

Magazine of the National Capital Chapter BMW Car Club of America

July/August 2014

derBayerische



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Cover: Dan Goldburt exercising his Sterling Silver E30 M3 at a chapter autocross school. See article on page 18. Photo: Dan Goldburt.

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



President's Message

This is my favorite time of the year. It is warm every day, there is plenty of daylight to detail my M3, drive some winding roads, and hit as many car events as I can. Our chapter had its first New Member party of the year a few weeks ago, hosted by BMW of Annapolis. They really rolled out the red carpet for us. They fed us lunch, hosted our monthly DIY, and donated several hundred dollars of great giveaways. Join me in welcoming our new members. Hopefully they will get sucked up in all we do and share our love for all things BMW. A special thanks to BMW of Annapolis for hosting us. We look forward to a great relationship going forward.

There are more kudos to go around. Fellow members Mark and Amanda Rosenberg recently planned our first Pie Run of this year. They did a fantastic job of picking some great back roads, from Catoctin Mountain Orchard to the Market at Shrewsbury in PA. For their first time ever running a driving tour, they did an awesome job planning everything and even coordinated with Mother Nature to bring us outstanding weather. I'm sure they'll have more great things in store when we head to Barrel Oak Winery in July for our inaugural "Photoshoot and Winery tour."

At this time of the year over the past few years, we were knee deep in planning our Baltimore Grand Prix car corrals. The downtown races won't be returning, but we will still put on BMW car corrals for the races at Watkins Glen and VIR. NCC is teaming up with the Genesee Valley and Tarheel chapters to ensure our CCA motorsports fans have great race weekends. Registration is open for both events. We hope to see you there!

We've already had some great events this year, and many more are on the calendar. I truly hope you will make the most of your membership by being active. Get out and meet other members, they're BMW enthusiasts too. Sign up for something you've never done before; I'm sure there will be others just like you experiencing it for the first time. If you don't know anyone, give me a ring or send me an email; I can recommend someone to show you the ropes if I can't make it. Our club is all about sharing our adventures and we want you along for the ride!

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

Update email addresses through bmwcca.org for the car club. Email address changes for chapter mail, such as the bi-weekly email blast,

need to go through James Law.

Look at the calendar. There are many interesting outings, and all of the chairs of the chapter events

promise help. Specifically, our president, Paul Seto, has said that if anyone wants help or advice for new adventures in the car club, write to

him (pseto@hotmail.com) and he will be there, or find someone to help shepherd newcomers.



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CALENDAR OF EVENTS

December 2013

- 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
- 18 Annual Meeting @ Maggiano's Little Italy
- 26 Karting @ Allsports Grand Prix

- 7 Street Survival (Sykesville, MD)
- 7 Tech Session - Detailing and Auto Reconditioning
- 7-8 Second Annual Gala and Super Car Show (*)
- 11 Board Meeting/Social - Ambrosia Restaurant, Rockville, MD
- 12 Columbia Social - Greene Turtle Hanover
- 15 Z Car Only Event: 2nd Annual Mexican Lunch Run (*)
- 16-20 BMW CCA Oktoberfest 2014 (Beaver Creek, CO)
- 19 MoCo Social at Pizza CS in Rockville
- 28 DIY @ Martin Motorsports
- 29 NCC Autocross Points Event #3 in Waldorf
- 29 NCC Roundel Karting 2014

February

- 2 Karting @ Allsports Grand Prix
- 6 NoVa Social - La Sandia, Tysons Cornr
- 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 2014

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

May

- 4 31th Annual Deutsche Marque Concours @ Nottoway Park
- 10 NCC Autocross Points Event #2 in Waldorf
- 10 ///M Club Day Driving School @ the BMW Performance Center
- 15 MoCo Social at Pizza CS in Rockville
- 17 DIY @ At Speed Motorsports
- 24 NCC Autocross Novice School #2 in Bowie
- 30-1 HPDE - Summit Point Main Circuit
- 31 DIY @ Chapman Auto Werks

June

- 5 NoVa Social - La Sandia, Tysons Corner
- 7 BMW Night at Bengies Drive-In in Baltimore, MD

July

- 3 NoVa Social at La Sandia in Tysons Corner
- 9 Board Meeting/Social at Ambrosia Restaurant in Rockville
- 13 NCC Roundel Karting 2014
- 17 Columbia Social - Greene Turtle Hanover - New Date!
- 19 ///M Club Day Driving School @ the BMW Performance Center
- 20 BMWs at BOW (Photoshoot & Wine Tasting Tour)
- 24 MoCo Social @ Pizza CS in Rockville - New Date!
- 26 Street Survival - Audi Club @ ADESA (Dulles, VA)

August

- 2 NCC Autocross Points Event #4 - Waldorf, MD
- 2 Bimmerfest East (Aberdeen MD)
- 7 NoVa Social - La Sandia, Tysons Corner
- 13 Board Meeting/Social - Ambrosia Restaurant, Rockville, MD
- 14 Columbia Social - Greene Turtle in Hanover
- 16 NCC Golf Outing @ Raspberry Falls Golf Club
- 21 MoCo Social @ Pizza CS in Rockville
- 23-24 VIR Corral
- 24 NCC Roundel Karting 2014

September

- 6 NCC CRAB FEAST, Nick's Fish House, Baltimore, MD
- 13 NCC Autocross Points Event #5 - Waldorf, MD
- 20 DIY @ BMW of Annapolis
- 21 NCC Roundel Karting 2014

October

- 4 DIY @ Northwest BMW
- 5 NCC Roundel Karting 2014
- 10 NCC Roundel Karting 2014
- 11 NCC Autocross Points Event #6 - Bowie, MD
- 11 DIY @ At Speed Motorsports
- 19 NCC Roundel Karting 2014
- 25 ///M Club Day Driving School @ the BMW Performance Center

November

- 1-2 NCC Fall Tour
- 2 NCC Karting School
- 7-9 HPDE - Summit Point Jefferson Circuit
- 15 DIY @ BMW Excluservice
- 16 NCC Roundel Karting 2014

(*) Not a chapter event.

July NoVa Social - La Sandia, Tysons Corner

Thursday, July 3, 2014 -

Come join us at our great NoVa location, La Sandia, centrally located on the 1st floor of Tysons Corner and near Gordon Biersch. Get there early to get a good parking spot; we'll hang out starting at 6pm (weather permitting) and go inside by 7pm.

July Board Meeting/Social - Ambrosia Restaurant,

Rockville, MD
Wednesday, July 9, 2014

Our next board meeting will be held Wednesday, July 9th at The Original Ambrosia Restaurant. It's conveniently located in the Montrose Crossing Shopping Center at the corner of Rockville Pike and Randolph Road. Social starts at 7pm and meeting begins at 8pm.

NCC Roundel Karting 2014 at Allsports Grand Prix

45915 Maries Rd, Dulles, VA 20166
Sunday, July 13, 2014

Cost - \$70/event, Qualifying: 15 laps, Micro GP: 3 x 20-lap races

Once the NCC Winter Karting League competition series concluded in March, the Roundel Group began a series of kart race meetings at Allsports Grand Prix about once a month for the rest of the year. These races are for fun rather than as point competition and are attended on an "as available" basis. Each Monday before a race, an email is sent out as a reminder to register at Motorsportreg.com if you would like to attend to following Sunday.

Roundel events are a great place for those new to karting to give it a try, gain experience, become familiar with the different track configurations and get some tips as to how to get the most out of the karts. For more experienced drivers it is an opportunity to do some competitive racing on a regular basis at a very reasonable cost. Not to mention, it's a great deal of fun for all.

All are welcome; come join us if you can.

START TIMES: We will start at 2:00PM and we ask that you **ARRIVE 30 MINUTES PRIOR TO OUR STARTING TIME** to register, get suited up, attend a drivers' meeting, and be ready to race.

This summer we plan to experiment with several concepts in attempt to increase passing. Based on attendance, we may randomize or invert starting grids and varying race lengths. We will continue to race on modified course layouts ranging from tight technical to flowing open, high-speed configurations.

If you've never done this before, you should not be intimidated even if you have never before raced with us, or anywhere else. We see newcomers learn very quickly and come up to speed during the Roundel season to prepare for the Winter League. More details about the track, the karts, and the facility are at www.allsportsgp.com.

July Columbia Social - Greene Turtle Hanover -

New Date!
Thursday, July 17, 2014 -

Come join us at our 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 hangout.

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

Saturday, July 19, 2014

The National Capital and Green Mountain Chapters are headed to the BMW Performance Center in Greer, South Carolina on July 17th for our 2nd joint //M Club Day driving event. 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!

We will be driving current model BMW //M Cars for this event. Please note that the Performance Center staff continually makes changes to this program, so session contents and the cars available may vary from one school to the next.

Our event hotel is the Greenville Marriott. The special BMW rate includes the breakfast buffet for up to two people plus Internet service. Register at: www.marriott.com/GSPAP and enter BMW as the Corporate code. The Marriott has a great lobby bar for getting together after the driving and dinner events. Friday will include a group dinner at Barley's in Greenville, and Saturday at the Blue Ridge Brewing Company in Greenville/

BMW's at Barrel Oak Winery (Photoshoot & Wine Tasting Tour)

Sunday, July 20, 2014

Want to take better photos of your BMW? Come join us for a day of cars, photography, and wine at the beautiful Barrel Oak Winery (BOW) in Delaplane, Virginia, hosted by CCA member and professional photographer Dwayne Cherry!

Dwayne will teach camera basics and help take your camera out of "automatic mode" to capture better photographs of your BMW. Important camera functions such as ISO, shutter speed, and aperture will be explained and demonstrated. Techniques of composition, exposure, and lighting will also be discussed.

We will enjoy a nice, scenic ride out to the winery and arrive by 9am. Please note that while the winery's driveway is not long, it is unpaved, so remember to bring your detailing supplies to shine up your cars. The folks at BOW are nice enough to allow us time to photograph our cars before the winery opens to the public at 11am. Wine tastings are \$11.00 per person.

After the photoshoot, we will eat lunch at AKA Friscos in Frederick, Maryland. Rated 4.5 stars out of 5 on Yelp, this is an all-time favorite gourmet/casual lunch spot where their motto is 'A gathering place for the hungry'. Their humongous sandwiches, salads, and killer 'Exploded Potatoes' are not to be missed! Plus, they have an enormous selection of craft beers and wines. Here's their extensive menu and I urge everyone to check it out before you get there:

MoCo Social - Pizza CS, Rockville, MD - New Date!

Thursday, July 24, 2014

Street Survival - Audi Club @ ADESA (Dulles, VA)

Saturday, July 26, 2014

The primary emphasis of the Tire Rack Street Survival® is a "hands-on" driving experience in real-world situations! We use your own car to teach you about its handling limits and how you can control them. The students will become more observant of the traffic situation they find themselves in. They will learn to look far enough ahead to anticipate unwise actions of other drivers. As the students master the application of physics to drive their cars, they will make fewer unwise driving actions themselves. They will understand why they should always wear their own seatbelts, and why they should insist that their passengers wear seatbelts, too.

NCC Autocross Points Event #4 - Waldorf, MD

Our fourth "points" event of the 2014 autocross season will be held at:
Regency Furniture Stadium, 11765 St Linus Drive,
Waldorf, MD 20602
Saturday, August 2, 2014 -

Registration opens on Saturday, July 5th, 2014. Register online, ahead of time, and get a \$5 discount. Online registration is highly encouraged and save 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, August 1st, 2014.

Online registration is \$30.00. Walk-up registration is \$35.00 for members (PM Session Only Credit/Debit Card Only!)

All Day Session (Online Registration Only!): \$45.00.

Bimmerfest East (Aberdeen MD)

Saturday, August 2, 2014
Bimmerfest is back for the fourth year on the East Coast at Ripken Stadium.

NoVa Social - La Sandia, Tysons Corner

Thursday, August 7, 2014

Board Meeting/Social - Ambrosia Restaurant, Rockville, MD

Wednesday, August 13, 2014

Columbia Social - Greene Turtle in Hanover, MD

Thursday, August 14, 2014

NCC Golf Outing - Raspberry Falls Golf Club

Raspberry Falls Golf Club, 41601 Raspberry Drive,
Leesburg, VA 20178
Saturday, August 16, 2014

We will hold our 7th Annual NCC Golf Outing at Raspberry Falls Golf Club in Leesburg, VA. Raspberry Falls is consistently rated as one of the best courses in the Mid-Atlantic area. It was and designed by Gary Player.

We've had an excellent turnout and outstanding time the past few years, and thanks to PGA Pro and fellow NCC member, Willy Lutz, this year definitely won't disappoint.

CCA members \$70, Non-members \$80

Our golf outing includes green fees, cart w/ GPS, practice balls, dinner, and dedicated parking area. We'll also hang out with the cars after golf/food too, so bring your cameras!!!

This will NOT be a handicapped event, it'll be no pressure, stroke play. It's just a leisurely afternoon playing a great game in a non-competitive environment. We will, however, have skill prizes (Long Drive/Closest to Pin) and PLENTY of door prizes. It's all about having fun and hanging out with fellow BMW owners!!!

There is a maximum of 32 players.

Aug MoCo Social - Pizza CS, Rockville, MD

Thursday, August 21, 2014

NCC Roundel Karting 2014

Sunday, August 24, 2014
(see description of Sunday, July 13, 2014)

A Beautiful Day in the Neighborhood

By John McWilliams

May 4, 2014 was another beautiful day, ensuring a wonderful turnout for the 31st Deutsche Marque Concours at Vienna's Nottoway Park. Nearly 150 fine examples from the local chapters of the BMW CCA, MBCA, and PCA were on display, with an additional two score parked in the car corral on the approach to the park.

Rarely-seen vehicles were shown by all clubs. Our National Capital Chapter members brought a Europe-only M850CSi, Italian-spec 2002 Lux edition, and E30 M-Technik convertible. We also had examples of the first generation of the M3, M5, and M6. With the help of Chris Blasz and Jordan Stubbs from our main sponsor, BMW of Fairfax, exhibited new 2 and 4 Series, as well as the M6.

The work performed by our members in preparing their cars for the show gets better each year, with a mere handful of points separating the winners from second place. We had new Concours competitors and "regulars" with new entries. Two of my favorites included Lidia Busek's metallic black Z3 coupe and David Ladow's black 2002 Lux.

The prodigious pollen production had paint finishes and owners suffering. This event could not be a success without the efforts from our team

of hypoallergenic judges. Assisting this year were Kourosh Farshad, Glenn Fong, James Laws, Richard Mackey, Rhonda and Michael Powers, and Peter Swiek. In addition to scoring the cars, they awarded the Judges' Choice to Joe DiGirolamo's 1988 arrest-me-red M3. Joe came up from Charlottesville in this as-new classic with 27,000 miles on the odometer.

The Best of Marque award went to the car with the highest point total. This year's winner was also a red E30 M3, owned by Brandon Wheaton.

Many thanks to the growing number of sponsors that help make the show possible, especially James Duerbeck of BMW of Fairfax, our main sponsor. Cocomats.com made available a gift certificate for their wonderful floor mats, won by Mike Balling, original owner of the class-winning 1979 320i.

Gina Hector, NCC's secretary, was at the show through set-up, registration, and tear-down after the awards reception. Phil Cummings, our DIY program chairman, was also on hand to help throughout the event. John Hopkins of the Fairfax County Park Authority keeps things at Hunter House, site of the reception, running smoothly every year. Thank you for your assistance!



Best of Marque
Brandon Wheaton 1989 M3



2014 Deutsche Marque Concours Winners

Classics

1. Mike Balling 1979 320i
2. Tom Baruch 1971 3.0CSi

2002s

1. David Landow 1975 2002 Italian Specification "Lux" Edition
2. John Hartge 1974 2002
3. Buck Cording 1973 2002ti

Modern 1980s

1. Brandon Wheaton 1989 M3
2. Joe DiGirolamo 1988 M3
3. John Steers 1988 M5

Modern 1990s

1. Ronald Costell 1994 M850CSi
2. Lidia Busek 2002 M coupe
3. John Soos 1997 740iL

Modern 2000s

1. Glenn Fong 2002 Z8
2. Keith Randall 2003 540i/6 M-tech
3. Mark Elie 2003 M5

Current models

1. Tom Kapikian 2007 M coupe
2. Kevin Coyne 2007 Z4M

Judges' Choice

Joe DiGirolamo 1988 M3

Best of Marque

Brandon Wheaton 1989 M3

Sponsors

BMW of Fairfax, Mercedes-Benz of Tysons Corner, Porsche of Tysons Corner, Dentmasters, D&V Autobody, Odds and Ends Detailing, Radial Tire Company, and Cocomats.com



Meister class (from last year's first-place winners)
Peter Swiek 2006 M3

People's Choice (voted on by attendees)
Marc Caden 1973 2002





Fall-Line Motorsports

The Continental Tire SportsCar Challenge Power House

By Steve Tenney

Fall-Line Motorsports, established by Mark Boden and Jon-Paul Novelli, are builders and fabricators of race cars (cars from BMW, Porsche and Audi) for all levels of competition. In 2006, Fall-Line Motorsports entered their first car in the Grand-Am. A first championship was achieved in the Grand-Am Continental Tire Sportscar Challenge GS class in 2010 with an E92 M3. Fall-Line is fielding as many as three Grand Sport (GS) BMW M3s in the CTSC and an Audi R8 LMS in the TUDOR United SportsCar Championship (TUSC). They have become a dominant force in the CTSC in 2014.

Not only has Fall-Line created an impressive team that is frequently at the front of the grid, they have done so in 2014 with a very interesting collection of drivers. Clearly this group has a passion for racing. That might sound like a cliché, but the strength of in this group is their passion. John Edwards would be the team leader. We know John from his position with BMW Team RLL and the #56 Z4 GTLM in TUSC alongside Dirk Müller. This is not John's first year in the CTSC; he drove a Stevenson Motorsports Camaro in 2013 and finished third in the driver's championship

with two victories. Partnered with John at Fall-Line is 18-year-old Trent Hindman. Trent is the youngest driver to place a car on the pole in the CTSC with his first pole at Lime Rock last season.

In 2014 Trent will have his first full season with Fall-Line in the #46 BMW M3. Trent's background is karting. He then moved on to the Skip Barber program focusing on open-wheel racing. At the end of 2012, he made the decision to move from open-wheel racing to sports cars with Fall-Line in the Sports Car Club of America (SCCA) Majors Tour in GT2 where he drove a Porsche 911 GT3 Cup Car to 8 race wins, 9 pole positions, 8 fastest laps, and set 5 new track records. The result was a place in the SCCA U.S. Majors GT2 Championship and 2nd place at the 50th Anniversary SCCA National Championship Runoffs at Road America. Fall-Line moved Trent to the CTSC for the

last five events in 2013, and it was then that he became the youngest to be on pole.

Trent visited the BMW CCA Corral at Sebring to meet people and sign



(Top) The Trent Hindman and John Edwards #46 M3. (Above) Trent at the BMW CCA Corral.

autographs. That's where I met him and was impressed with his ability to connect with both adults and younger members of the group.

The impressive achievements of Fall-Line don't end with the #46 car. They also fielded the #48 M3 and the team of Shelby Blackstock

by Yokohama. She had a first victory and was the points leader when she and her team parted ways.

At Daytona to start the season, Trent placed the #46 car in the third start position while #48 started in eighth. Daytona is considered a BMW track because the M3 is very

Ashley & Shelby weren't at the front they were never far behind. John made the attempt to pass Bill Auberlen coming off the banking in turn one and went off track, but he didn't contact anything so he continued. With a full-course caution with 12 minutes to go,

tion giving the win to Shelby & Ashley followed by John & Trent. It was a very special day.

At Sebring, Trent put the #46 on the pole and led the race for 31 laps before turning the car over to John Edwards. This was a very mature drive for Trent. He started



and Ashley Freiberg. Shelby has been competing in the CTSC for three years in a Roush Ford Mustang, so he is not new to the series. This season Shelby is also competing in the Indy Lights series for Andretti Autosport where he is in fifth place. So he is doing double duty in very different cars. Shelby is the son of country music singer Reba McEntire. Ashley moves into the CTSC from a background in the Skip Barber programs where she was the first woman to win an overall Skip Barber Championship and the first woman to win a Skip Barber MX-5 race. She's also the first female to win a race in the highly competitive North American Porsche GT3 Cup Challenge. In 2013 Ashley competed in the IMSA GT3 Cup Challenge

fast on the banking. This year proved to be no exception with BMW's finishing 1-4. The Turner car finished in first but was disqualified, leaving the two Fall-Line cars in first and second. So, it was the #46 of Blackstock & Freiberg winning the race. This meant that Ashley Freiberg became the first woman to win a CTSC race and even more surprising, the first ever to win a race overall at Daytona International Speedway. Throughout the race, the lead contest was primarily between the #46 BMW of John Edwards and Trent Hindman competing with the Turner Motorsports M3. John's racing RLL teammate, Bill Auberlen in the Turner BMW and Matt Plumb in the Rum Bum Porsche, were the primary competitors. Though

Shelby ends up in second with the M3s in first, second, third and fourth. Bill Auberlen & Paul Dalla Lana finished in first, but were excluded due to a technical infrac-

(Above) The #48 M3 of Shelby Blackstock and Ashley Freiberg.
(Below) Ashley, Shelby and Trent.





from the pole and had some strong competition from a seven liter engine Camaro in the hands of very experienced Eric Curran. After some very tight laps, Trent pulled away. At the driver change John kept the car in first place, but got balked at a safety car restart and found himself behind the Camaro of Robin Liddell. Another safety car shortly thereafter caused the race to be finished under caution, so John never got the opportunity to work on the Camaro. He certainly gave every indication that he wouldn't stay in second place for long. Ashley kept the #48 well positioned, just behind the lead group in fifth place and Shelby was able to

continue that until the car suffered rear suspension failure. The team repaired the car, but they finished well down in the standings. It's important to finish though, so they don't have a race with no points. The team did well to repair the suspension and get Shelby back out to finish.

The next race was a Mazda Raceway Laguna Seca, almost two months later, where Trent again put the #46 on pole. In their Laguna Seca Race Report, the UK-based dailysportscar.com described John and Trent as the "dynamic duo" and Trent as, "the 18-year-old racing sensation from New Jersey, taking his second consecutive pole

position." Nice comments coming from people who follow sports car racing worldwide. Trent stayed in the leading group at the start, stayed out of the early contact and then passed the leading Camaro to take over the lead. It was another very mature drive for the 18-year-old. When he turned over the car to John Edwards it was from first place. At Laguna Seca, Ashley started the car in 8th and moved up through the field to give the car to Shelby in third place. After the pit

(Left) Ashley Freiberg and Shelby Blackstock, Winners at Daytona.

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stop exchange, Shelby was back up to third with 50 minutes remaining. Cautions and restarts at the end

probably helped John Edwards but hurt Shelby Blackstock. John in the #46 held on to first, but Shelby in

the #48 faded a bit to fifth although it was a very close group. Shelby had to compete with the light Nissan 370Zs on re-starts and didn't get much time to work back by them.

The 12-race season is only 3 races old with John Edwards and Trent Hindman tied for first in points and Shelby Blackstock and Ashley Freiberg tied for third. Fall-Line has both teams in the top three. It's a great start for the team and for the individual drivers. They will race next at Lime Rock, Connecticut in late May then at Watkins Glen in late June, and in late August at Virginia International Raceway (VIR). There will be BMW CCA Corrals at both Watkins Glen

and VIR. All three of these tracks are accessible from the DC area. Consider attending as these are great race weekends. Take a look at www.imsa.com for the exact dates and other races conducted along with the CTSC. Teams like Fall-Line Motorsports and this great group of drivers deserve our support.

(Left) John and Trent take the win at Laguna Seca.

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THE 2014 MILLE MIGLIA,

“Home” of Michelangelo and Free Loading Brits

By James Chew

It's close to 10 p.m. in Rome at the Castel Sant'Angelo and the first cars have not yet arrived. The organizers told me that a parade of Ferraris was to arrive around 8:30 p.m. Having arrived a tad later than that, I thought we'd missed it. We were patiently waiting on the photographers stand, waiting for the cars and listening to really inappropriate background music for a race. In fact, I think it was “Muzak.” This ain't a NASCAR race!

As we were trying to understand the Italian announcers, I was looking at the Mille Miglia staff. I can't understand how the Europeans do it, but all the men and women working this event looked as if they should be on the covers of the popular high fashion magazines.

At 10 p.m., the Mercedes pace cars arrived, then the Ferraris. Only true anti-car people would not get excited seeing these sleek machines. Ferraris for car guys are the ultimate high-maintenance significant other. They look stunning, but it takes a lot to keep them looking that good AND keep them running!

The REAL participants showed up an hour and a half later. Being a BMW guy, I was quite surprised to see four classic BMWs. These guys drove over 562 kilometers in their classic pre-1960's cars – and they still



managed to smile. Best of all – they get to drive BACK tomorrow!

The next morning, we left for Florence, via train. It seems to me that as an American, unless you live on the east coast, you can't really appreciate the excitement of going to a train station. For me, part of the attraction of living in the mid-Atlantic region is the opportunity to take the train from classic stations such as Union Station in Washington, D.C. and go to 30th Street Station in Philadelphia or Penn Station in New York. There is romanticism to it and you don't have to deal with the endless tolls on the Interstate.

In Europe, trains are on an entirely different level. The terminals are as modern as an airport and the trains – well, I take a commuter train to work daily. On a good day, it's an hour and a half ride each way (around 40 miles one way). The frequently broken-down freight trains and during summer “heat advisories”, when the trains have to travel at half-speed because of possible

rail warping, the ride is much longer. For our Rome to Florence trek, the train traveled at 249 km/hour. We made that 282km trip in a little over an hour, which included one stop. It's clear to me that if we ever want this type

of high-speed rail travel in the US, we'll need to copy the model of the transcontinental railroad where private investors worked with the government to make it happen. It is proven daily in the US that passenger trains sharing tracks with freight trains doesn't work well.

Let me be frank – Florence is a big tourist trap. It's the gateway to the Tuscany region (tomorrow we're going to try to find the secret Olive Garden test kitchen), "home" to Michelangelo, home to some of the best leather shops in the world, and it has the original statues that are the inspiration for all your local nursery concrete statuary. The place looks wonderful – think of South Orange County California when it's green. We climbed to the highest point on the opposite side of the river from the city center for some breathtaking views. Little did we know that in a few weeks, this would be the location of the Kanye West/Kim Kardashian wedding. And depending on when this article is published, by the time you read this, this marriage could be over!

Last night, we went to the city center from our hotel (again trust Trip Advisor, the Hotel David is a GREAT place to stay when in Florence) to see the museums on their "free admission" evening. We waited at the bus stop with an



(Opposite page top to bottom) Lots of BMWs on the Roman roads – all with a "d" behind their model numbers! Fast food – Roman style. (Above) Inside the Basilica S. Maria degli Angeli dei Martiri – it's worth a visit. (Below left) A classic BMW running the 2014 Mille Miglia – I think it's a 1930 328. (Below right) Me: Wow! What a nice Roman policeman! Him: Great – another American tourist...

English couple, who was also going to city center for an evening event. When it was clear that the bus was going to be away, we agreed to share a cab. And when we arrived, the lady said, "You know, we don't have any cash." I paid for that cab and that couple gave us what they said were British pounds. They could have been Cleveland bus tokens – it was dark.

Well, that evening was a bust for the museums. The crowds rivaled Disneyland on a holiday and the museums closed early. But we did have a nice dinner at a not too touristy place.

During our time in Rome and Florence, I noticed that with the exception of the 1 Series four-door, we in the US pretty much had the same BMWs that they have in Europe. However, all the BMWs in Europe have a "d" in their model name!

The church bells are ringing for 10:00 a.m. Time to get moving for the day!



Springtime at High-Performance Driver Education

By Kelsy Hill



Ahhh, Spring. Birds are chirping as they eagerly take flight once again while the warm spring breeze rustles those newly budding leaves on the trees. For some of us, those eager sights and sounds are slightly different as we anticipate the roar of our engines and the sweet smell of rubber burning at the track. That's right! High-Performance Driving Education is back and we're going at it strongly already!

With three sold-out schools so far this season, February at the Main Circuit, April at the Shenandoah Circuit, and May at the main circuit, make sure to register for your spot in our November school at the NEW Jefferson Circuit. You read that right! Summit Point Motorsports Park has extended

the original one mile loop into a "hold on to your seats things are going to get wild" track that will surely please NCC members at all levels of high-performance driving.

We will be continuing to offer referral and first-timer \$25/day discounts through the remainder of the season so remember, when you drive at high speeds, it's always best to do it with a friend! Questions can be directed to HPDE Registrar Jason Schiavone nccregistrarjason@hotmail.com and you can sign up online at ncc.motorsportsreg.com. We look forward to seeing you this HPDE Season!





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Traditions

BY Dan Goldburt

PHOTOS Raine Mantysalo

E30 M3 — The Momentum Car

Ever since high school, when I drove an E46 323i (earned in a bet over my SAT scores), I've always dreamed of owning an M3. If I could afford one when I grew up, I thought, that would be evidence that my life had had some momentum. But I never pictured myself in an E30 M3. After all, I was only six when the car ended production in 1990. Then I started playing hockey with Marc Caden, whose locker-room banter always includes car talk.



There are many reasons why I fell in love with the E30 M3.

First, I was gripped by the heritage embodied in the first M3. Second, Marc easily convinced me of the virtues of the E30 platform, which many consider the last over-built BMW. Third, it just looks so good! The M3 shares only two body-panels with the regular E30: the hood and the sunroof. But unlike much modern ///M livery, the add-ons for the E30 M3 all have a purpose. For instance, the box-flared fenders are there to accommodate 10"-wide racing tires, the maximum allowed for its racing class. The metal trunk lid, side-sills, and front and rear bumpers are all replaced with plastic to reduce weight—which comes out at 2,900lbs. vs. 3,020lbs. for the 325is. There's even a subtle change in the slope of the C-pillar to help funnel air to the massive spoiler, reducing drag to 0.33Cx versus 0.39Cx for the 325is, and helping the car stick at high speed.

Really though, it's the racing history that draws me most. It was designed as a homologation special, meaning that BMW



produced 5000 road-going M3s solely to field similar cars in the European Class A racing. In 1985, BMW's chairman tasked BMW Motorsport GmbH with developing

a 3 Series that would finally beat standard-production Volvos, Rovers, and Alfa Romeos on the track. The S14 engine was prototyped in just fourteen days, using

the block from the M10 (which also spawned BMW's F1 powerplant) and a sawed-off head from the 6-cylinder S38 motor. For the next five years the E30 M3 dominated



(Top) The E30 M3 in Sterling Silver.
(Above) The S14 engine, prototyped in only 14 days, dominated European stock racing for five years.



international road racing, winning more races than any other model in history.

Obviously, the best time to consider buying a race car is right before the birth of your first kid. My rationale to my wife, then seven-months pregnant: "I need to learn more about cars so I can teach our son 'man things.'" Before the M3, I had never owned a manual shift car. Since then, I've learned how to heel-toe shift.

I've also gathered dad-points by changing the oil, bleeding the breaks, and saying things like "limited-slip differential."

The search for my 90K mile example took just under a year, which is not long considering only 4,996 units were imported, and only 89 in my choice of color, Sterling Silver. E30 M3s have gathered a lot of momentum in price. In the early 2000's Brandon Wheaton coined the \$15K rule, meaning no matter how you got there, a well-sorted E30 M3 would cost you \$15K at the end of the day. Today, prices are around \$35K. Thus my car has caught up to its original 1990 sticker price of \$34,950 (options: heated front seats and metallic paint). In today's dollars, it was priced at \$61,400.

I feel very fortunate to have bought the car from James Liu, who hosts SigFest each year, a gathering of the BMWCCA Special interest Group for the E30 M3. James currently has three E30 M3s, including a rare cabriolet that was only sold in Europe, and a 320is version that was sold in Italy with a two-liter S14 engine. I consider

(Top right) The bodywork changes were not just for looks. The aggressive rear spoiler served a racing purpose. The metal trunk lid, side-sills, and front and rear bumpers were all replaced to reduce weight. (Left) The author with his pride and joy.



him my M3 mentor; he's who I call when I'm nervous about auto-cross or when I don't know which fuse works the power windows. Needless to say, James sold me a car in incredible condition, with a full binder and Excel spreadsheet of maintenance records.

I enjoy the car, although I occasionally feel a twinge of guilt — especially as I near the 100K-mile mark. On a recent weekend, I took it to autocross school and later for a spin around Capitol Hill where I live. I know some people believe the E30 M3 is too harsh to drive around town, due to the stiff suspension and buzzy four-cylinder engine (which produces max torque at 4750 rpm, max power at 6750 rpm, and redlines at 7000 rpm). But the car is very versatile. I feel that the gearing is useful on local streets while long-legged on the highway. Second gear is perfect for autocross. Around town, riding on 16" rims (standard on the Evo II and Evo III) rather than 15" rims (stock with the original E30 M3) makes me much less weary of the rough DC roads. The only hesitation on the street is the engine noise. While it's thrilling to pretend I'm running the inaugural DC Grand Prix, I don't think the neighbors appreciate it.

Compared to my daily driver, a Subaru, which will beep worriedly if I change lanes without signaling, the M3 puts me in complete control of the driving experience. The M division outfitted the E30 with a slightly quicker steering rack, individual throttle bodies, more caster in the front wheels, and bigger brakes from the 7 Series, all of which allow the car to react quickly to my directions. At autocross school I was able to compare the E30, E36 and E90 M3s in succession around the track. Certainly the E30 is relatively underpowered (192hp/2900lbs, 282hp/3219lbs, and 414hp/3538lbs, respectively), but somehow it is the most impressive of the bunch. I agree with Richard



Hammond of Top Gear, who did the same comparison and concluded of the E30: "It feels every inch the precision tool; the grip is astonishing, and this is achieved not by a Star Trek computer but by simple, mechanical design thoroughness."

After all, the E30 M3 is known as a momentum car. It is a precision instrument for maintaining a high rate of speed. While at low speed it handles so well that it makes you appear to be a better driver, at high speeds is where it does its work. At this last autocross school I had a brief "momentum car moment," where I felt the car stick into a wide left turn, allowing me to exit at almost full throttle. Next I will take it to a track day, rev up the S14, and learn to utilize the full momentum of the E30 M3.

(Top and right) The cockpit is your typical E30 layout with everything at easy reach. (Middle) The specially woven fabric with Motorsport stripes adds to the sportiness of the model.





BMW: The Ultimate Auction Machine?

By Dave Ketchen

Gooding & Company's auction of an eighteen-car BMW collection at Amelia Island in March was a bittersweet affair. A better set of classic BMWs might never again exist anywhere outside of Munich. Like a championship sports team, the collection was greater than the sum of its parts and

now that shared greatness is lost. On the plus side, the auction brought happiness to more than a dozen new owners. The cars are likely to be seen and enjoyed by many more people than before.

Another positive side of the auction is the new level of attention that it brought to classic BMWs. M1s and

507s long have been marquee auction attractions and Isettas draw buyers' attention as charming novelties. But the BMW brand in general is not a consistent auction darling like its German counterpart, Porsche. According to Dave Kinney, creator of the Hagerty Price Guide (<http://www.hagerty.com/valuation->

tools), this can be explained in part by "the extraordinary number of choices in the BMW line-up" in contrast to Porsche's laser focus on sports cars, a segment of the industry that today's collectors prize.

Not surprisingly, an M1 (sale price \$379,500 including a 10% buyer's premium), a 507 (\$1.815

(Below) Bidding on this 1958 BMW 507 Series II approached \$2 million.



million), and two Isettas (\$48,400 and \$41,800) were included in the collection, but several other cars on offer are rarely seen in public. A numbers-matching 1967 1600 GT with an Italian-designed body sold for \$116,600, well above the pre-auction estimate of \$55,000 to \$75,000. Only 1,255 of these cars were made and just thirteen are believed to reside currently in the United States. One bargain was a 1964 3200CS that was one of just 603 manufactured. The 3200CS was BMW's last V8 model until the 1990s. Despite an expected price of \$65,000 to \$85,000, the car sold for just \$48,400.

Perhaps the biggest surprise of the auction was a fairly pedestrian 1988 M6 that carried a \$20,000 to \$30,000 pre-auction estimate. The Hagerty Price Guide valued it at \$33,700 as of December, 2013. This M6 fell far short of concours d'elegance caliber, yet the M6 sold for a shocking \$57,200, nearly double the top end of the estimate. According to Kinney, many auction experts "were surprised when this car sold for \$20,000 more than its 'expected' price." Although "it would be easy to charge it off to auction fever," Kinney believes that the sale signifies that "the 6 Series cars are coming into their own and are only starting to be appreciated as a collector car."

To the delight of E24 owners everywhere, Kinney believes that 6 Series BMWs "are too cheap... it's a lot of car for that kind of money." Looking to the future, Kinney expects that "we will see a

few better-prepared examples enter the market in the next year or so and we will be better able to gauge just how much this market will appreciate." In other words, look for 'the shark' to take a bigger bite out of the collector-car market in the years ahead.

All told, the eighteen BMWs in the collection sold for \$3,298,900. Does this mean that BMW will become the ultimate auction machine? Perhaps not, but the brand is definitely grabbing increased attention from car collectors. Hagerty Price Guide guru Dave Kinney "heard lots of comments after the Gooding sale about the number of models that they offered that collectors hadn't thought about for quite some time."

Kinney cannot predict how that will translate into sales of classic BMWs, but he believes there will "be some kind of knock-on effect." As an example, "if buyers left the sale thinking that a 503 coupe was a handsome car that fit their needs," Kinney suspects "they'll be on the lookout for one the next time one comes up for sale." Although the breakup of a wonderful BMW collection is regrettable, it appears likely to pay future dividends for owners of classic BMWs in general.

(Bottom left) 1971 BMW 2002 Cabriolet (sold for \$68,200). (From top right) 1964 BMW 700 Luxus LS (\$22,000), 1964 BMW 3200 CS (\$48,400), 1960 BMW 700 Coupe (\$22,000), the mighty M1.





New Member Reception at BMW of Annapolis

By Mark Rosenberg

A beautiful spring day in April turned out to be the perfect time for a New Member Reception at BMW of Annapolis. The Club hadn't dealt with this shop in many years, but with new ownership and staff, and the strong desire to be club friendly, they were ready to get involved!

Following an early morning DIY session, our reception started at noon with some pizza, provided by BMW of Annapolis. Several committee members spoke to the 30+ new members in attendance, explaining each event the Club offers. Thank you to Paul Seto, Rafael Garces, Steve Tenney, Steven

Lim, Phil Cummings, Walter Jones, and Phil Yates for taking the time to share your programs with the new members. The Club has a lot of exciting events planned for 2014, and I think we'll see a lot of new faces this year! BMW of Annapolis also provided some great items from their boutique to give away in our raffle. Among those items were shirts, mugs, key chains, and hats. They will also give any Club member 20% off parts.

Lastly, I need to thank a few people. I'd like to thank the folks at BMW of Annapolis for their hospitality, especially Bart Bezanson

(GM) and Ben Allen. Ben is a fellow CCA member and Client Advisor and was very instrumental with getting the car club involved with the dealer. Also, Christopher Wooten was the person that put the bug in BMW of Annapolis's ear, and has been a longtime customer of the store. Thank you to my fellow New Member Committee members, James Laws and Marla Owczarek.

As a side note, Ben Allen has extended an offer to Club Members of \$100.00 for each person you recommend to him for purchase of a car. That person needs to complete the purchase of the

car to qualify. Please email him for further details: ballen@mybmwannpolis.com

The Club looks forward to a long-lasting relationship with BMW of Annapolis.

(Top and small insert) Phil Cummings explaining to new members what a DIY is, and showing them what some of the participants were doing. (Bottom left to right) Zach Pullins and Paul Seto presenting Rafael Garces with a plaque recognizing his work with Street Survival. Steve Lim drawing raffle tickets for the goodies offered by BMW of Annapolis.





Double the Fun at BMW of Annapolis

By Cliff Brody

We all know that grit-your-teeth feeling when heading out to the Eastern Shore on a nice Saturday morning. As we get closer and closer to the Chesapeake Bay Bridge, where will we hit all that traffic backed up by the toll booths?

Well, there was no teeth-gritting at all on a fine April 12, 2014 Saturday when club members headed out for a surprise double treat at BMW of Annapolis. It wasn't because we didn't have to cross the Bridge, either. Instead, the real reasons became as clear as the day's beautiful bright blue sky.

To start with, the DIY scheduled for that morning was a Club first: a DIY at a BMW dealership that had never hosted one before now. Second, BMW of Annapolis Service Manager Steve Daly and his Service

Department staff, Eric Fisher and Bob Hoffman, were present in force to greet members and their cars, welcoming us all into a service area second to none for the immediate availability of multiple bays, service techs to answer our every question, and a parts department whose staff seemed to know exactly what we DIYers wanted and needed even before we got to the counter.

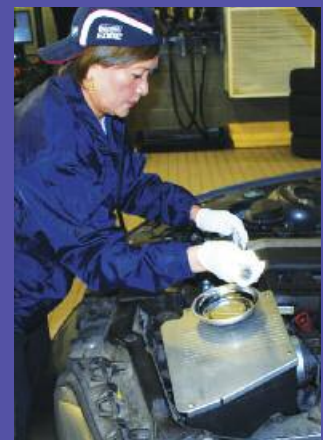
Third, there was that special something in the air which every club member felt: the people at BMW of Annapolis were having as much fun as we were, working with every one of us to get our tasks done, and generous with pinpoint-targeted recommendations to assure everyone got their work done right, and on time.

But there was more... much

more ... to come.

The physical layout of BMW of Annapolis' service area lent itself perfectly to members forming themselves into ad hoc teams to help one or another DIYer get needed work done. Service techs were pitching in non-stop as well, lending experience and an always-well-received helping hand when this nut or that bolt simply would not give way, and coming up with work-arounds and shortcuts evidencing hands-on skills that most of us amateurs would give almost anything to have ourselves.

The photos are only a hint of how much work actually got done. The usual transmission work (Kamakamedala and Warren), differential (Wotten) and brake work (Morrison). We also had a newbie,



(Top) Raj Yalavarti replacing a transmission gasket and Steve Morrison replacing brake fluid. (First insert) Perlita Jones changing the oil in her 330. (Second insert) Chris Wooten changing the differential fluid in his M Roadster.

Jahi Davis.

If all this were not enough, BMW of Annapolis had a very special treat in store for the Club: serving as host for the NCC Spring New Member Welcome Reception.

With the ease and swiftness (plus a little magic, I think) that most of us can only envy but never reproduce, BMW of Annapolis slid back this or that partition, opened a bunch of wide-window doors, and suddenly there we all were, in a major indoor-outdoor space where the Club received over 40 new members ... plus more than a few DIYers hanging around after the DIY ... all for a perfectly hosted pizza party, all at the dealership's generous expense.

As the sun flooded the room, speaker after speaker from the National Capital Chapter and BMW

of Annapolis offered new members (and a few old ones) cool tips on how to take advantage of all that the Chapter offers its membership, and on maintaining their treasured old and new BMWs.

There were great explanations about autocross, driving schools, monthly socials, driving tours, many more Club amenities, and how best to anticipate and deal with small repair problems before they became large ones. BMW of Annapolis spokespeople confirmed their own amenities and pricing incentives exclusively for Club members, even including new customer referrals, a first for the NCC.

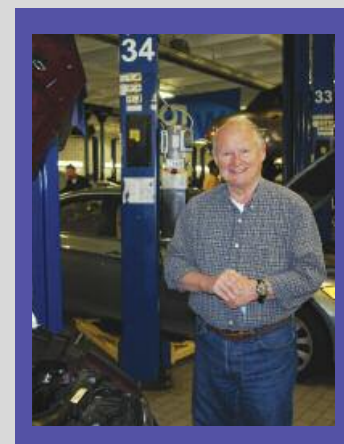
In all, and in the most gracious of ways, the Welcome Reception cast a uniquely favorable light not just on the National Capital

Chapter but also on BMW of Annapolis itself, in ways that made everyone feel that they were absolutely in the right room at the right time for the right reasons.

Truth is, all of us came away from the afternoon's Welcome Reception and the preceding morning DIY knowing for sure that BMW of Annapolis was both a great place to patronize and a dealership whose own people were proud ... very proud ... of the products and service they offer to Club members and indeed to everyone who walks through the dealership's doors, whatever the reason.

So it is that this calls for a hearty NCC "Thank You", from everyone who came away really happy that Saturday (we all did!), to the NCC committee members who lent their time to organizing the two

events, and especially to the people at BMW of Annapolis who teamed so well together to make this a day to remember.



(Above) Gene Warren getting ready to work on his car.



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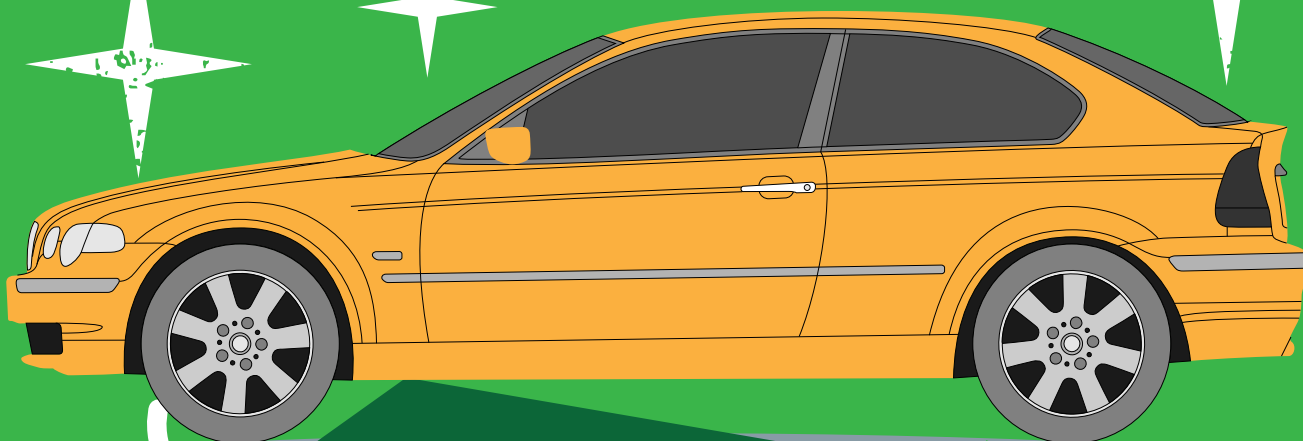
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The 2014 New York Auto Show

THE X FACTOR

By James Chew

I looked out the window of the Acela train car and groaned. There was snow on the ground in New Jersey. It was unusually cold when I left Union Station a few hours earlier, and I was concentrating on some sales data and notes to prepare for my discussions with the BMW North America executive at the New York Auto Show to notice the outside weather conditions. As I waited for a taxi at Penn Station to take me to the Jacob Javits Convention Center, I was glad that I delayed taking my winter coat for its “end-of-winter” cleaning. Even with that heavy coat, the freezing breeze cut like a knife on any exposed flesh.

So as I'm writing this article while sitting on the balcony of my Laguna Beach hotel room, I fully appreciate the lyrics of Randy Newman's song, “I Love L.A.”

Now, on with the (New York Auto) show!

Unlike the other three major U.S. auto shows, the New York show feels loose and relaxed. It's the last major show of the season and all the personnel are relaxed and looking forward to some rest before returning to Los Angeles in November. Upon arriving at the BMW exhibit, it was wonderful to be greeted with familiar smiles from Yasmin, Fiona, Inga, and Sarah as we celebrated this last major BMW auto show press event for 2014.

For last year's New York Auto Show, I wrote about the front-wheel-drive BMW Active Tourer concept. It felt as if BMW was preparing the North American market for its first front-wheel-drive BMW. But instead of seeing a production Active Tourer on the stage, there were production versions of the i3, i8, M4 convertible (yes, you want one), 4 Gran Coupe, and the new X4.

Our friend, Dr. Ludwig Willisch, kicked off the BMW new product introductions by declaring that these new products will help BMW regain the number-one luxury car sales position in the U.S. That was quite a heady statement, considering that the Mercedes display was next the BMW display!

But Dr. Willisch's bold pronouncement was not without foundation. Reviewing the March sales figures, the BMW 3 Series/4 Series sales are up almost 100% from last year (when it was just the 3 Series), the 6 Series sales are up almost five times over last year, and the X-series SUVs sales



are very strong. The 4 Series convertible, eight diesel models, X-drive versions of the 3,4,5,6, and 7, and the new products introduced at this show make Dr. Willisch's claim very credible.

The 4 Gran Coupe is a very attractive five-door sedan that will attract the buyer who wants a sleeker looking 3 Series. The lower, longer exterior profile gives the 4 Series Gran Coupe a more upscale presence than the 3 Series.

While designed to accommodate five, the sculpted rear seats give two adults outstanding headroom and legroom. You don't want to sit in the middle of the rear seat. The driver's and front passenger's room seems exactly like that of the 2-door coupe. While the 4 Series interior appears to be cozier (smaller) than the 3 Series, the greenhouse design gives it an "airier" feeling. In my humble opinion, the 4 Series Gran Coupe will appeal to the BMW enthusiast who likes the 6 Gran Coupe, but does a lot of city driving, including parallel and underground garage parking.

The hatchback is quite intriguing. While used to make the 4 Gran Coupe more practical (a conventional truck would not have allowed for easy access), American car buyers tend to shun hatchbacks. When I consulted for Dodge, the Dodge Lancer/Chrysler LeBaron GTS were the best American competition to the Mercedes 190e and BMW 3 Series. Though they sold well, the research showed that targeted upscale buyers equated hatchback to "economy" cars (back then, the best-selling economy cars were hatchbacks). It's been close to 30 years since the Lancer/Learon GTS – I'm sure BMW hopes that prejudice among performance luxury car buyers does not still exist.

Frankly, I would have thought the last product BMW would have added to its line would be a "baby X6." I've always thought of the X6 as a "hybrid" SAV/Sport sedan. And in my opinion, the worst



(Opposite page from top) BMW NA executives, including our friend Matt Russell, pose next to the very desirable M4 convertible. The M4 convertible features and details raise the bar for "ultimate" performance luxury convertibles. (From the top) The new X4 - 2/3rds an X6 with decent rear passenger head room.



aspects of an SAV and a sports sedan were used to create the X6. That being said, BMW gave the X4 something that's not present in the X6 — decent rear-seat headroom. That alone should make the X4 more popular than the X6.

Being successful in the auto industry is not complicated — it's all about offering great products that delight people. The new 4 Series is

a great product because it's one of the most attractive vehicles in today's market. The profile, proportions, and presence on a wonderful chassis are the reasons why the 4 Series has been a sales success. And the new M4 convertible is, without any doubt, the most attractive high-performance luxury convertible on the market. For the hour that I was (drooling) around



(From the top) The 4 Gran Coupe design will have Mercedes and Audi designers tearing their hair out. The 4 Gran Coupe is unmistakably a BMW, but will BMW owners accept a sedan with a hatchback?



the M4 convertible. And everyone who walked up to the car said the same thing — “I want one.”

The popularity of the X-drive may have been a bit of surprise for BMW. Audi has made its reputation on their famous and proven “Quattro” all-wheel-drive system and BMW made their mark in the performance with balanced, rear wheel drive products. A “leaky bucket analysis” must have shown the BMW executives that they are losing sales because BMW drivers leave their BMWs in the garage during the winter driving season, driving other brands products (Jeep, Audi, Subaru). Hence, developing a X-drive was needed to capture additional sales.

The BMW X-drive is not an all-wheel drive system, such as Audi’s “Quattro” system. It’s an “intelligent” all-wheel-drive system with rear-wheel bias for surefooted grip on slick or uneven roads, without sacrificing the feel of rear-wheel



drive. It sends power, within milliseconds, to the wheel or wheels with the surest footing. That means under normal conditions, drive forces are spread out with a rear-wheel bias, which explains BMW's superior dry-road driving characteristics over Audi. But the moment the system senses excessive wheel slip, it subtly shifts torque to meet the changing conditions, offering maximum available traction and superior handling on all surfaces.

Therefore, X-drive allows BMWs to drive like BMWs in all weather conditions, resulting in significant increased BMW sales.

Having driven quite a few new Audis, it's clear that Audi has not been standing still. So, BMW is working to have their vehicles drive like Audis in adverse weather conditions, while Audi is working to have their vehicles drive like BMWs in dry weather conditions! The end result is much better

products from both manufacturers.

It was a treat to see the new BMW M4 racecar at the BMW display. Though the current Z4 bodied racecar is doing quite well, the M4 based racecar just looks faster. One can hope that this “look” will result in racing success!

The only concept vehicle in the BMW display was the X5 e-drive. Based on production parts (turbo four-cylinder engine and the electric motor used in the i8), one

wonders when this plug-in hybrid concept vehicle will be generally available. Because this system will not allow for a third row seat, it most likely will be offered after the new X7 is launched.

Thus ends the 2014 major US auto show season. In short, BMW introduced the productions 4 Series, the production M3 and M4, the production 2 Series, the production series i, the production 3, 5, and 7, series diesels, and the X4. Dr. Willisch has good reason to be optimistic about this sales year.

One can only wonder what November in Los Angeles will bring to the BMW faithful.

(Top) The production i8 - BMW is making it real hard to select a favorite BMW! (Above) The new M4 race car is poised for racing success.

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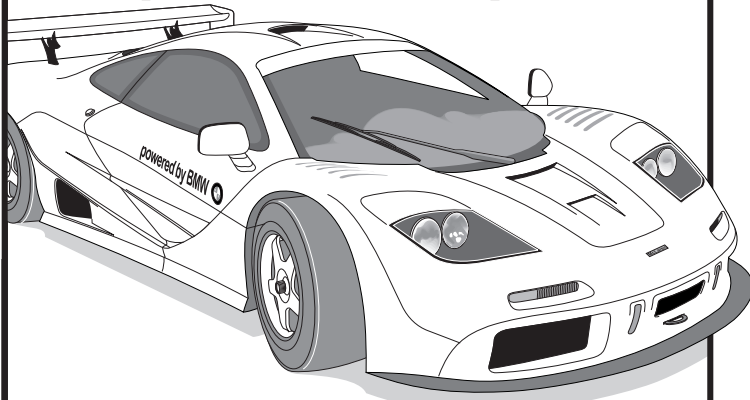
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