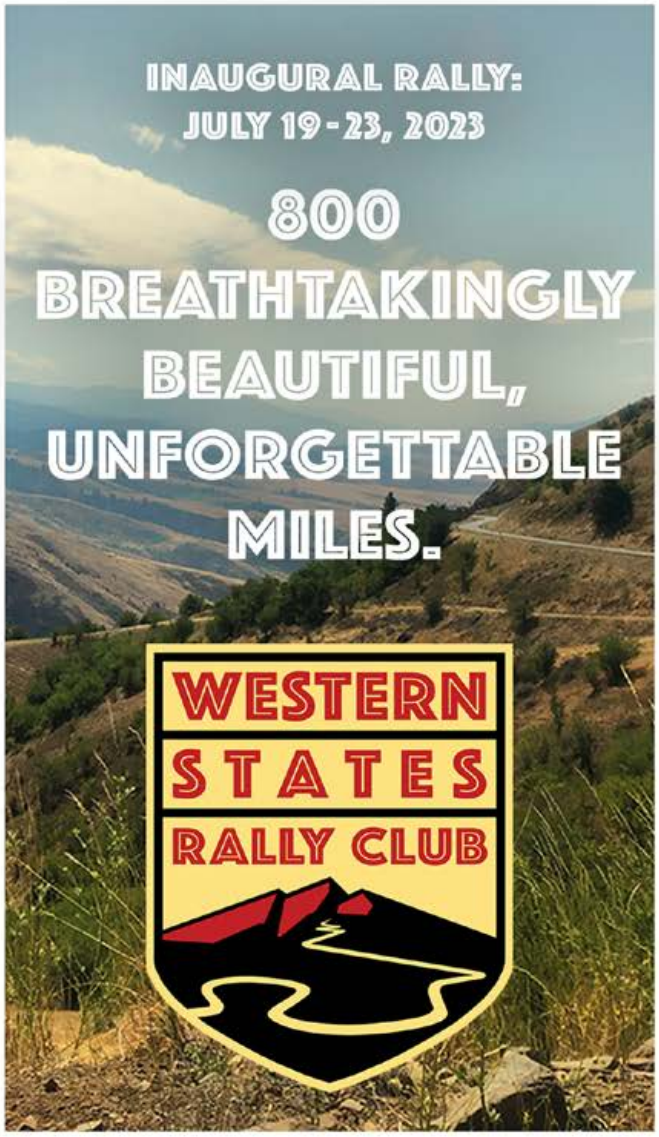
- **Guest ($15)** - join for watching event, talking with participants and instructors including Mia Walsh plus lunch.
- **Parade Laps ($30)** - Guest + drive your own car in the Parade Laps session behind a PCA instructor leader to learn "racing lines" (Limited to 100 kph and NO HELMETS NEEDED!)

Prerequisite Classroom Training

- Thursday, May 18, 2023 at 6:30-8:30 PM
- Lugnutz (190 – 500 Barlow Square SE Calgary - 403-281-8878) or via ZOOM webinar
- Orientation for All (30 min) and Classroom Training for Novices and Beginners (1.5 hr)

Event requirements

- **Participants must be 18 years old or older to drive at a PCA driving event**
- Non-PCA members are welcome
- Cars with convertible/cabriolet tops must have factory or aftermarket roll-over protection, and will run with the top up
- A car in safe running condition. All Porsches are eligible to run.
- You must have a WRR PCA Tech Inspection performed and form PCA HPDE Technical Inspection Form - WRR Performance Driving Events - PCA Wild Rose Region (porsche.ab.ca) completed within 4 weeks of the event by a certified mechanic. While you may pick any suitable mechanic, see WRR PCA Driving Event Technical Inspections - Vendor Special Deals - WRR Performance Driving Events - PCA Wild Rose Region (porsche.ab.ca) for vendors that we have arranged special WRR pricing for PCA members. They are familiar with the standards.
- Arrive at the track before 8:30 AM to obtain a GPS unit (included in the registration)
- Have a valid helmet or rent one for $10.00 (cash only)



Our first Rally will take place over 4 days launched each day from Lewiston, Idaho, covering approximately 800 miles of driving. The Clearwater River Lodge will act as our home base, with Lewiston's surrounding topography and roads providing a dynamic mix of rich scenery, history and wildlife.

Each day will present a curated experience, blending unforgettable drives with a historical examination of the Nez Perce Native American tribe, their interactions with the Lewis and Clark Expedition and deep dives into the local geology.

Visit WesternStatesRallyClub.com or email John Payne at john@westernstatesrc.com or Erik Swensson at erik@westernstatesrc.com to learn more.

REMINDER

BMW Canada Loyalty Discount for BMW Club Canada Members

Members are reminded to follow the proper process to avoid losing the discount

- **This is a BMW Canada Plan** – BMW Clubs only administer the application process
- The Loyalty Discount:
  - 2% off MRSP up to $2000 (regardless of any other deal at dealership)
  - Applies to new vehicles and motorcycles
  - Applicant must have been a BMW Club member for minimum of 12 months
- **Prior to Purchase Club Member MUST:**
  - Fill in application form (see https://www.bmw-csa.ca/membership-overview/benefits/)
  - Email to Club President at walsh@bmwcsa.ca ***BEFORE PURCHASE***
    - ***It can take up to 2 weeks for processing so apply early***
  - **Only the Member may submit the application, no Dealership nor anyone else may submit it on their behalf**
- Upon membership verification by the BMW Club, BMW Canada emails ***discount letter*** to member
  - Letter is good for up to six (6) months on any new model
  - Member presents discount letter to Dealership during purchase process – ***cannot be done retroactively!***
- Each member may use only one (1) discount in any 12-month period but can apply for a letter multiple times
- Questions – contact Greg Walsh at walsh@bmwcsa.ca

The BMW Touring Cult

The BMW Touring has always had a cult following. Add the Alpina upgrades and you have an instant classic. An example of the cult following is a recent query to Calgary BMW about the new Alpina B3 Touring, which unfortunately is not available in North America due to the expense of meeting all the government requirements for a small production vehicle. Why would anyone want one of these?

Well, to quote the Alpina site:

"In terms of everyday practicality, the Touring convinces with a functional stowage space volume of 500 to 1,510 litres. With a top speed of 302 km/h, the BMW ALPINA B3 Touring is one of the fastest of its kind. Accelerating from 0 to 100 km/h takes just 3.7 seconds and 200 km/h is reached in 12.7 seconds."

There you go, Honey ... think of all the groceries you can get home in record time! So practical – we need one!

"Touring" itself is a BMW Marketing term invoking functionality and style while perhaps tripping out to the country or a holiday destination.

You can't have a cult following unless you have some sort of a Legend story. The common folklore is that back in the mid 1980's, Max Reisböck, a BMW factory employee, built the first Touring from a E30 sedan. This was done in his spare time and entirely on his own initiative. It was discovered in the employee parking lot by a BMW AG board member who supposedly recognized the sales potential.

This widely accepted folklore was corrected by BMW in the report Edition weiß blau" (Edition 126). While Max may have actually produced a Touring, it was preceded by four Tourings built by the Dutch company, Luchjenbroers, during 1984 – 1986. Unlike the final 5-door BMW product, these were 3-doors built on the 316 or 320 versions of the E30 (the rear hatch counts as a door!).

The other support for a Car Cult following is scarcity. Overall, BMW produced 2,433,000 E30s in the 1982 to 1994 production run. However, the BMW E30 Touring was only introduced in 1988 and only 103,704 Tourings were produced. E30 production started to taper in 1991 as the E36 started phasing in. However, one Touring has the distinction of being the last E30 produced in 1994 and sold as a 1995 model. Note that the E30 Tourings were not sold in North America and any models here were subsequently imported as vintage cars.

The E30 was produced in Munich and Regensburg, Germany and Rosslyn, South Africa. Models sold in Indonesia and Thailand used complete knockdown kits produced in Germany, which were assembled in Jakarta and Bangkok.

Fast forward to Alpina.

With the introduction of the E30 3-series, Alpina phased out the previously popular four-cylinder engines and focused their efforts on the six-cylinder models. Alpina started making variations of the E30 M20 2.5-liter engine and installed them into E30 325 models with suspension and trim modifications. These were the C1 2.5, C2 2.5, and C2 2.7 models which included coupes, sedans and convertibles but no Alpina Factory Tourings. Note that C is the series designation while the 2.5 or 2.7 refers to engine displacement.

So, where did the Alpina E30 Tourings come from?

The most powerful Alpina engine of the day was the 210 HP M20 C2. The coupes, sedans and convertibles powered by this engine, labelled Alpina C2 2.7, were the most powerful BMWs of the 1982-1987 era. Their high price justified Alpina buying a complete 325 and rebuilding it to C2 2.7. Alpina produced some 120 Factory cars with two variations of the 2.7-liter engine (but no Tourings). However, they sold the engines to various dealers for their own conversions and this is why you see the odd post

1988 Touring labelled C2 2.7 but built by a dealer. You can find a couple of right-hand drive Tourings built in England on websites as examples.

The economics for the C2 2.7 production lasted until BMW introduced the 195 HP E30 M3 in 1986 which undercut the allure of the Alpina C2 2.7. To remain competitive, Alpina requested BMW provide half-finished 325i bodyshells for C2 2.7 production. This wish was granted, which marked a major step in the relationship between Alpina and BMW. Ultimately, Alpina also put out a B6 3.5 and a B6 3.5 S model based on E30 M3.

To differentiate the new and now price competitive model from its predecessor, it was renamed B3 2.7. The B3 2.7 was only available with catalytic convertors and 204hp. Between 1989 and 1991, a total 230 examples of the B3 2.7 were built in the Alpina works in Buchloe, Bavaria, Germany and this includes 36 Tourings. You can now see the rarity – compare these miniscule numbers to over 2,433,000 E30s (including 103,704 Tourings) that were built.

The Alpina B3 2.7 was based on the BMW E30 325i with the M20 inline six-cylinder engine and was produced from August 1987 to May 1992. By increasing power and adding suspension modifications, Alpina created a silky-smooth package that could accelerate from 0 to 100 km/h in 7.1 seconds reaching a top speed of 227 (224) km/h. This model helped cement the Alpina reputation for performance while maintaining handling composure and ride comfort wrapped in subtle but distinctive exterior and interior touches.

To add power, the engine displacement was increased to 2.7-liters from the 2.5-liters in the BMW E30. This increased displacement was combined with machined combustion chambers, a 268° camshaft (later 272°), special cast pistons, a VA steel manifold and Bosch Motronic 1.3 engine management system with custom ECU mapping plus two metal catalytic convertors to produce 204 HP. Alpina labelled these engines M20-C2/2. All the Alpina engines in the 1984 to 1993 era were created by Karl-Otto Noelle who was their engine developer.

While 204 HP may not seem much by today's standards, the B3 2.7 weighed around 1200 kg or about half the weight of today's 3 series. Not only did this allow great performance

but the gas mileage for the 9.6:1 compression motor was very respectable – cruising at 90 kph got around 7.7 l/100km; bumping that to 120 kph got around 9.0 l/100km and city driving was about 13.5 l/100km – not bad considering the technology of the day.

The B3 2.7 had front and rear disc brakes, MacPherson Strut front and Trailing Arm rear suspension rolling on 16" tires. The rear suspension was not self leveling as that was introduced in later BMW models. The trademark Alpina rims still had the valve stem at the outer rim and not in the center under the cap design of later models. A 5-speed manual was standard.

The history lesson aside, we now bring you two immaculate examples of the Alpina B3 2.7 Tourings found right here in Calgary. The first, a 1988 model, is two-wheel drive and has the Alpina cloth interior with distinctive striping. The second, a 1990 model, is all wheel drive (ix) and has the cream-colored leather interior. The ix is the rarer of the two (thought to account for approximately a third of the 36 Alpina E30 Tourings) and varies slightly from the two-wheel drive version in having slightly extended wheel arch trim, and being originally equipped with BBS honeycomb alloy wheels.

These two vehicles were delivered in Europe, where generation of family owners enjoyed them over the past decades. Transfers of ownership of these cars are relatively infrequent, and seeing them together in North America beginning half a dozen years ago, including on road trips in the Canadian and US Rocky Mountains, is obviously rarer still.

While there are always great stories about the hunting for, gathering of, trips in, and subsequent sales of rare classics, there is a richer story in what it takes to maintain these vehicles in original and - ideally - concours operating condition.

There is always some combination of the two main maintenance themes of classic cars – they were either curated museum pieces but the ravages of time caused rubber to deteriorate, fluids to leak and corrosion to set in – or – the vehicle had a checkered history of passage through a number of shops who gave a lick or a kick to various issues of the day without addressing the holistic health of the total vehicle.

While there are many speciality restoration shops that can bring a car back to perfection as evidenced by the numerous TV shows, the average shop and enthusiast with perhaps a thinner wallet struggle a wee bit. It always boils down to understanding the car and being able to do the diagnostics. The technology of bygone eras is just not charmed by modern digital diagnosis. While most shops operate on the "one hour of diagnostic time they think the average customer can afford", this approach seldom works on old iron. Doing the brakes and suspension is relatively straight forward but getting that engine to purr can be another matter.

It takes the craftsman mechanic with patience and ability to comprehend what the engine developer of the day was thinking. If you are lucky, some fresh gas and plugs get the job done.

However, there are times when it is just not that simple. You can get into a myriad of issues. A typical one is fuel - the engine was built for the gas of the day and becomes not terribly enamoured with today's gas with ethanol never mind the varnish, corrosion and gunk from whatever was left in the tank. Also, previous mechanical forays may have messed with timing, valve lash and even the engine management system and mapping. And, there is always wear and oil that was last changed at the selling dealership.

To put some perspective on this, you need a discussion with a mechanic with full appreciation for such machinery and who has worked on many such machines. Over years of ownership, countless expert hours have gone into methodically diagnosing and systemically stepping through the systems of one of the aforementioned B3 2.7 Tourings. In addition to full refreshes of all mechanical systems and components, the final tuning touches to regain peak engine performance included setting the valve lash, working the timing and engine management system, replacing plugs, cleaning the fuel system and finally replacing the injectors. Feeling and hearing it move through the rpm range makes you appreciate all the passion and work that went into it!

Sources: Alpina, BMWBLOG, M-Flight-Europe. Encycarpedia, Wikipedia

Photos: Jesse Schinkel; Article by Chris Tworek

BMW iX50 Review

BMW says that its future is Electromobility. Calgary BMW loaned our Club an iX50 to see what we thought of the totally new design Electric Vehicle (EV). While it was not the initial intent, the test happened on the coldest January weekend (-16° to -25° C) in "non-California conditions" thereby exploring some of the assumptions around EVs.

What is an iX50?

The iX is BMW's new EV design - roughly the size of the X5 - but little in common with the X5. It was introduced as a newly developed 2022 model with a unique structure made from high-strength steel, aluminum, plastic and carbon fiber. The chassis uses a mostly aluminum control-arm suspension with dual lower links in front and a multilink layout in the back. Air Suspension is optional but standard on the iXM60.

The interior can be best described as the contemporary modern – comfortable, clean with a spartan minimalist style – with the new singular and wide touch screen, replacing what used to be the dash and separate screen displays. Other than the new version of the iDrive controller, the interior is essentially devoid of knobs. Even the doors are solenoid controlled via push buttons (although there are emergency handles for the dead battery scenario). The new driving intent is to rely heavily on latest version of "Hey BMW" (which can now respond to a wider multiplicity of commands) and to using the touch screen.

It is spacious on the inside as the panoramic Electrochromic Sunroof with shading gives amazing headroom. Storage (with rear seats down) is almost 2.2 m3 – roughly 8% more than an X5 and more than its competitors like an Audi Etron. There is no "frunk" or front trunk; the hood area is filled with battery and electrical components accessible by a technician only.

The best feature of the exterior is that it has a very slippery drag coefficient of 0.26. Beyond that, it is a body style that either draws comment on the huge kidney grills or needs to grow on you. Its no lightweight at 2585 kg – which is either the same or up to 17% more relative to the X5 model you are comparing with. And – like pretty much like all EVs – there is no trailer hitch package.

While there is an iX40 (and now the 610 HP iXm60), our Aventurine Red test model with 516 HP and AWD was the almost completely loaded iX50 with Dynamic Handling and Premium Enhanced packages, optional 21" aerodynamic wheels and a host of other options including the 4D sound system. The battery has a gross capacity of 111.5 kwh and an estimated maximum range of about 510 KM. Charge time (0-100%) on 220v AC is 12.5 hours and on a commercial DC charger (10-80%) about 35 minutes. MRSP starts at $93,000 and a loaded model (with all admin fees and luxury tax) will end up around $125,000 depending on the options selected.

The Testing Crew

Our base crew of testers represented a wide range of experience (and opinion!). Wallace Chow was developer of Jayman's Westman Village and put in a range of green energy features including charging stations. Greg Walsh and Chris Tworek were somewhere between open minded and traditional gearheads wondering if these vehicles were truly going to save the world. All three had too much car and engineering experience. Judy Tworek gave a passenger's viewpoint. To make this a more comprehensive view of electromobility, we solicited additional feedback from our member, Francis Kong, who recently acquired an iX40 (see his review of his experience at the end) and also Rudy Rieger, who runs EnergySmartSolutions in Lethbridge. Rudy has a fleet of high-performance BMWs from an ICE XM6 to an i3, new i4, i8 and a very recently acquired iXM60 – the latest killer M with 610 electric HP.

The Test

The car was driven around Calgary, then out on one of our favorite country jaunts to Bottrell and then home via the Grand Valley Road and Cochrane. Charging was tried on commercial chargers at Westman Village and Cochrane and also on two nights on 110v in a warm garage.

Summary

If you are convinced you want to try an EV, love new tech and can adapt to the lifestyle, then this is an excellent choice laden with great BMW craftsmanship and features at a competitive price point. It feels like a ground-based corporate jet - solid and smooth, luxurious, effortless power and the new version of BMW Feel.

However, if you are still not sold on the desirability of an EV, then the experiences of the testers may be useful to consider in a changing automotive world.

While it is tech laden, it can be simple to drive – you need to learn the EV feel (especially One Pedal driving), figure out your charging strategy, rely on Hey BMW voice commands and ignore all the tech!

The interior styling got high marks and the exterior takes getting used to. Overall, the iX50 had the BMW quality and craftsmanship that you expect and, quite frankly, that you don't find in a similar cost Tesla.

On the other side of the ledger, the essential issues are range anxiety and charging. At the -16° to -25° C temperatures we experienced; the car easily lost over 30% of its range. Turning off the heat and accessories to extend range helped but you quickly lost the creature comforts you expected. Subsequently, we were told by Rudy and Francis that we were "too anxious" and that while cold and heat play with range, the vehicles perform far better than expected and especially on longer road trips.

It was also clear that trying to charge at 110V in your home is a waste of time; you need to step up to a 220v charger at home and learn about commercial charging options.

Handling is the other issue – on one hand, the car handles in most situations like it is on rails even on icy roads (although avoid the One Pedal driving on ice!) – on the other, you have no

idea why the car did what it did as there is virtually no steering or road feel at city or highway speeds on dry or icy surfaces. As a result, and as reported later in the detail section, we were left wondering how much pre-warning of imminent loss-of-control a driver might get with this new BMW "Feel".

And then there is the very mixed reaction to "Hey BMW" and especially the touch screen. If you had previous experience with "Hey BMW", you were equally impressed and frustrated learning all the new commands as even the latest tech has issues understanding your desires; if you had no previous experience with "Hey BMW", you saw it as distracted driving. The touch screen had similar reviews – it was distracting to use effectively and, much like your iPad, it needed cleaning.

The Full Review

Driving the iX50

There are two basic drive modes – "Conventional" (Brake and Go-Pedal) or "One Pedal" (use only Go-Pedal) that are chosen with the transmission selector. Conventional allows the car to coast when the Go-Pedal is released and the brake pedal is used to stop the car. The One Pedal approach, brakes the vehicle when you back off the pedal as it immediately kicks in the regenerative braking and the rear brake lights, bringing the vehicle to a quick stop if you completely back off the pedal.

On dry surfaces, the One Pedal approach is easy to get used to and becomes the default especially as the fast regeneration extends range. However, on ice, it is like leaving your cruise control on during wet or icy conditions. The car reacts too quickly to the braking kicking in and the handling becomes squirrelly with the ABS going off occasionally. Icy ramps are especially treacherous in One Pedal mode but highly manageable in the Conventional mode.

Around Calgary, the iX50 is a very pleasant and smooth drive on a mix of stop and go roads and freeways although there was little indication of road or steering feel. However, the real test for us gearheads is going on some of our favorite back country roads. We headed out on a -25° C Sunday morning out to Bottrell and then back via the Grand Valley Road to Cochrane giving the helm to our esteemed President who normally carves these roads in his 1M "Pumpkin". As Greg drives these roads regularly in all seasons and "somewhat aggressively", he feels familiar with both the roads and the expected car response/feel on these curves and where the limits are. To quote Greg:

- **Pro:** the car was stable and followed the desired line; albeit a leisurely, safe line. I never felt "exposed". It accelerated on snow pack and ice without hesitation, and no jitter or misadventure. Same for normal and aggressive straight-line stops. I liked that.
- **Con:** I had no idea what the car was doing. No feel of the road came back to the driver, no idea of where we were on a friction circle (G circle). It was like being in a tram on the rails. The ABS interventions were occasionally noticeable, giving some indication that limits were near, but not how near nor how serious. Because of this lack of feel, and in

consideration of my passengers, I did not push the car on these public roads. I was afraid that the adhesion limits would only be found in their transgression, much too late. I only tested straight-line maneuverability. I cannot comment on Over/Understeer as I never got into those situations; I did not have the confidence that I was in control.

Then is the joy of hammering it with that instantaneous acceleration – although the Hans Zimmer Ionic-Sound will never replace the full-throated roar of a M beast.

One last comment and perhaps a generational observation. We can see that BMW is trying to appeal to the upcoming masses who have been raised on, and fully expect, a rich digital experience. And the iX50 delivers this with exuberance from the new digital dash to the touch screen to even the 4D sound system. However, our testers feel this is crossing the line into distracted driving. The Touch Screen in particular is annoying and difficult to quickly find your function without some prolonged gazing. Also, while "Hey BMW" has advanced by leaps and bounds, it is not the perfect control system for the car and we had multiple instances where it required very specific wording (e.g. "windscreen" instead of "windshield") and at times the Nav system still wanted to take you to Ohio. How much distraction do you need before you become a danger? Bring back the knobs!

Charging and Range Anxiety

The short answer is that it will be no big deal if you are of the modern cell phone generation used to plugging in your device when you come home or at convenient locations. The proviso here is that you have equipped your home or place of business with at least a 220v AC charger, have signed up for a Flo account, know of convenient external chargers and generally head off on short hops or short trips around the city and never fully test the range in any outing.

However, the reality is that it is like bringing home a new puppy. There are accessories to buy and manage and tricks to learn. BMW provides a great "Charging Forward" booklet that every prospective buyer needs to look at and it can be downloaded here: https://www.dropbox.com/sh/91mf7m5iayhwdss/AAA7Sn6PqjWidyiJoVT14Xo2a?dl=0

Our first lesson was the warning to not overly test the range. When the battery went dead and you were in the middle of nowhere, all you had was an emergency battery-zap to move the iX50 about 100 meters to the side of the road or onto a flatbed tow truck.

Our next lesson was weather related. The iX50 was brought from warm storage to the front of Calgary BMW where Nathan Jones spent a long hour taking Wallace and Chris through vehicle orientation from basic driving and charging to all the digital features including the 4D sound system. We learnt that there were two ranges the car would display – Range with all Accessories either On or Off (you can customize what to turn off but the key here is that there is a button on the touch screen that can do an instant on/off). In the hour outside at around -20° C, the range dropped from a full 510 km down to about 440 with Accessories OFF and about 340 km with Accessories (Like Heat and Defrost) ON.

This is pretty typical of all EVs – you can easily lose 20-40% of your range if the temperature falls or rises above a "normal" 20° C. That heating and air conditioning take a toll on the battery!

With that in mind, we headed off for Lesson #3. Wallace wanted to try the chargers that he had installed at Westman Village. We gingerly drove there on icy roads exploring the car's features. Our first experience accessing a charger turned out to be a competitive experience. We entered the underground parking and the windows fogged as we tried to get to the chargers. An E-Jeep cut us off and got a premium spot and we had to carefully edge into a tighter spot. We had to mess around downloading and setting up the ChargePoint App and then for whatever reason, we could not get the charger to work. So, we moved the car to the outside charger where we had success – well - $1.43 to load about 30-40 km of range in about 45 minutes but we spent $26 on refreshments while we waited. (The other mini-lesson is that the charger cable stays locked to the car if the car is locked to prevent someone messing with your charging if you are not around. Only took two engineers five minutes to figure this out! Also – see Francis' article – we did not precondition the battery.)

We then tried to repeat this at the Flo charger in Cochrane after our country jaunt. With the wind blowing and -20° C temps, it turned out to be a failure. It was here that we discovered that if we had first downloaded the Flo App and set up an account, it would have allowed us to tie up to any commercial charger

across Canada. However, as we were frozen from switching the heater on and off to extend range during our jaunt, so the three of us went for an $80 lunch rather than setup another account.

Lesson #4 was that we engineers went crazy trying to correlate the % Battery Charge with Range and Outside temp all nicely displayed on the digital dash. It was here that Rudy, after the fact, told us that we were "too range anxious". Their family experience on trips like Lethbridge to Waterton is that range tends to stabilize much like it does on your ICE vehicle especially over long distances and you end up going further then you thought imaginable.

Lesson #5 was trying to charge at home in a warm garage on 110v. This is futility, as over two overnight sessions charging for about 12 hours each time, we picked up around 30 km of range which seemed to disappear quickly in the cold weather. The only answer for home is to spend the $3,000-7,000 for a 220v charger with the cost dependent on what it takes to wire up the charger. At this point, you can safely plug and play including setting up the optimum charge period.

And, if you are really worried: https://youtu.be/6iaUoJUdTk4

All the Other Stuff

This car is so feature laden that a short article such as this can only touch on them. The Bowers/Wilkins 4D sound system is amazing as one example. Best take one out for a spin and see if this vehicle works for you!

Article and Photos: Wallace Chow, Chris Tworek and Greg Walsh

A Club Member's Experience with his iX40

Overall the vehicle sells itself as a result of the current hype and interest for EVs:

1. The fictitious optics around not needing to pay for gas anymore and the savings gained from it especially when gas prices continue to rise.
2. Bold futuristic design and styling, though not for everyone (yet), definitely differentiates it and makes it stand out from the rest.
3. The brand, it's a BMW, the ultimate driving machine

Driving Experience

The vehicle is solid, it's fast and takes off because of the instant torque. However, I feel handling falls short and I think it's because the vehicle is heavy with all the batteries underneath. I feel the brakes just aren't big enough or sufficient for "dynamic" driving. For regular day to day drives, it is extremely smooth, quiet, and luxurious.

The interior is extremely luxurious and spacious especially for rear passengers. The spacious leg room, USB ports, and electrochromic shading in the panoramic sunroof makes you feel like you are in a limousine.

As a result of the pandemic and chip shortage, we saw new cars being delivered with ordered options missing. With BMW, it's my understanding that priority was given to the "i's" as every option was not only available but was delivered with the vehicle. As example, my iX has the handy kick feature for the rear hatch which was missed when a friend of mine took delivery of his X5 a few months back.

There are also some cool/nice features I have grown to like on the vehicle:

1. With the Comfort Access feature, both the headlights and rear lights light up as you approach the vehicle, projecting a sense of welcome.
2. The interior lights at the foot of the windows are a nice touch and quite functional. When parking on the street, these lights stay illuminated in white but will change to red to warn the driver or passengers that it is unsafe to open the door as it senses traffic coming.
3. The recent iDrive update also brought some cool enhancements to the driving experience. For example, the driver's seat setting is fully engaged/moves forward to the driver's setting when the seat belt is engaged. When the seat belt comes off, the seat moves back to give the driver room to comfortably exit the vehicle.

Charging Experience

Here's where I feel BMW and probably most manufacturers and their Dealers are falling short when transitioning customers to EV. Information about EVs was basically quoted from the materials BMW provided which for the most part was irrelevant for both our environmental conditions and lifestyle in Calgary.

Maybe it's just me, but I am not an electrician and, as a consumer, I had no clue or understanding of kW until I looked it up on Google post-delivery. To this day, I still do not understand nor has the Dealership been able to explain to me how I can get 150kW (as indicated on the screen when the vehicle is charging) or even close to it when I recharge at a DC (fast) charging station. The best that I have been able to get is about 50kW which is not even close to the 150kW that's indicated.

(One important tip that BMW never told me was the importance of mapping my vehicle to a charging station using the navigation feature. Apparently, when you do, this tells the vehicle it is going to a charger and it prepares the batteries for a charge as you drive there. I noticed that when I did this, my charge jumps from 18/19 kW when I don't at the start to 30-40 kW when I do. The longer your drive is to the charger while mapped, the higher kW will be. I only found this out recently after pressing the question as to why I get such low kW when my iX says it can get up to 150 kW.)

Days prior to my delivery, I received an email from my dealership reminding me of key details/requirements (i.e. Insurance, bank draft, etc.) to prepare for my special day. Knowing what I know now, it would have been great had I been educated or advised what charging platforms and apps were available to me as well as a referral to a local electrician that would install and set up my charging requirements at home. These were only answered reactively when asked.

As far as charging goes, it is painful if you compare it to refueling your car. I took delivery the week of Dec 19th and if you recall that was the week we were in a deep freeze. With the sub-zero temperatures, I came under the spell of "Range Anxiety" fast and furiously.

The vehicle comes with a "plug-in" charger that has adapters for 110v and 220v. The 110v delivers a pretty much useless trickle charge of about 1kW which means it will take you literally 2-3 days to charge your car if you use that adapter. The 220v will provide 6-9kW which is what installed home chargers will provide. From my perspective, unless you have a decorated garage, there really is no need to spend the money (~$1100) to buy the pretty BMW wall charger as the connector that comes with the vehicle performs the same and should be able to give you a full or adequate charge overnight connected to a 220v outlet in your garage.

Hanging out at a fast charger has got to be the biggest waste of time. Of the 3 or 4 times I've gone, I end up spending at least 30-45 minutes and costing me between $25 to $30 each time without factoring in my time and other expenses incurred when charging such as coffee, meals, online shopping, etc.

Hitting the Slopes at Sunshine

This past weekend, I finally decided to challenge my range anxiety and take the vehicle up to Sunshine for a day of snowboarding. I left Calgary with a 95% charge (that's what I currently set my charge to), and when I got to Canmore it had 50%. I had to stop in downtown Banff to pick up my lift tickets and the vehicle was at 39%. When I got up to Sunshine, I arrived with 35%. When I left Sunshine around 3:30PM, I set my navigation for the Electrify station in the parking lot of Beemer's Coffee Bar in Canmore. I got there with about 27% left and proceeded to charge. It took about 45 mins and about $27 to get me up to 94%. In addition, I also spent about $10 in coffee and snacks at Beemer's. The drive home seemed to be more efficient as well as I arrived home with 64% left.

On the drive home, I managed to try the adaptive cruise control and I have to say, it is a lot better than how it was in my 2019 X4. The turns were, by far, a lot more accurate and I barely had to do any correction for most of the drive home on Highway 1. (Editors Comment: Your Club strongly discourages the use of cruise control on any winter or wet roads)

Final Thoughts

You may have noticed I referred to my iX40 as vehicle and not a car. After almost 2 months with it, this is the conclusion I have arrived at. It is vehicle, it takes me to my destination comfortably, efficiently, and luxuriously. However, it is in no way a car in that it provides you with a notable experience. There's no cold start, no warm up, no downshift, no roar from the engine, basically none of the engagement that a car enthusiast looks for. I've launched it, punched it and though it is fast, I do not get the same smile I get when I do the same with my E92 M3. If you are considering getting a BMW EV make sure you:

1. Do not buy the wall charger thinking you need it as the connector that comes with the car is sufficient when switched to the 220v adapter.
2. Do download and set up at least 2-3 charging apps on your mobile device (ChargePoint, Electrify, Flo).
3. Do remember to navigate to a charging station so that your vehicle knows and prepares for the charge so you get better charging speeds.

Article by Francis Kong, BMWCSA Member

Francis Kong's iX40 and other Xs at February CC&C - Victor Yuen Photo

New Beginning for My Beloved Bimmer

The year was 2004 and I was looking to buy a replacement for my first great car, my 1988 Honda Prelude Si. It still looked like new, but at 17 years old, and with a young family, it was time. I was looking at an Acura TSX when a co-worker said I should check out a new BMW. Car and Driver had placed a 3 series BMW in its top 10 each year forever, it seemed, and I thought, why not? Turns out the entry-level BMW was the same price as the Acura. I thought about it, and test drove the cars for 6 months. I also test drove a used M3 convertible, but realized, as I passed a police car, that this 2-door would not be the car for me, and my family.

I ended up taking the Red Arrow to Edmonton in December with a friend to pick up my first silver 320i from Bavaria BMW. I met and chatted with Peter Lougheed, who was on the same bus. In Edmonton my friend and I were picked up by the dealership and taken to the showroom. My car, probably the least expensive one on the lot, was on full display in the showroom, with a basket of goodies in the back seat. **Best. Day. Ever.**

The next spring, I took the 320i to Race City, enrolled in the BMW Club's annual advanced driving instruction event. Friends thought I was crazy, taking my new car. I had so much fun I was back in the rain the next year, and then decided to become an instructor. I did not instruct at the four Winter courses I attended; it was just too much fun to be a student. My BMW had introduced me to a whole new group of friends. I loved it.

In 2008 I wanted to upgrade, and started looking for my next BMW. I researched and found there was a model called the ZHP, or M Performance package. Not as extreme as an M3, but higher performance than a 330i, with lots of extras such as a 6-speed manual transmission. In spring I took ownership of a black **2004 BMW ZHP**, low mileage, in excellent condition. Wow! My first, real, luxury sports car. I loved it. A car that worked well on the track, and yet could take my family of 4 on vacation. I never would have chosen black, but these models were rare, and it did look amazing, with blacked out windows and wide, staggered tires.

Over the years I've kept it maintained, putting on the kilometers, but not too many each year.

Since it was always used in the winter, the front end started looking like it had been sand-blasted. On black this really showed up, but I loved driving it too much to leave it in the garage. The roads are predictable when the temperature drops to less than -10C. It's the great equalizer for cars, too much power doesn't help on the ice and snow. Way too much fun.

Two years ago, I was looking for new tires and decided it would be wise to purchase a good set of all-seasons, given Calgary's weather. The night the new tires were installed I came away disgusted. It felt like my SUV, wishy washy. I'm passionate about driving. This car is an extension of me, and it needed the right equipment. My angel, my wife Meena, insisted I buy tires more suitable to my baby. Michelin Pilot Sports 4S's, coming right up. Ahhh, that was better. Thanks Kyle at Spec R for your help!

Later that year Meena and I were discussing future car purchases. It wasn't looking good. I refuse to buy a car that tells me when to stay in my lane, or tries to drive for me. I don't even like automatics – I say I don't know how to drive them. Electrics, yah, well, give it a few decades. I'm keeping my two sports cars, manual transmissions and all. Gonna have to pry them outta my hands!

So, I decided to keep my cars. I started looking around for places to renew my BMW with a fresh paint job. I knew it wouldn't be cheap, but compared to buying a new car it seemed to be a good option, especially if I was going to keep it for another 20 years. The first place I went to had repaired my VW years earlier, and they did a good job. They were professional during the estimate, but didn't know specifics about my 18-year-old car. Understandable. A few weeks later a detailed estimate arrived in my email, showing each line item and cost. Very thorough job.

The second place I went to later that same day, Maranello Auto Refinishing Ltd., was much closer to home. Physically and spiritually, turns out. I could bike there in summer, if necessary. When I arrived, I entered a family-run business in a small industrial area at the north end of Edmonton Trail. Silvio greeted me, and walked out to see my car. He immediately knew the paint code (Black Sapphire Metallic, #475), and proceeded to tell me what needed attention, and what would be more money than it was worth. I liked this place; I liked the atmosphere. I knew I had to bring my car here. There was this feeling of confidence.

Even though the price was just a ball-park, I knew Silvio was a man of his word. Plus, Maranello came highly recommended. It was actually less expensive than the first shop. Done deal. I said I would bring my car in next April. It was to be completely repainted, with new windshield and refinished BMW M wheels. Sweet. I couldn't wait.

When I took in my car, I said I wasn't in a hurry, knowing they had cars which were higher priority. I asked if I could take photos, hoping to keep a record of the process. Perhaps even publish it in some local newsletters. No problem! I made sure to introduce myself to everyone: Silvio (owner), Gerry (owner, Silvio's brother), Josie on the front desk (Gerry's wife, and owner), and Domenic (Gerry's son, and owner).

It took some time before they were ready to start on my car, but I didn't mind missing the snow and gravel on the road. The first photos I took showed the car stripped of bumpers, lights and door handles. Wow, it looked stark. As they stripped it further, they noticed a very slight bit of rust at the back of the front fenders. After 18 years, go figure. With my go-ahead, they took off the fenders and stripped them down to bare metal. The hood and the roof were also stripped right down. I must admit, I liked the look of the car, black with steel hood and roof. Hmmm, maybe next time.

Silvio was great, leading me carefully through the shop to see my car, past it's detached front and rear bumpers, hanging, ready for priming and painting. I saw the car masked, then with flat black primer. Another interesting look. Any questions or extra work I enquired about, Silvio was there, helping me decide what to do. I had a hitch installed for my small tent trailer, but would never use that again. On a ZHP? Harrumph, I don't think so. It came off, and patches done for the (unfortunately) rather shoddy installation job. Things we never think about.

Then the car was ready for the final black coats of paint. Black Sapphire Metallic. It looked amazing in the sun after a wash. I couldn't wait. Those final weeks were torture. They wouldn't release the car unless it was perfect. I took more photos just days before it was finally finished. The paint glowed.

Thursday, June 30th, was the day. It was ready. Meena and I drove there in our SUV. Silvio brought the car to the front. I was stunned. My car, new again. Better. It was mine, and I knew it inside and out. I couldn't believe it. It was incredible. It took my breath away.

No more winters for this car, for the foreseeable future. It is now sleeping under a cover, gathering itself for better weather.

This was an amazing experience, far better than I expected. And with a new BMW in my garage, I can't wait for spring.

Story and Photos by Thom Carlson
(Thom Carlson Photography)

Tours

Avro Arrow Museum – 1:00 PM Saturday April 1st – after CC&C

Where: 229 Avro Lane, Springbank Airport, Calgary.

This is a follow-up tour (to our June 2022 visit) to check on the construction progress.

The Arrow Project consists of volunteers reconstructing a 60% scale model of the famous C-105 Avro Arrow, an all-weather fighter interceptor which was originally developed between 1952 and 1959 to defend Canada from the Soviet Union. The jet will be fully operational and capable of 30,000 ft altitudes when finished. Unfortunately, this highly developed Canadian fighter jet was cancelled in 1959 due to Cold War Politics.

The Museum also has a flight simulator which is a hoot for everyone from kids to adults to fly.

If you are interested, please let our Events Coordinator at events@bmwcsa.ca as this is a Special Tour for our group and we need to tell them how many are coming. The Tour is free but the Avro Project welcomes any donation. Full details are at: https://www.avromuseum.com/

Aspen Crossing – 10:00 AM to 3:00 PM Saturday May 13th

Something for everyone – meet at Glenmore Inn and drive to the Aspen Crossing at Mossleigh via less traveled roads, have lunch, enjoy the Greenhouse and Garden Centre and tour the CarsGoneBy Restoration Shop.

Information on Aspen Crossing: https://www.aspencrossing.com/

Register at events@bmwcsa.ca to ensure lunch reservation.

Pacific Northwest Drivers' Encore Tour – May 20-28th, 2023

Following our 2022 Pacific Northwest tour, some of us were so smitten by Oregon's backroads, we created this driver focused journey to return to some of the best roads from that trip and more. With the help of our Oregon partner, Ralph Harding, it is designed for the Ultimate Driving Experience catering to those who really enjoy challenging roads with interesting scenery.

However – beware – it is all about driving and will not be for the faint of heart! There will be a lot of great miles and our intent is to cover them all with minimalistic overnight stops punctuated with the casual bite of food and lots of great car talk! We will be concentrating this into a one-week tour (Saturday to the next Sunday) that will fit into anyone's schedule and pocketbook. We have also chosen a late May timeframe to avoid any heavy vacation traffic, although locals tell us these are such remote roads, they would not see too much traffic even during peak season.

Take your own car, join us wherever you want, drive on your own or convoy style, it's all up to you. However, some of these roads are less travelled will be best enjoyed following our seasoned organizer who can show you some of the niftier ones. We will provide a hotel list where the organizers will be staying along with suggested routes. Estimated budget will be between $2,000 and $2,500 Canadian depending on hotel choices and exchange rate (tire wear and brake pad wear not included 😉).

Our Itinerary:

Day	Date	Day	Stop	Event
1	5/20/2023	Saturday	Kalispell, Montana	Transit Day
2	5/21/2023	Sunday	Lewiston, Idaho	Twisties via Lolo Pass
3	5/22/2023	Monday	Baker City, Oregon	Twisties via Joseph & Halfway
4	5/23/2023	Tuesday	Baker City, Oregon	Area Twisties
5	5/24/2023	Wednesday	Prineville, Oregon	Twisties via Seneca
6	5/25/2023	Thursday	Prineville, Oregon	Area Twisties
7	5/26/2023	Friday	Hermiston, Oregon	Twisties via Condon & Olex
8	5/27/2023	Saturday	Coeur d'Alene, Idaho	Twisties via St. Maries
9	5/28/2023	Sunday	Calgary	Transit Day

This map shows the overall route we will be taking from Calgary and return. The inset box shows Day 4 where we drive some of the canyon carvers around Baker City. Detailed route maps for each day will follow.

Contact Wallace Chow at wdchow@outlook.com if you are interested.

Day 4, Baker City Twisties

Lewiston's Spiral Hill

White Bird Hill, Idaho

2023 BMW X1

TECHNOLOGY

- Apple CarPlay & Android Auto
- Wireless charging tray
- BMW Maps - Connected Navigation

FOR THE DRIVE

- BMW xDrive
- Driving, reversing and parking assistant
- Steptronic transmission with double clutch

INTERIOR

- Intuative controls in the cockpit
- Modern center console
- Comfortable rear seating

BOOK A
TEST DRIVE!

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info@bmwgallery.ca
bmwgallery.ca

CALGARY BMW

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AMVIC
Alberta Motor Vehicle Industry Council