

Magazine of the National Capital Chapter BMW Car Club of America

May/June 2014

der Bayerische



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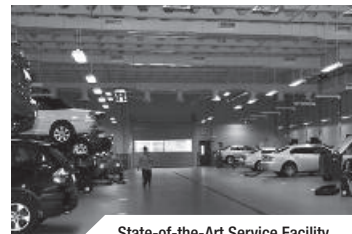
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Cover: The engine compartment of a beautifully restored BMW 328 at the Techno Classica Essen show. See article on page 28. Photo: Samuli Salminen

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**BMW Car Club
of America**
National Capital Chapter



President's Message

Welcome Spring! After what was probably the worst winter ever, warmer weather is finally upon us and the enthusiast car season is already in full swing. Our HPDE and autocross programs have had several events with many more to come. For many classic German car fans, the first concours of the year, Deutsche Marque, marks the start of the fun. Some of the most pristine and rare BMWs, Mercedes, and Porsches will be on display for all to admire; so make sure you don't miss this annual gathering.

Hopefully, if you're an avid reader of our newsletter, you'll remember the article Rob Hollister wrote in the last issue about his volunteer experiences for our chapter. Well shortly after that was published, we found out that Rob will be starting a new chapter in his life by moving to the left coast for a life-changing opportunity.

On behalf of the NCC Board, we wish him lots of luck in his new career and he will be sorely missed. We now have a huge hole to fill since he was so active and helped with multiple programs; but he will continue volunteering for BMW CCA with the Golden Gate Chapter.

When he wasn't pushing his Alpine White E46 M3 between the cones at an autocross or helping lead a caravan during a driving tour, he also served as a valuable member of our Membership committee. These guys are the unsung heroes of our chapter, hosting our new member parties, recruiting prospective newbies, and understanding the needs and wants of our club. He was also one of our stars in the *Road & Track* produced series Un4gettable, where BMW chose our chapter to highlight how real car enthusiasts feel about the recently introduced 4 Series coupe.

Rob is so active in the chapter because of his love for cars and the people that make up this club. We'll miss him greatly and I know that he'll continue his passion and enthusiasm in California.

See you soon my friend.

Interested in Customized Maryland Club License Plates?



You drive the Ultimate Driving Machine. In Maryland, you should have the Ultimate License Tags. Club members living in Maryland can now order them. The four-digit numbers on the plates are issued in sequential order as applications are received. To apply, go to the club's website at <http://nccbmwcca.org> and fill out an application. You will receive an MVA form and instructions from Billy Dixon to take or mail to the Glen Burnie office of the MVA to get your plates. Once you have your new NCC plates, you return your current plates to the MVA. The cost of the plates is \$25.00, payable to MVA (please don't send money with your application).

Allow 1-2 weeks for your MVA form to arrive. For questions, call Billy Dixon at 410.802.0188 or send email to bmwnccmva@outlook.com with the info that is on the form plus your membership number.



FromThe Editors

When I attend NCC events, I often find myself looking up dates of prior (or future) outings. That has meant opening a browser on my phone, going to the NCC website, and looking at the calendar. There is now an easier way to do it.

We now have an NCC calendar on Google Calendars. To see it, open a browser and in the address bar enter <https://www.google.com/calendar/embed?src=nccontheroad@gmail.com>

If you have a calendar app on your phone, same strategy works. Some browsers may need the more complete address which has various punctuation marks to allow for non-English browsers. If needed, let me know. Normally, the calendar will be updated when we do the *der Bayerische* calendar. If something is more urgent, again, let us know. The contact is nccontheroad@gmail.com (someone already took

the *ncalendar* name).

There are some hiccups. Since commas are the delimiters for importing, they do not appear in the text. Also, there are some difficulties with start/stop dates, so multi-day events still appear with a single date. I am sure there are fixes for these issues, but at the moment that is the way it is.

Finally, please look at the revised by-laws, last revised March 9, 2014. There is a link on the NCC

website. There are some additional revisions in the works, but mostly editorial in nature. The most important change has been the inclusion of 21st century voting methods.

We have been adding additional concepts (maintenance for example) to *dB*. Anyone who has thoughts or ideas to add, please send them along to us, and we will see if we can find someone to write it up.

Have you changed your email address in the past few years?
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so that we can keep you updated on the latest and greatest news and events.



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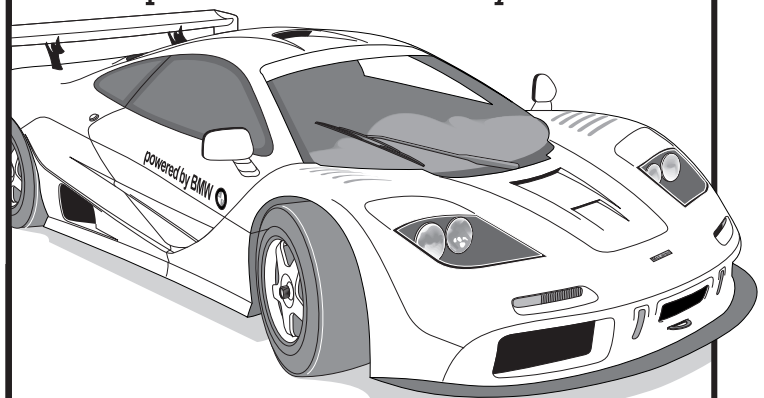
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CALENDAR OF EVENTS

September

- 7 NCC Autocross Points Event #6 @ Regency Furniture Stadium
- 8 Karting @ Allsports Grand Prix
- 14 MPact (Camden Yards)
- 21 DIY @ Road Race Technologies
- 22 Karting @ Allsports Grand Prix
- 27-29 Driving Schools @ Jefferson Circuit
- 28 Simeone Museum & Cheesesteaks Tour Philadelphia, Pa
- 28 Karting @ Summit Point Washington Circuit

October

- 3 NoVa Social - La Sandia, Tysons Corner - New Location!
- 4-5 alms @ vir
- 5 Driving Schools @ BMW Performance Center
- 5 Street Survival - ADESA (Dulles, VA)
- 6 Karting @ Allsports Grand Prix
- 9 Board Meeting/Social - Hamburger Hamlet Bethesda
- 10 Columbia Social - Champps, Columbia Mall
- 12 NCC Autocross Points Event #7 @ Bowie Baysox Stadium
- 12 DIY @ Russel BMW
- 17 MoCo Social - Miller's Ale House, Rockville
- 18-20 18th Annual Euro Auto Festival (BMW Manufacturing, SC) *
- 19 Oktoberfest at BMW Excluservice (*)
- 20 Karting @ Allsports Grand Prix
- 26 Solomons Saturday Social - Solomons Island, MD

November

- 1-3 Driving Schools @ Shenandoah Circuit
- 2 Karting @ Summit Point Washington Circuit
- 7 NoVa Social - La Sandia, Tysons Corner
- 9 Ladies DIY @ At Speed Motorsports
- 9 Street Survival (Sykesville, MD)
- 13 Board Meeting/Social - Hamburger Hamlet Bethesda
- 14 Columbia Social - Corner Stable, Columbia - New Location!
- 16-17 NCC FALL TOUR, Hershey PA
- 17 Karting @ Allsports Grand Prix
- 21 MoCo Social - Miller's Ale House, Rockville
- 23 Pie Run XIV

December

- 1 Karting @ Allsports Grand Prix
- 5 NoVa Social - La Sandia, Tysons Corner - CANCELLED
- 7 DIY @ BMW Excluservice
- 8 Karting @ Allsports Grand Prix
- 11 Board Meeting/Social - Hamburger Hamlet Bethesda
- 12 Columbia Social - Corner Stable, Columbia
- 15 Karting @ Allsports Grand Prix
- 19 MoCo Social - Miller's Ale House, Rockville

January 2014

- 2 NoVa Social - Norton's, Tysons Corner - CANCELLED
- 5 Karting @ Allsports Grand Prix
- 9 Columbia Social - Corner Stable, Columbia
- 12 Karting @ Allsports Grand Prix
- 16 MoCo Social - Buffalo Wild Wings, Gaithersburg
- 18 DIY @ G & C Tire and Auto Service
- 8 Annual Meeting @ Maggiano's Little Italy
- 26 Karting @ Allsports Grand Prix

February

- 2 Karting @ Allsports Grand Prix
- 6 NoVa Social - La Sandia, Tysons Corner
- 8 DIY @ Russel BMW
- 9 Karting @ Allsports Grand Prix
- 12 Board Meeting/Social - The Original Ambrosia Restaurant, Rockville, MD
- 13 Columbia Social - Corner Stable, Columbia
- 16 Karting @ Allsports Grand Prix
- 20 MoCo Social - Buffalo Wild Wings, Gaithersburg
- 22 NCC Chili Competition
- 28-2 HPDE @ Summit Point - Main

March

- 2 Karting @ Allsports Grand Prix
- 6 NoVa Social - La Sandia, Tysons Corner
- 8 NCC Autocross Test & Tune @ Regency Furniture Stadium
- 9 Karting @ Allsports Grand Prix
- 12 Board Meeting/Social - The Original Ambrosia Restaurant, Rockville, MD
- 13 Columbia Social - Corner Stable, Columbia
- 15 DIY @ Northwest BMW
- 20 MoCo Social - Buffalo Wild Wings, Gaithersburg
- 23 Karting @ Allsports Grand Prix
- 30 Karting @ Allsports Grand Prix

April

- 3 NoVa Social - La Sandia, Tysons Corner
- 9 Board Meeting/Social - The Original Ambrosia Restaurant, Rockville, MD
- 10 Columbia Social - Corner Stable, Columbia
- 11-13 Driving Schools @ Shenandoah Circuit

- 12 Spring 2014 New Member Reception
- 12 DIY @ BMW of Annapolis
- 17 MoCo Social - Pizza CS, Rockville, MD
- 19 Street Survival - ADESA (Dulles, VA)
- 26 NCC Autocross Points Event #1 - Bowie, MD

May

- 1-4 2014 Schuh Syndikat
- 1 NoVa Social - La Sandia, Tysons Corner
- 4 31th Annual Deutsche Marque Concours @ Nottoway Park
- 8 Columbia Social - Greene Turtle Hanover - New Location!
- 10 Great Pie Run V
- 10 NCC Autocross Points Event #2 - Waldorf, MD
- 10 ///M Club Day Driving School @ the BMW Performance Center
- 15 MoCo Social - Pizza CS, Rockville, MD
- 17 DIY @ At Speed Motorsports
- 24 NCC Autocross Novice School #2 in Bowie, MD
- 30-1 HPDE - Summit Point Main Circuit
- 31 DIY @ Chapman Auto Werks

June

- 5 NoVa Social - La Sandia, Tysons Corner
- 12 Columbia Social - Greene Turtle Hanover
- 16-20 BMW CCA Oktoberfest 2014 (Beaver Creek, CO)
- 19 MoCo Social - Pizza CS, Rockville, MD
- 29 NCC Autocross Points Event #3 - Waldorf, MD

July

- 17 Columbia Social - Greene Turtle Hanover - New Date!
- 19 ///M Club Day Driving School @ the BMW Performance Center

August

- 2 NCC Autocross Points Event #4 - Waldorf, MD
- 2 Bimmerfest East (Aberdeen MD)
- 16 NCC Golf Outing - Raspberry Falls Golf Club
- 23-24 VIR Corral

(*) Not a chapter event.

Schuh Syndikat, Charlotte, NC

The Hilton Garden Inn Charlotte North,
9315 Statesville Road, Charlotte, NC 28269
Thursday, May 1 – Sunday, May 4, 2014

Schuh Syndikat is an annual celebration of the Z3 Coupe platform. However, the event caters to all BMW enthusiasts, not just Z3 owners.

We expect a fun filled event with a NC mountain drive through the Blue Ridge Mountains on Friday and showing off cars on Saturday.

NoVa Social at La Sandia in Tysons Corner

Thursday, May 1, 2014

31st Annual Deutsche Marque Concours d'Elegance

Nottoway Park, 9601 Courthouse Rd
Vienna, VA 22181
Sunday, May 4, 2014

An annual rite of spring for German car fans, is the Deutsche Marque Concours d'Elegance. This year marks the 31st time that we have gathered with our friends from the Greater Washington Section of the Mercedes-Benz Club of America (MBCA) and the Potomac Region of the Porsche Club of America (PCA) for this terrific show. Once again, we have reserved Nottoway Park, located at 9601 Courthouse Road in Vienna, easily reached via Route 66. The park entrance will be marked with large car club banners.

Vehicles are judged by condition, appearance, and cleanliness. There will be three classes at this event - Street (judged), Meister class (judged), and Display class (not judged - winner selected by people's choice balloting). Judges scoring cars in the Street and Meister classes will only judge the tops of the cars, including the exterior, interior, engine bay, storage compartments and chrome, not the chassis.

Please note: Cars produced after 2010 will not be judged, but are welcome to be entered in the Display class.

Vehicles will be classified into the following categories: Classics, 2002s, Modern 1980s, Modern 1990s, Modern 2000s and current series up through 2009.

The entry fee for the concours is \$30 per car (\$40 after April 26th). There is no charge to attend as a spectator. In order to allow us to plan appropriately for the number of guests, please register in advance.

The event starts at 8:30 AM and ends at 3:00 PM with the wine and cheese reception - Awards for all clubs will be presented at the Wine and Cheese Reception.

Columbia Social - Greene Turtle in Hanover, MD

New Location!
Thursday, May 8, 2014

Come join us at our new Spring location, Greene Turtle Hanover, located across from Arundel Mills Mall and Maryland Live! Casino. While it's not far from the Columbia area, the Turtle has been a great host in the past with a great parking area and private room for us to hang out.

NCC Autocross, Regency Furniture Stadium

Sunday, May 10, 2014

This is our second points event of the season.

Registration opens on Saturday, April 19th, 2014. Register online for a \$5 discount. Online registration is highly encouraged and saves waiting in line! Or, if it's a last minute decision, you can still walk-up. Walk-up registrations will be for PM session only! Registration closes 12:00 PM on Friday, May 9th, 2014.

BMW CCA is now requiring all NCC Autocross participants (for both events and schools) to be registered BMW CCA members. Online registration is \$30.00. Walk-up registration is \$35.00 (PM Session Only Credit/Debit Card Only!) All Day Session (Online Registration Only!): \$45.00.

The NCC Autocross program uses a BMW-centric customized classing structure which pits your BMW or MINI against similar

performance models in 3 levels of trim: Showroom, Tuner, and Modified. There is also a simple classing structure for non-BMW competitors. You can check out the full details at nccautocross.com. Our program is beginner friendly, offering in-car instruction, guided course walks, and a dedicated group of organizers who are happy to answer any questions you might have or show you the ropes. Also, there are free loaner helmets available for use, so if you don't have your own helmet there is no need to go out and buy or rent one just to get a few fun runs in!

So whether you're a longtime BMW CCA veteran or never been to an autocross before, come check it all out online at our website: www.nccautocross.com

Please contact us at info@nccautocross.com with any questions you might have. We'll be happy to answer your questions. And check out our message board at www.nccautocross.com to discuss the event with other attendees!

7:45 AM - Facility Opens, 4:00 PM - Course Closed (after PM Session)

//M Club Day Driving School @ the BMW Performance Center

Sunday, May 10, 2014

The National Capital and Tarheel Chapters are headed back to the BMW Performance Center in Greer, South Carolina for our first //M Club Day driving event of 2014. As always, the Performance Center provides current model //M cars, instructors, gas, tires, lunch and a first-class facility for a fun-filled day at the track. Just show up ready to drive!

The focus is on improving driving skills through a combination of driving exercises, classroom instruction and competitive events. No helmets or previous driving school experience is required. All skill levels are welcome and encouraged to attend.

It will be similar to previous //M Club Day events, which have included instruction on proper driving position, vehicle dynamics, car-control skills, weight-transfer, oversteer/understeer and improved vision. The day is divided into morning and afternoon sessions which mix skill exercises and competitive events, including skid pad wet/dry courses, braking and handling practice, autocross and more.

Our event hotel is the Greenville Marriott. The special BMW rate includes the breakfast buffet for up to two people plus Internet service.

We will meet at the Cracker Barrel in Manassas and convoy to Greer, SC. Friday afternoon will include a Zentrum and factory tours (the latter if the factory is open for tours). Group Dinner @ Barley's in Greenville.

Saturday May 10, 2014

8:00 AM - Meet @ Performance Center
8:15 AM - Drive day begins
5:00 PM - Drive day ends
6:30 PM - Group Dinner @ Blue Ridge Brewing Company in Greenville

Sunday May 11, 2014 – return home

All drivers must be BMW CCA members or attend with a club member who pays for the event. NCC and Tarheel chapter members have first priority, then BMW CCA members from other chapters. Contact BMW CCA Headquarters to become an associate member of the NCC and/or Tarheel chapters for priority acceptance. Registration on this site does not constitute acceptance into this event. It places you in the queue.

All drivers must be at least 18 years old and have a valid driver's license.

The cost of \$660.00 includes driving Performance Center cars, tires, gas, instructors and lunch on Saturday at the Performance Center. Travel expenses, meals and lodging costs are the responsibility of the attendees and not included in the \$660 event registration fee.

Factory tours will be available at the discretion and schedule of the factory. Completely enclosed shoes are required for the factory tour - No Exceptions!

This event offers online registration and payment through MotorsportReg.com.

MoCo Social - Pizza CS, Rockville, MD

Thursday, May 15, 2014

DIY @ At Speed Motorsports, Hanover, MD

Saturday, May 17, 2014

The Do-It-Yourself (DIY) program allows National Capital Chapter (NCC) BMW Car Club of America (CCA) Members to work on their own cars under the supervision of expert mechanics and technicians provided by the DIY Sponsor. The purpose of the DIY is to learn and practice proper maintenance and repair techniques that you can routinely complete within a two-and-one-half-hour (2.5 hour) time period.

Immediately following the DIY session, there will be a Tech Talk session with Mike Miller, the Technical Editor for *Roundel*. Stay for this, he is always offering good advice.

NCC Autocross Novice School #2 at Baysox Stadium in Bowie, MD

Saturday, May 24, 2014

Registration for the second Autocross school for novices opens on 4/29/14. Cost is \$80.

Sessions will include a variety of topics to help novice participants better understand what goes on in a day of autocross, and what they will likely be seeing and hearing around them as they participate in the motorsport. Instruction on how to prepare both the car and driver for autocross, how to register, do a technical inspection, work a course, and safety topics will get you up to speed with the day-of operations for participating in autocross. Then, drivers will learn how to make the most of their runs by examining techniques like walking the course to determine good run lines, throttle modulation (your gas pedal is not an on-off switch!), and when to brake. Discussions will also cover basic handling problems such as over-steer and under-steer and how to correct them, and try to prevent these issues to give you your best runs.

HPDE at the Main Circuit at Summit Point

Friday, May 30, 2014 – Sunday, June 1, 2014

DIY @ Chapman Auto Werks, 22854 Bryant Ct, Sterling, VA

Saturday, May 31, 2014

(See DIY description for 5/17/2014)

NoVa Social at La Sandia in Tysons Corner, VA

Thursday, June 5, 2014

Columbia Social at the Green Turtle in Hanover, MD

Thursday, June 12, 2014

BMW CCA Oktoberfest 2014 (Beaver Creek, CO)

Monday, June 16 – Friday, June 20, 2014

This mountain village should provide an exquisite setting for the 45th annual celebration of all things BMW.

MoCo Social - Pizza CS, Rockville, MD

Thursday, June 19, 2014

NCC Autocross Points Event #3 at Regency Furniture Stadium in Waldorf, MD

Sunday, June 29, 2014

(See description of the point's event number two – 05/10/2014)



Northwest BMW DIY

By Caroline Miller

This winter has been particularly hard for car enthusiasts. It has been so snowy that we haven't been able to get out and enjoy our cars the way we want. But with the weather and the calendar creeping towards spring, it is time to look after our cars for the upcoming driving season. For those of us that only have daily drivers, it is time to get them up on lifts and look at the effects of winter roads, salt, and the potholes that have cropped up everywhere. For those who have summer fun cars, it is time to start pulling them out of hibernation and

getting them ready for driving season, be it on the track, at autocross, or just out enjoying the weather.

Northwest BMW provided the perfect venue for us. Shop manager Jim Hollister greeted us on Saturday March 15. After a quick morning briefing and paperwork was out of the way, DIY regular Tim McNeish was first in line, proclaiming that, "It's track season, the coupe needs to be ready." We quickly filled all 8 lifts that we had available with jobs ranging from Cliff Brody's diagnosis of control

arm bushings on his 540i to Frank Aquino's O2 sensor replacement on his 325 wagon. DIY expert Oscar Benitez was there to help Frank with his first DIY experience. Meanwhile, since all the lifts had filled quickly, Karim Bacchus got a hand from Eric Upton in replacing some fog lights on his 330i. Karim had the opportunity to learn a lot about bodywork, as this task required removing portions of the bumper attachments to access the bulbs! Also on the shop floor, Joe Concaugh replaced O2 sensors and plugs. After working with Karim for

some time a lift freed up for Eric to inspect his 1970 2002's compliance bushings. DIY regulars Lav Gandhi and Chris Wootten rounded out the main area of the shop working on a valve cover gasket and a full-fluid service respectively.

At the other end of the shop, Jeff Mezzullio worked on some cooling system repairs on his M5, with the aid of DIY first timer Danny Duhan. Danny and Jeff later traded the lift so that Danny could rotate the tires on his X3. DIY first timer Marshella Burton assisted Mike Painter with fluids for his M3.

Mike then helped Marshella accomplish her first oil change on her 135i. Marshella experienced a rough time making it out to Northwest; having slightly bent a rim and punctured the tire on her way. However, Northwest came through in finding a new tire for her car and having it installed by the time she was done with her oil change. She was grinning from ear-to-ear at her successful job when her car came off the lift.

As the first crew came off the lifts, we managed to also help Jon Morrison replace some very worn out pads and rotors on his X5. Eugene Warren, having finished his responsibility as photographer extraordinaire for the event, was given the opportunity to put his M Roadster on the lift for some fluids. Several lifts over, Frank Kapitan got to work analyzing a leak on his X3. Mark Shaffer rounded out the event performing a general inspection of his 530i.

Many thanks go to Jim Hollister for arranging access to such a hospitable shop (and letting

us know where to get some very good pizza for lunch) and to technicians Serge and Larry who were around to provide words of advice and help as needed.



Sebring 12 Hours – March 12-15, 2014

A Controversial Progression to a Single US Sports Car Series

Tudor United Sports Car Championship

By Steve Tenney

Daytona kicked off the first unified sports car season in the US. The two great races (Daytona & Sebring) are now in the same series, The Tudor United Sports Car Championship. If nothing else, a unified championship for sports cars is a good outcome. The fact that NASCAR now controls US sports car racing is a bit of a concern for the sports car community, but let's give them a chance.

We experienced more legitimate concerns over the conduct of the race than I've ever seen before. Professional racers can make mistakes, amateurs do as well and the teams can make mistakes as they try their best to compete. Now though we find the officials have made mistakes in each of the first two races. At Daytona we had the reversal of a penalty at the end of the race that gave the GTD win to a

different team after the podium ceremony. At Sebring, the officials penalized the #22 Alex Job Racing (AJR) Porsche GTD car for contact with a Ferrari and threatened the team when they didn't do the 80-second penalty immediately. Once this was settled, Alex Job (one of the series most respected team owners) went to the tower to review the video. He watched as the officials realized that his team was not the Porsche that was at fault.... oops! It was clearly not a GTD Porsche because the in-car camera clearly showed a Michelin logo, which meant that it had to be a GTLM car. GTD cars all run Continental tires. There had been two instances of contact between a Porsche and the Ferrari. In both cases it was one of the factory Porsche RSRs in GTLM, the #911 and the #912. Porsche #912 actually won GTLM. The AJR #22 had been in second place in

GTD when it was penalized. IMSA issued an apology. They have indicated that they will make sure that each in-car video shows the number of the car, but they said there was nothing they could or would do to adjust the position of the #22 even though this happened with hours left in the race. Job may take his team out of the series.

The field at this year's race was a large one with over 60 cars and there were many incidents in the race. So this was not an easy race for the officials. The first major incident was the GTD Viper that came to halt on the track and caught fire. If you watched the live TV coverage, you might have seen the event and cleanup, it dominated the live TV segment. The driver walked away uninjured, but the Viper burned completely. The Tudor Safety Team couldn't seem to put the fire out. That was the first incident.

There was a record-tying 11 safety car (SC) periods. When IMSA conducts a typical SC period, the cars are brought into line and the wave-around process is started (to regain lost laps) then pit stops happen, prototypes first then GT cars. Some of these SC periods took 10 laps to complete. In the end, the total SC on track time was 5 hours! The 12-hour race really consisted of 7 hours of racing. I think everyone agrees that something has to be done to assure that we aren't standing around so long watching the cars come around at SC speed. There is much discussion about the last SC period near the end that bunched the field and ended up with significant positional changes. If you want to read the details and concerns raised by the events that took place at Sebring, look at sportscar365.com, dailysportscar.com, racer.com or



www.roadandtrack.com to read the editorials and team comments. Marshall Pruett from racer.com has gone so far to say in the MidWeek Motorsport podcast, that it was the worst race he's ever attended. He has also indicated that the officials went to the factory Porsche team with a penalty and they were given to the #911 (that was out of contention) not the #912. Marshall has articles on racer.com and on www.roadandtrack.com/voices.

What has happened with the two series to get us to this point?



Classes from the American LeMans Series (ALMS) and GrandAM were brought together and their performance has been adjusted by Balance of Performance (BoP). BoP amounts to things like weight, aerodynamic pieces, engine restrictor size and fuel tank capacity. IMSA seems to have done a good job with the BoP adjustments, since the races are very close. However, the highly sophisticated LMP1s (Audi & Porsche) were left out of the series. They were made to sound somewhat unAmerican and primarily for rich Europeans.

We won't get to enjoy seeing these cars in our national sports car series. They will only run in the World Endurance Championship

(WEC). The WEC does have a round at Circuit of the Americas in Austin, TX. The other classes have transferred into the Tudor

Championship. The infamous Daytona Prototype (DP) was upgraded to make sure it was competitive with the second level LeMans Prototype (LMP2). The DPs were given more down force via an expensive diffuser at the rear. There is also the specific PC sports car class that consists of cars all based the same engine and chassis. GTE from the ALMS moved into the Tudor Championship as GTLM and should retain its connection to the 24 hour LeMans race. The GrandAM GT is now known as GTD with significant differences. GTD is now based on the FIA GT3 classification. There are some adjustments to GT3 for the GTD spec, but this conversion becomes the most



(Opposite page) The BMW CCA Corral at Sebring 2014. (From the top) The #55 BMW Team RLL Z4 GTLM, the #94 Turner car leading the GTD class in the race, and the #56 BMW Team RLL Z4 GTLM.



(Top) Joey Hand with his kids, Kaylee & Chase. (Above center) The Sebring Cows aren't really so outrageous, but they are a tradition. (Right) Tom Plucinsky (left) with the Team BMW RLL drivers Dirk Werner, Dirk Müller, Andy Priaulx and Joey Hand, Bill Auberlen and John Edwards were in the Continental Challenge Race.

dramatic since we have cars that weren't in the series last year.

The really good news is that BMW Team Rahal Letterman Lanigan (RLL) will again compete with the Z4 GTE and with the merger we have Turner Motorsports in GTD with a Z4 GT3 based car.

The BoP process is designed to allow a wide range of cars to compete together. In GTLM we have the Z4, Corvette C7-R, Viper and the new (bigger & wider) Porsche 911 RSR and the Ferrari F458. The Z4, Viper, Ferrari F458, Porsche 911 GT America and Aston Martin Vantage are in GTD. The two GT classes are arranged so the GTLM is faster than GTD. GTLM is

a Pro class, while GTD is considered ProAm. Turner has competed in GrandAm with an M3 for a number of years. The merger gives us two well-run teams competing with BMWs. Turner Motorsport has previously won the coveted BMW Sports Trophy.

BMW and RLL continue to bring top drivers to the series. The stalwarts this year in the US will be: Bill Auberlen, John Edwards, Dirk Müller with Andy Priaulx added. If you don't know Andy, he is a three time World Touring Car Champion for BMW, a Nürburgring 24 Hours winner and a Sebring 12 Hour along with a third place at LeMans in 2011. Dirk Werner will

join the team for longer distance races and Joey Hand will only do Sebring and Petit LeMans in 2014. Joey Hand brought his family along to maximize his time with them; for us it was nice to see Kaylee and Chase.

We offer all the best to Joey as he focuses on the DTM in 2014. The BMW driver lineup continues to be superb.

Turner will have to compete without Bill Auberlen (their traditional lead driver) since Bill will be with the factory supported BMW Team RLL in the same series this year. They have recruited Dane Cameron, one of the better young professional drivers, to fill Bill's seat and they will continue to have Paul Dalla Lana as the supporting amateur driver. Along with Dane Cameron and Paul Dalla Lana, they have brought in Markus Palmtala who has experience with the MarcVDS Z4 GT3 car in Europe.

Last year we talked about the top speed disadvantage of the Z4. This hasn't really changed. The car has been allowed a slightly larger restrictor, so there's a little more power. In the Daytona 24 Hours, Team BMW RLL overcame the track least suitable to the Z4 to finish in 2nd and 4th in GTLM. Porsche won



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with the 911 RSR, but Joey Hand was on the charge in the last few laps and might have caught the Porsche if a Ferrari hadn't balked him. The Z4 GTE has also been allowed a doorsill skirt that helps the aerodynamics a bit. Sebring should suit the Z4 better than Daytona because Sebring is not dominated by a high-speed straight-away.

Sebring is a unique experience, no matter how one goes about it. It is famed for the enthusiastic partying that goes on in some of the camping areas. Even walking around the outskirts of the "Green Park" it's obvious that there's plenty of outrageous activity going on.

Sebring is one of the world's historic races and is conducted largely on the track that has been used for many years. Marino Franchitti considers Sebring to be the world's second most important sports car race next to LeMans. The Sebring racetrack evolved from a World War II bomber base known as Hendricks Field. The first race was held there in December 1950. The first 12-hour race was held at Sebring in March 1952. It's a mix of old concrete and asphalt and very bumpy. This makes the 12-hour race an exceptional challenge for all of the cars.



As we thought, the Z4s in both GTLM & GTD would be very competitive. BMW Team RLL qualified the #56 & #55 in second and third in GTLM, while Dane Cameron put the Turner Motorsports #94 Z4 on the GTD pole! The #912 Porsche RSR was on the GTLM pole. The BMW CCA Corral had the usual visit by team RLL and Turner Motorsports in the paddock to hear about plans for the race.

A 12-hour race with a mix of four classes and over 60 cars on a track like Sebring was always going to be an experience. An endurance

race comes down to staying out of trouble until the end and then going for the win. The race starts at 10:15 AM and runs for 12 hours, so we get to see the cars in the dark. The lights and the red-hot brake rotors make for lots of interesting sights.

To hear Bill Auberlen describe the race, Team RLL struggled to get to second place and then got multiple pit lane speeding penalties until they figured out the cause, losing a lap in the process. Then through all of the SC periods, they got back in the lead lap. Andy Priaulx commented that one of his

stints in the car was dominated by SC running and not much racing.

In the end, there's no doubt that Joey Hand in the car at the end was their best opportunity. While the Porsche was too far ahead, the last SC period gave him a chance to get by a Ferrari into third and then maybe a Viper in second; but third

(Above) Hot brakes and headlights running at night make for a show. (Below) The #912 Porsche won GTLM, shown here early in the race.





faster per lap.

Let's hope that IMSA can do a better job with the conduct of the races in the future. I think everyone agrees that something different has to be done with the SC process so that it doesn't take up so much of the race. The European standard is to race with a local yellow wherever possible, but the US (NASCAR) likes to deploy the SC and do pace laps while pit stops take place. This may work on ovals that have a short lap time, but clearly fails for the longer lap times of a road course. The community is rather disturbed by all of this, so the discussion will continue as we move on to the next race at Long Beach in April. Check out the links I've provided above as there might be further changes.

(Above) The winning Chip Ganassi Daytona Prototype.

was as far as he could manage. The #56 Z4 had to deal with a very frustrating series of incidents that caused them to end up in tenth. Dirk Werner said a Porsche hit them from behind and they could not recover after 20 minutes in the pits for repairs. The Turner Motorsports team described their day as a roller coaster. They clearly had a fast car and led numerous times, only to have a stuck wheel take a good finish away from them. Dane

Cameron had #94 in the GTD lead at 8 hours. At 10 hours, Markus Palittala had the car ahead of the top seven cars in GTD spread across only 2.5 seconds. In the end, the stuck wheel left them in seventh place. With some really exciting racing throughout, you'd have to say that the BoP is doing pretty well and in that sense IMSA has done a good job with that.

The familiar Chip Ganassi #01 Riley driven by Scott Pruett,

Memo Rojas and Marino Franchitti won the race overall. The Ganassi team no longer uses Dinan BMW power; a Ford EcoBoost engine now powers them. The DPs weren't as fast as the LMP2s at Sebring. Here again, the #01 car made a fortuitous pit stop and got the advantage of a well placed SC period. They had to push hard to hang on to the lead at the end and were able to stay ahead of Ryan Dalziel who was over a second

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In keeping with our chapter's goal of creating new and fun adventures and activities, the first chili cook-off took place on February 22, 2014 at the Collectors' Car Corral in Owings Mills, Maryland. It was actually dubbed "the first annual" (we are optimistic!).

It was billed as a contest to see who made the best bowl of chili. I suppose this is the "selfie" equivalent of a DIY session on our cars. In this case, we worked on ourselves. What a treat.

There were two categories of chili entries: original and homestyle. The former is beanless, but for the latter, there are no limits. As part of the entry, a list of the ingredients was required. Good idea in this day and age of food allergies.

There were 9 chefs and an additional 21 judges.

The cook-off was comprised of three original (TS) and six homestyle (HS) entries. In addition to these categories, there was an award for most creative, and another for the most unusual ingredient. There were five judging categories (look, smell, consistency, flavor, and creativity) with up to five points for each, for a total possible 25 points. No

The Great Chili Cook-Off

By Walter Jones

one scored a perfect 25. The tasters came in six at a time, and went through all nine entries and scored them as they went along. Any order of tasting was okay, but no one was allowed to retest. The crockpots were numbered, but the chefs were anonymous until after the judging was completed.

The entries and their chefs were:

HS #1, Immolation Red, Chris Wotten
 HS #2, Hofmeister Kink, Gene Warren, 2nd place in homestyle and most unusual ingredient (venison)
 HS #3, F30 Luxury Turbo Chili, Marty Etzel
 HS #4, ///Chili, John Francis
 HS #5, The Garnisch Gutbomb, Lindsay Cooper
 HS #6, Crankcase Chili, Walter Jones, 1st place in homestyle

TS #1, 5-Pound Boosted Bimmer Chili, Paul Seto, most creative

TS #2, X-tra Spice-Z4 Pepper Chili, Margaret Hartka

TS #3, Boosted Backfire, Abheek Sen, 1st place in traditional style

(Top) Crockpots lined up for taste test. (Center) Taste testing in progress. (Below left to right) First place for Homestyle, Walter Jones. Second place for Homestyle, and winner of the most unusual ingredient (venison), Gene and Randy Warren.



THE GREAT CHILI COOK-OFF



There were two vegetarian entries. The flavor in these is more subtle than the bold-meat versions, so the organizing committee is thinking about a separate category for vegetarian chili for our future cook-offs.

My opinion is that everyone was a winner, both chefs and tasters.

Most entries were consumed on site, so the question that comes to

mind is how long it will be before any of us will want to eat chili again.

First prize was pretty special as well. It included a rice cooker; since my wife cooks rice every couple of days, it is a hit. Also included were a couple of spices which I have already used. And of course, pepper seeds which will be interesting. See what the deer think of habaneros.

The organizing committee was

Phil Cummings, Marla Owczarek, Kendra Seto, Gina Hector and Paul Seto.

We would like to thank our host, Randy Moss, for providing the space and cheering us on.

Fellow chapter members, you have a whole year to create and fine-tune your recipes. Join us next time!

(Above from the left) Robin Warren, Winner, most unusual ingredient – venison. Walter Jones, 1st place in homestyle. Abheek Sen, 1st place in traditional.

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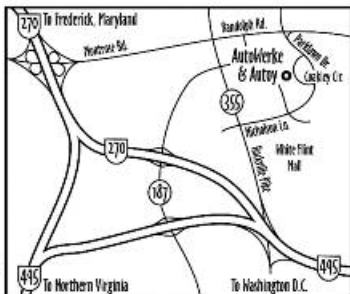
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Traditions

BY Marc L. Caden

PHOTOS Marc L. Caden
Eric Hall

The Noble E30

“The E30 325is offers very nearly the same performance as the M3 at a significantly lower cost.”

– Road & Track, February 1988



My path to owning a 1987 325is started with my love for the classic BMW 2002. Give me five fingers to list my favorite cars of all time, and one of them is always reserved for the 2002. The classic lines of the boxy 2002 remind me of a book smart classmate who attracts your attention during cross-country practice after school when she takes off her glasses and runs like a cheetah.

Owning my 1973 2002 has been immensely rewarding, as this was the car of my teenage dreams. But owning the 2002 surprisingly piqued my interest in a car that I otherwise never had much love for – the noble E30. It soon became apparent that the daily driver of choice for many in the 2002 community was the second generation of the 3 Series known internally by BMW as the E30. Why were my peers so charmed by this car?

I associated the E30 with the yuppie generation of the 80's. I remember seeing Charlie Sheen drive one in the movie *Wall Street* (1987) and it has made frequent appearances on fluffy TV shows featuring the upwardly mobile like *Beverly Hills 90210*. For the first time, BMW seemed to be attracting US buyers not for its sporting performance, but simply for image.

But, the learned 2002 community impressed upon me the many attributes of E30 that simply couldn't be ignored. It was perhaps the most reliable BMW ever built, it was still relatively light weight (2800 pounds), it was easy to work on, parts are fairly cheap, it was less



(Above) The E30 325is came equipped with an M-tech I steering wheel and sport seats. (Below) The strut towers still show evidence (in a slight yellowish appearance) of having cosmoline applied to the engine bay prior to US transit.

prone to rust than previous models, and yet it still accomplished 0-60 mph in nearly the same time as a brand new 2014 320i on the dealership lot. In 2010, I began a multi-month search resulting in my



(Opposite page) The first BMW to wear the "is" sport package badge was the 1980 E21 320is. The E30 325is entered the market in 1987.



Alpine white 1987 325is.

The "is" package on the E30 added many nice goodies, such as a limited slip differential, sport suspension, M-tech I steering wheel, front air dam, rear spoiler, and sport seats. Adjusted for inflation,

a \$28,000 325is in 1987 would cost approximately \$58,000 in 2014. These cars weren't cheap then and they certainly engendered their yuppie status.

I was fortunate to find a solid car from a local owner, who listed the car on our club website. More important than being a solid car, it came from a solid owner. He was a longtime club member who kept meticulous maintenance records. The car wasn't perfect, but it was very good. The front spoiler was cracked, the air conditioning didn't work, and the reverse lights kept shorting out. But it was mostly stock, and it had a nice set up for the occasional track day or autocross event. It included 15 inch Panasport racing wheels, a short shift kit, M3 control arm bushings, a front strut brace, Bilstein sport shocks/struts, and H&R lowering springs.

I fixed the reverse lights myself and have since flushed every fluid in the car using the lifts available at our club sponsored DIY events. I also used a DIY event to replace the rotors and pads with something more suitable for autocross and occasional track use. As is typical with most E30s, the odometer stopped working after a few months and replacing the gears was a simple fix. My mechanic replaced a clogged expansion valve and now the R12 freon keeps the air conditioning blowing ice cold all summer. I also had the crack in the front air dam professionally repaired and then resprayed.

Here comes my confession – if you were to park my 2002 and E30 next to each other my eyes



(Above) White is probably the hardest to color to properly detail for a concours. It took more than a month's worth of weekends to have the car ready for the annual Deutsche Marque Concours. The end result was worth all of the effort.

would still be drawn mostly to the 2002. However, if you were to ask my rear-end which one it wants to get in — it will tell you that it wants to drive the E30 almost everyday. It is my favorite car to drive and the same goes for my wife.

Thanks to the car's robust platform, an E30 is still a classic car that makes a fine daily driver (although mine likes to hibernate during the foul weather months). Indeed, many folks consider the E30 to be the last 3 Series that was truly over built. To save weight, later 3 Series introduced a host of plastic parts that were sometimes less robust. Not to mention that later models were required to be OBD compliant, adding yet another layer of electronic complexity to further confound the DIY mechanic.

And the E30 is very engaging to drive. As *Road & Track* noted in its February 1988 comparison article, the E30 325is was only .4 of a second slower from 0-60 than its racecard sibling E30 M3. The cars also logged almost identical slalom times and R&T ultimately concluded that the 325is, "offers very nearly the same performance [as the M3] at a significantly lower cost." It is lightweight, gives excellent feedback, and has none of the electronic nannies I have come to rue on modern BMWs. You are driving all aspects of the car and it provides feedback that your brain/body can understand. I also really like the fact that this one-time yuppie mobile is now about the most unpretentious car on the road. Indeed, most people think you are driving an E30 because you have to, when in reality you are driving it because you want to.

I love this car. Last season, my E30 pulled double duty by competing in our local concours and then in several club autocross events. At one event, my entire family of four (e.g., my wife and two kids) joined me inside the cockpit for an autocross where our entry was referred to over the loud speak-

er as the "E30 minivan." While our times weren't competitive, it was great family bonding! My first love will always be the 2002, but the noble E30 has proven to be the car I put more miles on each year.

(Right and below) The E30 is a terrific platform for autocross. It has great balance and provides excellent feedback on oversteer and understeer without the intrusion of any electronic nannies to spoil your fun.





2606

By James Chew

Channeling the E39 M5

THE 2014 BMW M6 GRAN COUPE

Almost every auto enthusiast has driven a particular vehicle and thought, “I need this.” Usually, this is a “statement” vehicle well out of our financial reach. This vehicle becomes a source of inspiration, often associated with the phrase, “When I win the lottery...”

Such was the case when I drove an E39 M5. In my mind this was THE “Ultimate Driving Machine.” The sleek and perfectly proportioned exterior design, driver and family friendly interior, and outstanding driving dynamics were truly unique. When I was driving the E39 M5, I owned the road. At every at every destination, I felt as if I owned the place. In my mind, driving the E39 M5 was like dating a supermodel.

But reality hit. The E39 M5 was well beyond my financial means. So I “settled” for a 2001 528i.

I’ve purchased several BMWs since that 2001 528i. Each time the dealership was nice enough to allow me to test drive an E90 or F10 M5. Even after spending a week in an E90 M5 for a magazine review, I could not find



(Top) Taking a well-deserved break from studying alternative fuel, advanced materials, and telematics technologies, our friends at the BMW Tech Office USA very much appreciated seeing an M6 Gran Coupe. (Above) The twin turbo V-8 engine is a thing of beauty.

that same aura as the E39 M5. All M5s are quite nice and I’m certain that those who have purchased them find them fantastic. But for me, only the E39 M5 had a special feel. Even when I purchased my 2012 135i M Sport package convertible, I never stopped thinking about the E39 M5.

Then I had a chance to sit behind the wheel of a 2014 BMW M6 Gran Coupe. I could not deny the obvious – that feeling returned. I was with the “one.” And for one glorious week and 2000 miles, we had an automotive fling.

My extreme fondness of the M6 Gran Coupe is no secret. Since the Concept CS debuted in 2007, I knew that I’d found the spiritual design descendant of the E32/E38 7 Series. Being a concept vehicle, I had hoped that the Concept CS was showing

the new design direction for the 7 Series. But I knew something special was coming when the Gran Coupe was announced, with the photos of the vehicle looking very much like the Concept CS.

As with the E39 5 Series, the Gran Coupe has an unmistakable athletic feel. This car doesn’t scream for your attention. It’s like a beautiful woman or a

handsome man – your eyes are naturally drawn to it. This is the type of car one would associate with Steffi Graf, Heidi Klum, Michael Schumacher, and Niki Lauda.

weighs the same as the 650i Gran Coupe! BMWs use carbon fiber for the roof. Many of you may not know that BMW has opened their own carbon fiber production

vehicle the size of the previous generation M3. It's not until you're next to a 3 Series do you realize that you're driving a vehicle that is the size of a BMW 7 Series!

The M6 Gran Coupe's interior has three major differences from the 6 Gran Coupe Individual. The first difference is the headliner – the three wide white and black bands are distinctly attractive. Second is the steering wheel, which is now the new standard "M" steering wheel, which seems to invoke a "retro" feel. Third are all the buttons in the shifter area that control the M performance features.

And while we all enjoyed the individual climate controls and the rear passengers appreciated the power window sunshades (which comes with the Executive Package). And I appreciated the heads up display and the power "butt massager" (that comes with the Driver's Assistance package). This is a much-appreciated feature for long drives! We were also delighted to learn that the M6 Gran Coupe has split folding rear seats – making it a little more practical.

Our test vehicle featured the wonderful seven-speed Dual Clutch Transmission rather than the available manual six-speed shifter. Much of the wonderful E39 M5 driving experience came from working the perfect shifter and wonderful engine, matching the car and engine speeds for every road condition. But the reality is that the seven-speed



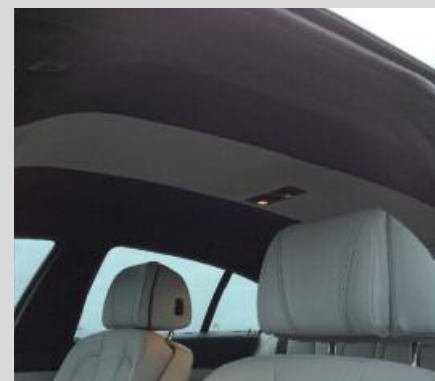
On the market for two years, they are selling well. The M6 Gran Coupes are often seen in the company of Aston Martin Rapide Ss and Maserati Quattroportes as well as the Mercedes CLSs, Audi A7s, Jaguar XFs, Jaguar XJs, and Porsche Panameras. Ludwig Willisch must be pleased since it was launched on his watch.

I immediately showed it to my good friend Brad who recently purchased a new M6 convertible. And had never seen a M6 Gran Coupe. And as with any true friend and BMW enthusiast, we spent quite a bit of time admiring both vehicles.

During that time, we both learn quite a few surprising things about the M6 Gran Coupe. For example, while four inches longer than the M6 convertible, the M6 Gran Coupe is almost 40 pound lighter. As an aside, per the BMW website, the M6 Gran Coupe

facility in Moses Lake, Washington. While a majority of the plant's production is used for the i vehicles, I'm sure the M-brand engineers were happy to have a in-house supply of this lightweight, high strength material

We could not help but admire the genius of the exterior design. While the Gran Coupe's wheelbase and length were over four inches longer than the convertible, the Gran Coupe appeared to be smaller. As I wrote in my previously published review of the 6 Gran Coupe Individual, the exterior design will become the subject of many design schools. Long, low, and sleek, the flowing design smoothly incorporates large 19- or 20-inch wheels that tastefully fill the wheel wells. But what's special is that this design makes the vehicle look small. When approaching the Gran Coupe, you think that you're approaching a



(Above left) The M6 Gran Coupe "cockpit" is quite inviting. (Top) The car's unique fiber roof is well matched with a bold headliner. (Above) While it looks tight, the rear seating area is quite comfortable. (Below) While the trunk is quite roomy (yes, that is a BMW roller bag!) the dual folding rear seats add even more cargo room.



Dual Clutch Transmission with Launch Assist and DriveLogic is much better at managing the 575 horsepower and 500 foot-pounds of torque (delivered from 1500 to 7500 rpm) produced by the 4.4 liter twin-scroll twin-turbo V8 engine (our test M6 Gran Coupe had the Competition package which has 15 more horsepower and extends the torque band about 1700 rpm over the "base" M6 engine). Having the same type of transmission in my 135i, I've learned how to use the paddle shifters to get the best performance from the chassis and the engine.

I was quite surprised to discover that the rear-wheel-drive M6 Gran Coupe is wonderful to drive in the rain. The entire state of California was receiving some much-needed rain during the entire week we had the vehicle. On the Golden State Freeway, Angeles Crest Highway, the Pacific Coast Highway,



or Highway 46 (the road where James Dean died), the M6 Gran Coupe performed with confidence, whether the roads were wet or dry.

Because our test vehicle was equipped with the Competition package, we would have loved to push it to its chassis, powertrain, and drivetrain performance limits on the tracks at the Auto Club Speedway, Laguna Seca, and Willow Springs. However, we're not sure our gracious BMW NA hosts

would have been too pleased. But we're certain that even professional race car drivers would have been impressed with its track performance.

After a week in the M6 Gran Coupe, I was a bit puzzled with the "gas guzzler tax" levied on the vehicle. The car has all the latest "Efficiency Dynamics" features, including engine "start/stop" and brake regeneration. We averaged 21 miles per gallon during our 1500-mile evaluation. This is outstanding

for a premium "ultimate" performance sedan.

In my review of the 6 Gran Coupe Individual, I wrote about my ill-founded anxiety that when I finally won the BMW CCA Foundation Grand Prize, that prize would be a BMW M6 Gran Coupe. While I love the M-vehicles, the cost of ownership always makes me pause.

After a week in the M6 Gran Coupe, that reluctance has eased. So if an M6 Gran Coupe is ever the BMW CCA Foundation raffle grand prize, you'll know who won it when you see a 2012 LeMans Blue 135i convertible for sale in the *Roundel Classifieds*!

(Above) The M6 Convertible and the M6 Gran Coupe: which one is for work and which one is for play?



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A Great January DIY at G&C Tire and Service in Chantilly

By Cliff Brody and Duane Summons

If you weren't there, NCC gals and guys, you missed one *very* good DIY!

Every so often, you just *know* you're in the right place, where the shop just exudes an atmosphere of people who know how to get down and dirty — willing to do whatever it takes to get the job done. This time it

offering solutions to help us get our work done, tools whenever we needed them, and brute strength when that inevitable nut, bolt, or bushing simply would not stop fighting back.

2. The shop itself. Especially for those of us who grew up tinkering on the family car in the driveway, the G&C floor space comes across as just plain paradise. While there is always something to be said for that antiseptic perfection one often sees in the most modern of BMW dealerships where we sometimes find ourselves on DIY day; all of us gear-heads found something very comforting in a place where you can just see that magic mixture of true grit, innovation, knowledge, and teamwork on a shop floor where the people and the physical setup confirm that everything and everyone centers on finding the real problem and fixing it.

This specialness was there at G&C, which made for a very friendly environment where we all knew that a good outcome to our endeavors was uppermost on the minds of G&C's people, not just us.

3. Equally as important was the special value that G&C offered up as an independent shop servicing most anything that rolls on tires. The depth and breadth of the mechanics' and managers' experience was especially helpful in this regard, since (our egos notwithstanding) so many of the things we want repair on our treasured BMWs have their analogs with other brands—along with solutions for those other brands that very often are the answers to *our* prayers.

Being able to draw on *that* wealth of experience is a special opportunity anyplace and anytime that we can; it was there in abundance at G&C, confirmation that an independent shop serving all brands

can be very well positioned to deal with most challenges that NCC members will face keeping our treasured BMWs in tiptop shape.

(I'm the first to admit it and it was no small potato that Gene Chun, G&C's Service Manager owns a BMW quite similar to my 2001 BMW 540 6-speed, but one actually much more remarkable, a silver 1997 E39 540 6 speed with 322,000 miles on it. Hard to beat *that*!)

G&C put our erstwhile DIY Commander in Chief Phillip Cummings on to a special secret source for our DIY lunch. When he came back to the shop around 12:30 laden with carry-out containers, Phillip was smiling from ear-to-ear, and we soon found out why — G&C's gurus had recommended Phillip secure our midday victuals from Willard's in Chantilly. It was clearly the source for the best-ever beef, pork, and chicken barbecue this side of the BBQ Exchange in Gordonsville, Virginia.

On a side note: Now when it comes to barbecue, everyone has their favorite source, but few come with a dynamic and scenic route to get there in your Bimmer. And is it ever worth the trip on a glorious weekend day, especially if you take either the Culpeper US Route 15 cut-off and go south through Orange. Or go west on US 211 all the way to Sperryville, turn south on 522 and then right on VA 231 to make your way to Gordonsville; this latter is an unforgettable out of the way winding-road adventure with spectacular views of Shenandoah National Park. But no matter how you choose to get there, Gordonsville's BBQ Exchange is fantastic and you are just a stone's throw from the Horton and Barboursville vineyards—it just doesn't get any better than *that*!

G&C is a locally owned and

operated service facility, committed to the utmost in excellence. There aren't too many places anywhere (of any kind) where you can find the owners, Gregg and Christina Caldwell, including their home and cell phone numbers on their cards if any client wishes to get in touch with them!



was with G&C Tire and Auto Service, in Chantilly near Dulles Airport. Our genuinely hard-working DIY committee leaders had arranged for a longer-than-usual session set for Saturday, January 18, 2014. Everyone who signed up, including your last-minute author who was wait-listed; could get our cars up on the rack, poke around, disconnect, replace, and (hopefully) tighten everything up to make our beloved Bimmers ever more roadworthy.

G&C brought three wonderful elements together to make our DIY quite special.

1. The G&C people themselves. Everyone there from G&C (and there were plenty) came ready to help out;

Gregg has invested heavily into personnel, training and equipment in order to stay ahead of the automotive technology curve. As evidence: a brand new Hunter GSP9700 tire balancer, Hunter Auto34 touchless tire machine, and Hunter WA440 alignment machine with the Hawkeye Elite system, where the alignment heads attach to the tire tread, not the wheels, to further protect them from scratches and marks.

G&C is one of those rare independent shops in the Baltimore-Washington area boasting an AutoLogic diagnostic computer with the ability to interface with and read, code and provide live data straight from any BMW, including those with

the newest systems. It is hardly inexpensive to acquire, no less keep these high-tech diagnostic resources updated, but it is well worth it in the owners' opinion to properly diagnose and service our customer's cherished BMWs.

The shop itself boasts new LED lighting throughout, which provides daylight like conditions without any shadows — a feature that we came to appreciate the minute we got our cars up on the lifts. .

John Joran, the shop technician working with us that day, is a fantastic and experienced BMW mechanic. He knows and understands all cars German, but really comes across as having a special place in his heart for Bayerische Motoren Werke!

Not to be left out: Gene Chun, the Service Manager who was here, there and *everywhere* helped each and

every one of us get our jobs finished on time and successfully. A guy who doesn't look older than 20 and *always* sports a smile, Gene is actually a longtime BMW enthusiast and owner. Plus he has a hands-on approach and incredible mental card file of knowledge. It really shows that he clearly loves driving, working on and talking about all things BMW. Gene has owned many BMWs including an E32 735i with a manual transmission, E34 525iA, E36 328i, E46 325i, E53 3.0i Sport, and two E39 540i's (one a manual and the other an automatic). By his own proclamation though, Gene loves his 1997 E39 540i/6 the most and drives the heck out of it—hence the 322K+ miles on the speedo!

A lot of work was done that day, with Duane Summons keeping a hawk's eye on everyone's lift time to make sure each DIYer got his or her

chance to get grease under their fingernails. Among the members were the "usual suspects" as well as the return of Mark Shaffer, who had been out of country for several years. He did rear dif work on his blown E36 (Did you say blown? —The secret's out, Mark). He had it stored for some time and found an overheating issue upon returning. After fearing the worse, he diagnosed a minor thermostat issue. Let it be known that I had offered to keep the car for him before he departed from his last DIY. At worse he would have had a couple of worn tires from track days.

The rest were a variety of "proper BMWs," as first timer Brian Lynch and his dad worked on his light blue E39 wagon. Also first timer Louis Mezo did a complete fluid change and replaced the cooling fan on his 98 528i. Rico Mills changed

transmission fluid in his E36 328ic, and several other members were able to complete various service tasks on their cars. Gene, John, Greg and the rest of the G&C crew helped every step of the way.

How best to sum up this very special DIY? Our G&C hosts were great! The place was a DIYer's dream shop, well stocked with key tools, fluids and answers. With all that and five bays reserved for club members, who could have asked for more?

Well, believe it or not, there was even more icing on the cake, namely Gene Chun offered to contribute mindshare in a *DB* column every now and then!

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Techno Classica Essen

By Samuli Salminen

The world's largest "old timer" fair, the Techno Classica Essen, took place March 26 through 30. The overall number of vehicles in the show was over 22,000 with 183,400 visitors from all over the world. It is the 26th time the fair has taken place, and my seventh consecutive visit.





BMW Classic has had their stand at the fair for years. All German clubs are welcome to set up a booth on the BMW stand. This year's unseen vehicle for me was the 328 Coupe. It looked freshly restored. This white beauty was welcoming visitors in the entrance of Hall 12. Other than that, BMW Classic had the brand new i8 on display as well. While the 328 presented its era's lightweight build concept, the i8 certainly reflected today's carbon fiber technology bringing advantages to electric / hybrid-drive vehicles.

Typically Techno Classica hosts swap part sellers. The hall 8 is devoted to them. This time we had some spot parts in sight for ongoing



restoration projects, like ivory-knob light switches and such. Some parts are new, some used.

Techno Classica is also the place to buy a valuable classic car to top up your collection. I would say the BMW brand is the best presented in Essen typically, whereas two weeks earlier at the Retro Classics in

Stuttgart I saw just a handful of classical BMW vehicles. Like last year, BMW took one of the Best Vehicles prizes. Last year it was a chamonix-painted and very original BMW 2002 turbo from Sicily, Italy. This car ended up in my friend's collection. This year the winning beauty was the BMW 507, with very special and stunning light blue paintwork.

Our beloved Mercedes friends

were celebrating their 120-year racing heritage. I must say Mercedes did a wonderful job setting up their stand – it followed in design the



(Opposite page center) A new 328 motor. Don't ask how much, the gearbox alone is rumored to be \$35K. (Above) This year's show winner, a beautifully restored BMW 507. (Right) From rags to riches. One day this car may be a show winner, too.



Mercedes-Benz Museum layout. They had race cars from the early days on display, as well as Formula 1 cars from recent years. Interestingly, during the same weekend as the Classica, Mercedes achieved a double victory in the

Malaysian Grand Prix. That has not happened for the past 55 years. Congratulations!

Well known German pre-war BMW/EMW restorer Thomas Feierabend (Feierabend GmbH) was also in attendance. He had a BMW



328 engine and gearbox on display – made from brand new parts. Even the rare ZF-gearbox is new, thanks to the ZF reproduction program. On top of that, a very nice BMW 319/1 was on sale on his stand.

Techno Classica is the world's largest old-timer fair without any doubt. The photos I took should give a sense of the atmosphere at the show.

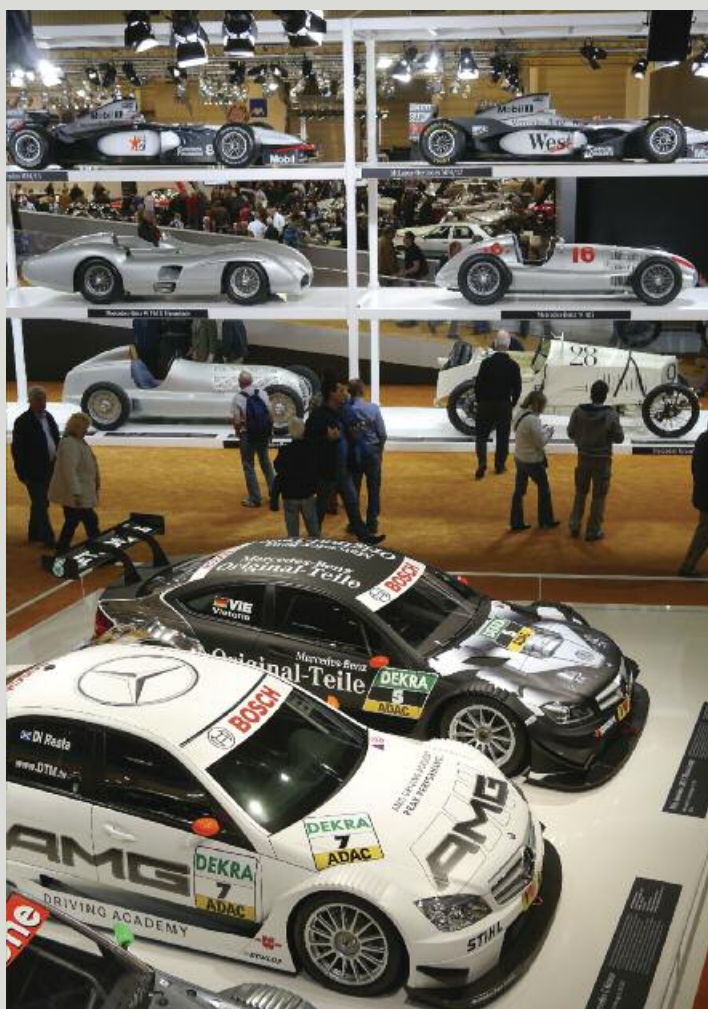


(Top left to right) The Tatra 87 was built in Czechoslovakia between 1936-50. It had a rear-mounted 2.9-litre air-cooled 90-degree overhead cam V8 engine. A 3/18PS Type Wartburg. The 1973 German Touring Car Grand Prix winner 3.0 CSL driven by Chris Amon and Hans Stuck. (Left) A just recently restored and very rare 328 coupe.



(Above and below) Mercedes-Benz was well represented. From street cars to factory race cars from the fifties and before to modern DTM and F1 cars. An extremely rare collection, all in one place.

About the author: Samuli Salminen lives in Munich, Germany. Samuli has been driving BMWs since 1992 and he has been a member of BMW Club of Finland since 1996. At the moment Samuli has four BMWs in his garage: a 1971 2002, a mint condition 1976 1502, a 1986 635CSi and a 2013 120d xDrive M Sport.



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