

Magazine of the National Capital Chapter BMW Car Club of America

September/October 2014

derBayerische



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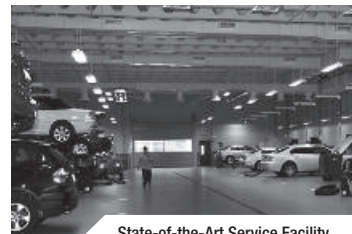
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Cover: Doug Dolan giving a few final touches to his M5-powered 3.0Csi at the Vintage at the Vineyards. See article on page 12. Photo: Raine Mantysalo.

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



President's Message

Ah, the smell of Rocky Mountain air, and some of the best driving roads and most beautiful scenery ever! These are a few of the things I missed most after returning to D.C. from Oktoberfest in lovely Beaver Creek, CO. It was my first Ofest and I've never been to that part of the country, so I was awestruck by the surroundings. Plus, the fun of hanging out for a week-long BMW celebration among 600+ club members wasn't too bad either. Only a few other NCC members were present, but it was great to see people from all over the US come together for our annual gathering. Actually the trip was more about reconnaissance; the NCC was the top contender to host Ofest for 2015. Unfortunately, due to no fault of our own, New Jersey was selected and we look forward to having Ofest only a short drive away. I'm hoping for a huge NCC contingent, so look for details and make plans to attend. You may never get Ofest this close to D.C. again.

Speaking of upcoming events, we still have a many great events coming up over the next few months. We're really excited to be hosting our first ever Crab Feast in early September! Held at Nick's Fish House in downtown Baltimore, we'll have an awesome view overlooking the waterfront and bushels of Maryland's finest blue crab. We're also headed back to Bengies Drive-In for a night of movies under the stars. If you missed our prior visits, you'll want to make sure to sign up. Not only is it a bargain, but a cool, blast-from-the-past spent among fellow chapter members.

Our annual trip to Solomons Island has also been confirmed for September and we have just announced that we're headed to Monticello and Wintergreen Resort for the Fall Tour. We even still have several autocross events and another High-Performance Drivers' School coming up, so there is no shortage of things to do with the summer coming to an end. In fact, stop reading this column and go sign up now!

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FromThe Editors

Everyone, please welcome Anna Maripuu to the editorial staff. The help is most welcome. This is especially true if we expand to 40 pages from the 36 pages we have been doing for the past eight months or so.

Hello! This is Anna. I am so pleased to be joining Walter in co-editing *dB*. It's exciting to read what our members are writing about, and as I write and edit for the

magazine, I learn more and more about these incredible driving machines that we all know and love. I also get to understand more about what keeps our members interested and engaged in the club. Please keep all the great articles coming because we love to read them, include them in the magazine, and share with all our membership. If you feel inspired by an event or want to write about a specific model or anything BMW-

related that moves you, we very much welcome your prose!

From the prior issue, July/August, the credits for the photos for the Fall Line article were inadvertently left off. Credit for the photos goes to Wes Duenkel.

Finally, a suggestion for those who write articles. It is a good idea to jot down notes just after the event. They don't even have to be complete sentences. Later, when completing

the article, these notes can jog one's memory. Then one more time will usually make for a really outstanding article. As I have said in the past, we on the editorial staff can turn prose into poetry, but we cannot make it up out of whole cloth. While we try to stay on top of all things NCC, there is a limit to our knowledge and experience.

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.



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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

- 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
- 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

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
- 10 Roundel Karting
- 13 Board Meeting/Social - Amalfi Ristorante in Rockville
- 14 Columbia Social - Greene Turtle in Hanover
- 16 NCC Golf Outing @ Raspberry Falls Golf Club
- 16 DIY @ Martin Motorsports
- 21 MoCo Social @ Pizza CS in Rockville
- 23-24 VIR Corral
- 24 NCC Roundel Karting 2014

September

- 4 NoVa Social @ La Sandia in Tysons Corner
- 6 NCC CRAB FEAST, Nick's Fish House, Baltimore, MD
- 6 Shenandoah Vineyards Concours, Edinburg VA
- 10 Board Meeting @ Amalfi Ristorante Italiano
- 11 Columbia Social @ Players Bar and Grill in Woodstock MD
- 13 NCC Autocross Points Event #5 - Waldorf, MD
- 18 MoCo Social @ Pizza CS in Rockville
- 20 BMW Night @ Bengies Drive-In in Waldorf
- 20 Oktoberfest @t BMW Excluservice
- 20 DIY @ BMW of Annapolis
- 21 NCC Roundel Karting 2014
- 27 Solomons Saturday Social @ Solomons Island MD

October

- 2 NoVa Social - La Sandia, Tysons Corner
- 4 DIY @ Northwest BMW
- 4 Street Survival (Sykesville MD)
- 5 NCC Roundel Karting 2014
- 8 Board Meeting/Social @ Amalfi Ristorante Italiano in Rockville
- 10 NCC Roundel Karting 2014
- 11 NCC Autocross Points Event #6 - Bowie, MD
- 11 2nd Annual NCC Swap Meet @ Bowie Baysox Stadium
- 11 Ladies DIY @ At Speed Motorsports
- 16 MoCo Social @ Pizza CS in Rockville
- 18 Rockville Antique & Classic Car Show
- 19 NCC Roundel Karting 2014
- 25 ///M Club Day Driving School @ the BMW Performance Center

November

- 1-2 NCC Fall Tour
- 1 Street Survival (Dulles VA)
- 2 NCC Karting School
- 7-9 HPDE - Summit Point Jefferson Circuit
- 12 Board Meeting/Social - Location TBD
- 13 Columbia Social @ Players Bar and Grill in Woodstock
- 15 DIY @ BMW Excluservice
- 16 NCC Roundel Karting 2014

December

- 10 Board Meeting/Social - Location TBD
- 11 Columbia Social @ Players Bar and Grill in Woodstock

(*) Not a chapter event.

September NoVa Social @ La Sandia in Tysons Corner
Thursday, September 4, 2014

Shenandoah Vineyards Concours, Edinburg VA
Saturday, September 6, 2014

This year marks the fourteenth time the concours event has been held in conjunction with the vineyard's harvest festival. Our hosts, John Estep of E & E Autobody and Restoration, and Karen Tsitsos, will provide hors d'oeuvres and wine under the canopy at the sponsor site.

The show starts at 10:00 a.m., but you may arrive as early as you like. No entries will be accepted after 12:00 p.m. Judging will begin at 12:00 p.m.

Registration is \$35, and includes a souvenir wine glass and one ticket for the wine tasting. Additional wine tasting tickets are \$10.

The Shenandoah Vineyards annual Harvest Festival is into its 3rd decade of celebrating the harvest. It is an outdoor event featuring wine tasting, seminars, arts and crafts, live music, children's entertainment, and grape stomping!

Shenandoah Vineyards Inc., 3659 South Ox Road, Edinburg, VA.

NCC CRAB FEAST @ Nick's Fish House in Baltimore, MD
Saturday, September 6, 2014

Save the date for our First Annual NCC Crab Feast at Nick's Fish House on Baltimore's waterfront from 10 a.m. – 3 p.m. This is the Saturday after the Labor Day weekend when MD blue crabs are at their biggest of the season. For the seafood-challenged, there will also be burgers, hot dogs, chicken, and lots of sides, so no one will leave hungry.

We'll have our own private parking area adjacent to Nick's so we can hang out before we head inside.

Registration is now open and limited to the first 50 people! Nick's Fish House, 2600 Insulator Drive, Baltimore MD

Board Meeting/Social @ Amalfi Ristorante Italiano in Rockville, MD
Wednesday, September 10, 2014

Columbia Social @ Players Bar and Grill in Woodstock, MD
Thursday, September 11, 2014

(New location: 10795 Birmingham Way, Woodstock, MD 21163)

Autocross fifth points event of the 2014 autocross season, Regency Furniture Stadium
Saturday, September 13, 2014

MoCo Social @ Pizza CS in Rockville, MD
Thursday, September 18, 2014

DIY @ BMW of Annapolis
Saturday, September 20, 2014

Oktoberfest at BMW Excluservice in Rockville, MD
Saturday, September 20, 2014

Come enjoy an afternoon of cars, beers and brats at BMW Excluservice in Rockville, MD. Open to all fans of German motoring. Don't miss the opportunity to celebrate Oktoberfest and the wheels that drive our automobiles' heritage from 11 a.m to 4 p.m.

BMW Night at Bengies Drive-In in Baltimore, MD
Saturday, September 20, 2014

Join us for a blast from the past as we head back to Bengies Drive-In movie theatre in Baltimore, MD. We've had a great turnouts in prior trips to Bengies as we watched three current movies for less than \$10. Not only is that a fantastic deal, but you'll be hanging out amongst your BMW brethren under the stars watching films on the BIGGEST DIGITAL MOVIE THEATRE SCREEN in the US. Very cool!

NCC Roundel Karting 2014 @ Allsports Grand Prix in Dulles, VA
Sunday, September 21, 2014

All are welcome; come join us if you can.

START TIMES: We will start at 2:00 p.m. 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.

NEWCOMERS WELCOME. More details about the track, the karts, and the facility are at www.allsportsgp.com.

Solomons Saturday Social - Solomons Island, MD
Saturday, September 27, 2014

You can make your way there on your own or join our caravan to Southern MD (see below for more information). We will park in the boardwalk parking spaces next to Stoney's Solomons Pier. Parking along the pier is first come, first serve, so any random car can park there. Get there early so we can all park together; arriving before 11 a.m. should guarantee a parking space.

Stoney's Solomons Pier, 14575 Solomons Island Road South, Solomons Island, MD.

NoVa Social @ La Sandia in Tysons Corner
Thursday, October 2, 2014

DIY @ Northwest BMW
Saturday, October 4, 2014

Tire Rack Street Survival at the Maryland Police Training facility in Sykesville, MD.
Saturday, October 4, 2014

NCC Roundel Karting 2014 @ Allsports Grand Prix in Dulles, VA
Sunday, October 5, 2014

Board Meeting/Social @ Amalfi Ristorante Italiano in Rockville, MD
Wednesday, October 8, 2014

Columbia Social @ Players Bar and Grill in Woodstock, MD
Thursday, October 9, 2014

NCC Roundel Karting 2014 @ Allsports Grand Prix in Dulles, VA
Friday, October 10, 2014

Autocross sixth and final points event of the year
**Bowie Baysox (Prince Georges Stadium),
4101 Crain Highway, Bowie, MD**
Saturday, October 11, 2014

2nd Annual NCC Swap Meet @ Bowie Baysox Stadium
Saturday, October 11, 2014

The NCC will be holding its 2nd annual swap meet at the NCC Autocross event on October 11th, 2014. The event will be at Bowie Baysox Stadium. All items for sale should be automotive related!! There is no fee for participation. Any setup items (canopies, chairs, tables) will be the sole responsibility of the seller. Members & non-members welcome (swap meet only. Autocross participants must be members).

Ladies DIY @ At Speed Motorsports
Saturday, October 11, 2014

MoCo Social @ Pizza CS in Rockville, MD
Thursday, October 16, 2014

Rockville Antique & Classic Car Show @ Civic Center Park in Rockville, MD
Saturday, October 18, 2014

Show Car Registration – \$10 per car before Sept. 12 and \$20 after Sept. 12 (1931 & older vehicles FREE for pre-registration only – Must pay at gate on day of event.)

Join us as the grounds of Glenview Mansion are transformed when more than 550 antique and classic automobiles go on display. From Packard to Ferrari, 30 car clubs are represented during this grand event while auto collectors and enthusiasts share the fond memories of the classic cars of yesteryear. This event is open to the public and admission is free.

NCC Roundel Karting 2014 @ Allsports Grand Prix in Dulles, VA
Sunday, October 19, 2014

//M Club Day Driving School @ the BMW Performance Center
Saturday, October 25, 2014

The National Capital and Tarheel Chapters are headed back to the BMW Performance Center in Greer, South Carolina for our final //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.

Tire Rack Street Survival @ ADESA Auto Auction facility in Dulles, VA
Saturday, November 1, 2014

NCC Fall Tour
Saturday-Sunday, November 1-2, 2014

This year's Fall Tour on Nov 1-2 takes us back a decade to your current Tourmeister's first event. We'll be driving toward Charlottesville, lunching at Michie Tavern, visiting Thomas Jefferson's home, Monticello, and overnighting at Wintergreen. Several options are under consideration for Sunday. Final arrangements are being made now. Look for more details and registration to open around Labor Day.

Oktoberfest: Beaver Creek or Bust!!

By Anna Maripuu | Photos by Kelsy Hill



OOOHHHHH FEST! And what a big OH it was! Beautiful Beaver Creek, Colorado and the Rockies!

I've been a member of the National Capital Chapter for a few years, and even though I am madly, wildly, and passionately in love with all things Bimmer, I don't go to as many events as I would like. Life sometimes actually gets in the way of the really important things like BMWs! After missing out on Monterey last year, I was determined to attend Ofest

in Beaver Creek. For me, it was Beaver Creek or Bust!

Fresh in my mind was the 1-day //M school car control/performance driving event that I had recently attended with thirty like minded men and one woman at the Performance Driving Center in South Carolina.

Due to work constraints, I missed the first two days of Ofest – and for this I was sorry. I have vowed to never again make that mistake. Totally immersing oneself in all the events and being present for the entire time is the way to go!

The first day of Ofest saw participants attending the Michelin "Drive and Compare" event in the Big Bear parking lot of Beaver Creek. iRacing was on in full force in the Gerald Ford Sawatch Hall next to the Park Hyatt in Beaver Creek and the virtual competition was fierce. If you wanted to get outside, you could



(Top) Fun rally/scenic drive in beautiful Colorado complete with twisty roads and breathtaking vistas. (Above) Best Bimmer Buds Anna Maripuu and Kelsy Hill at the drifting competition at Beaver Creek Wolf parking lot.

choose between driving an adult and kids Colorado-themed Gymkhana at the Wolf parking lot complete with snow-capped mountains (cones draped with white wash cloths), wild animals (stuffed animal toys that had to be moved from basket to basket), beer drinking and weed! (yes, you had to roll a "joint"). Griot's Garage was in attendance at the Gymkhana and held talks on paint perfection and interior and wheel care.

Another event option was the fun rally/scenic drive. I heard from a number of people that it was exactly that: a lot of fun! Using odometer calibration at the start of the rally, participants had to identify signs and landmarks depicted by photographs and record the odometer reading accurately at each designated landmark.

The rally took one through Beaver Creek resort, over to Vail, Minturn, to the city of Eagle, and back to Beaver Creek. It was a great way to take in the gorgeous surroundings and get to know the area!

The evening featured a beer-garden happy hour held on the mountainside lawn of the Park Hyatt hotel in Beaver Creek, capped off by a buffet dinner hosted by Colorado BMW Centers.

Day two had some of the same events taking place, so if you missed something on the first day, here was your chance: Drive and Compare, Gymkhana, and iRacing. The Pirelli Concours d'Elegance was held at the Beaver Creek golf course and it is always a thrill to see



perfectly pristine Bimmers all shiny and lined up, gleaming in the sun, expertly q-tipped and ready to be admired in all their glory. The BMW CCA Foundation held a charity golf tournament in which one had the option of either playing seriously or joining a foursome for some fun, casual golf. By 4:00 p.m. the striking Austin Yellow M4 was

reception on day three and held tech talks on various topics throughout the week, such as on exhausts and intakes, tech suspension, and tech tips. Odometer Gears sponsored a TSD Rally to Kessler Ranch where a casual BBQ was held on day three. One could go talk tires with the guys from Bridgestone, Michelin, and Pirelli. Personally I could talk about

The Autocross was a tight and challenging course — but fun! I volunteered to shag cones and it was a good way to get to know our hosts — members of the Rocky Mountain chapter, who couldn't have been more welcoming. When I was hungry, I was supplied with donuts and Kind bars. Beside the Bridgestone 228i's, all classes of cars competed in the Autocross. The Odometer Gear boys even used their rental car — a Chrysler 300C AWD with V8 engine Hemi complete with blue duct tape "racing stripes". Watching this car corner was fun — not exactly the best vehicle for taking corners, but the boys made it work, winning in their class (class 9, non-BMW) with a time of 36.532. The fastest Autocross time was 30.576 set by Michael Feldpusch in his 1995 BMW 3 Series 2 Dr 325is Coupe.

A car control clinic sponsored by Tire Rack Street Survival was held on day four in the Wolf parking lot. The key skills that define a good driver are traffic skills, vehicle control skills, and mental skills. Participants practiced slalom, straight line braking, braking and turning, figure eights (power-induced oversteer and understeer



and brake-induced oversteer), as well as cornering and emergency avoidance.

That evening, Pirelli sponsored a 1970's themed Throwback dinner, complete with groovy peace signs and a photo-op "love" bus. "Elvis" was in the house wearing his best spangled white jump suit and winning for best costume of the night.

One could take part in a 66 question trivia contest (courtesy of Dan Tackett of the San Diego Chapter) which asked all manner



Photo by Anna Maripuu

being exhibited by Mike Renner at the Wolf parking lot with the drifting competition underway. M4 drifting opportunities continued on days four and five. Finally, a strolling dinner sponsored by Liberty Mutual was held on the slopes of the mountain-side lawn, with accompaniment provided by the Narrow Gauge band.

One of the really great things was the opportunity to meet and speak with various sponsors and vendors. Dinan sponsored a dessert

tires all day long and never get "tired" of it! (please forgive the lame pun).

Bridgestone held tire clinics and sponsored the Autocross on days four and five in the Big Bear parking lot. If you didn't have a car to drive, you were not out of luck — Bridgestone had fitted out two 228i's with Bridgestone tires. One with run flats and the other with Potenza high performance tires so one could compare tire performance and handling in the Autocross.

(Top) Anna ready to drive Autocross in the Bridgestone 228i with NCC president Paul Seto as copilot. (Above) The grounds of the Beaver Creek Park Hyatt hotel nestled amid the Rockies. (Below) Pirelli concours d'elegance at Beaver Creek golf course and a great round of golf!





being there, was the incredible camaraderie that exists among BMW car club members.

We are a laid back, fun, approachable bunch. What we all have in common, and which needs no explanation, is our love of the marque. The best thing about Ofest (beside the cars) is the great opportunity to reunite with old friends and make new ones. And before you know it, the new friends have become old friends! I look forward to seeing all my "old" friends at the next Ofest at New Jersey Motorsports Park (September 21-26, 2015). In the meantime, my memories of the grandeur of the Rocky Mountains and the great time I had in Colorado live on.

(Left) Anna Maripuu, Paul Seto and Kelsy Hill of NCC being photobombed by the Austin Yellow M4. (Below) The Austin Yellow M4 exhibited by Mike Renner. (Left inset) The Odometer Gear boys (Myron Ware, Jeff Caplan, and Brian Howerton) with Anna and Kelsy at the awards banquet.

of questions such as "2002s were available in two shades of orange. The bright color was Inka. What was the second shade of orange called?" (answer— Colorado, light orange) and "What was the pace car for the 1972 Olympics Marathon in Munich?" (answer— 1602 Elektro BMW 2002).

Additional activities included a photo contest, door prizes throughout the duration of Ofest, an optional whitewater rafting trip, an RZR off-roading event, and Bimmers on Broadway — a chance to exhibit your BMW in the town of Eagle. Even one of only ten i8's in North America

made a few cameo appearances during Ofest. I had the thrill of my life during the drifting competition when I managed to hop into the passenger side of the i8 and be driven a few hundred feet in this perfectly quiet, sleek high-end hybrid.

The culmination of the five day event was the BMW of North America awards banquet and the BMW Car Club of America 45th Anniversary dinner. Awards and BMW goodies, as well as sponsor goodies, were handed out to participants for best times and scores in all of the events. But what is hard to describe and you could only feel by



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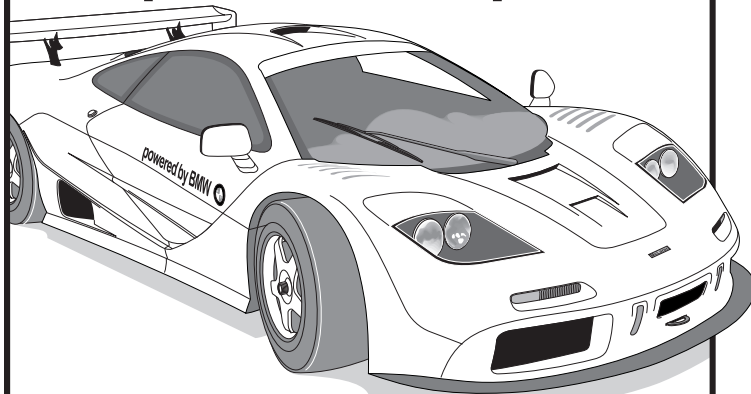
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Seeking the Ultimate Mid-Atlantic Driving Machine

By James Chew

This winter season has been especially harsh in the mid-Atlantic region. Snow is expected, but I hardly ever recall having so much snow during one season that all the school districts in the area are working on extending the school year to make up for the unusually large number of snow days.

Believe it or not, I managed to break a snow shovel, and you can't buy snow shovel parts at Home Depot!

My 2012 135i convertible was safely parked in my garage, on a battery tender. Even when the roads were cleared, I dared not take it out. It wasn't just that I didn't have any winter tires; I really didn't want any paint and body damage from the gravel, mud, and salt which were spread on all the roads.

After this winter, I now understand why the mid-Atlantic BMW dealer stocks are heavy toward x-Drive vehicles. During my five years in Southern California, the only x-Drives vehicles I saw at the BMW dealers were the SAVs. In the mid-Atlantic, I'd be hard pressed to find a 6 Series or 7 Series vehicle at a BMW dealer that wasn't x-Drive! Though I think the Audi Quattro system is engineered better than the BMW x-Drive, I think BMW x-Drives drive better than Audi Quattros.

So I'm now seeking the Ultimate Mid-Atlantic Driving Machine. I'm

not replacing my 135i convertible – I want to drive the Tail of the Dragon, the Blue Ridge Mountains, the Shenandoah Valley, and make treks to VIR, Summit Point, and Martinsville. This will be an Ultimate Driving Machine that's suited for everyday mid-Atlantic driving (e.g., I-95, I-66, and the poorly maintained suburban roads, be easy to maneuver in the Northern Virginia and D.C. underground parking garages, and is solid.

This vehicle must also be a comfortable ride and give me the confidence that I can handle the various mid-Atlantic traffic situations. My mid-Atlantic BMW friends are amazed that I frequently drive between Orange County and Silicon Valley in less than six hours. I have no issue with making this drive a day trip – leaving Orange County early in the morning, having four to five hours of meetings in the Silicon Valley then driving back to Orange County. My Southern California friends are amazed

to learn that when I drive that 420-mile distance in the mid-Atlantic, I drive over seven states!

Finally, I didn't want an SAV. I've owned an X3 and my wife currently drives an X5. They are very nice vehicles. But when I drive my 135i or a 3 Series after I drive the X5, I'm immediately reminded of how much more



(Top and above) The 328d Touring — the Ultimate Mid-Atlantic Driving Machine. The rear window opens separately from the hatch — a very nice feature!

fun the BMW cars are to drive than the SAVs. But I wanted the cargo-carrying convenience of the SAVs.

Fortunately, BMW has a 2014 BMW 328d Touring in its evaluation fleet. Being comfortable with my personal and professional life, I'm not allergic to station wagons. I've recovered from the post-traumatic stress syndrome of learning to drive in my father's 1969 Plymouth Belvedere station wagon. Station wagons are not the type of vehicle that will get one noticed – but who am I trying to impress?

It may be too simple to state that the 328d Sport Wagon is just like a 328d sedan except with more cargo room, but it's true. And that's why BMW station wagon owners tend to never sell them. They are that good.

The previous generation 335d was my first experience with a diesel 3 Series in the United States. With a driving range of over 600 miles, the added bonus of the 335d was that it's in-line six cylinder engine produced 265 horsepower and 425 foot-pounds of torque. While there was a price premium of the diesel over the gasoline versions, the 335d was much less expensive than that generation M3 and almost as fast!

My experience with the 335d set high expectations for the 328d.

I was not disappointed. The 328d features a 2.0-liter twin turbo diesel engine, though it is available only with an 8-speed Steptronic transmission. The engine produces 180 horsepower and 280 foot pounds of torque, resulting in wonderful acceleration.

The 328d Sport Wagon is a true BMW. Driving it on some of the Central Virginia backroads in wet and snowy road conditions, I was able to drive those roads as if they were dry. I often used the paddle shifters to manually shift the 8-speed Steptronic transmission to add to my driving pleasure.

After close to 1,000 miles in the 328d x-Drive Sport Wagon, I discovered one feature that I

could not understand. The Driving Dynamic Control which had ECO PRO, COMFORT, and SPRT settings was a bit of a puzzle. Driving the 328d in the ECO PRO setting, I felt as if I was driving a Lexus. On the COMFORT and COMFORT PLUS settings, I felt as if I was driving a Mercedes. It was not until I was in the SPORT and the SPORT PLUS setting did I feel as if I was driving a BMW. It's quite the mystery why BMW would have any setting for the Driving Dynamic Control other than SPORT and SPORT PLUS.

And yes, during my week-long 1,000 mile evaluation I was able to achieve an outstanding 38 miles per gallon combined fuel economy. The 2014 BMW 328d Sport Wagon is a vehicle with the utility of a small SUV, the fuel economy of a hybrid, and the driving dynamics of a BMW. I must admit that I took perverse joy in driving past all the Prius drivers who looked miserable while driving their Novocain induced vehicles that ride like a skateboard. And I did notice that I never saw a Prius on the wet, snow-covered roads.

The cargo area yielding a very nice surprise – the rear window can be opened separately from the hatch. This is very handy when carrying the longer items from the local hardware store or nursery.

If the Volkswagen of America lobbying group is successful at changing the law to allow diesel-powered vehicles to have the same tax exemptions and car pool vehicle exemptions as hybrids, watch the sales of diesel vehicles go through the roof.

The only concern I had with the 2014 328d Sport Wagon was value. Our Estoril Blue test vehicle, equipped with the M Sport package and Dynamic Handling Package, retailed for a little over \$49,000. It didn't have Navigation, Satellite radio, leather upholstery, xenon headlights, rear view camera, heated seats and heated steering wheel.

Checking the BMW web site, this equipment would have added over \$8,000.00 to the sticker price. While I could understand not ordering most of these options, not equipping a daily mid-Atlantic driver with heated seats seemed quite odd.

I am concerned that the BMW financial folks are doing the wrong things to squeeze more profit from their products. Squeezing margins is a very slippery slope for this brand. Even though BMWs are



known for their driving dynamics, it may not be long before the BMW bean counters start questioning the chassis, drivetrain and powertrain costs, resulting in BMW products that are no longer Ultimate Driving Machines. Let's hope that someone in BMW North America or BMW AG headquarters quickly stems and reverses this trend.

The road and weather conditions have me a bit reluctant to purchase or lease a new BMW 3 Series Touring for an every-day driver. I'm looking at certified pre-owned and through the BMW CCA classifieds. So if you're selling a BMW 3 Series wagon with x-Drive through the BMW CCA classifieds, please don't be surprised if I contact you!



(Middle left) If it wasn't for the extra cargo room, you'd think you were driving a 328d sedan!

Put “The Vintage at the Vineyards” on Your Bucket List!

By Marc Caden | Photos by Raine Mantysalo and Marc Caden



If you can only attend one BMW enthusiast event during the rest of your life, you must make the trip to “The Vintage” car show held annually in Winston-Salem, North Carolina. 2014 marked the 10th anniversary of this event, originally known as “The Vintage at the Vineyards.” Over time, this car show quickly outgrew the vineyards and this year returned to the venue of the charming 18th-century Moravian settlement of Old Salem. Although one can more readily imagine horse drawn wagons lining the streets, the rows of historic BMWs parked in front of three-hundred-year-old homes, shops, and taverns provided a perfect substitute.

“The Vintage” started as a fairly small local gathering of cars and has grown into the largest gathering of historic BMWs on the East Coast (and possibly the nation). This year two later models of BMW qualified as “vintage” and were on display – the E31 8 Series and the E34 5 Series. This resulted in several of the rare variants of these models making their maiden appearance at the show, among them the 850 CSI, E34 M5, and E34 Alpina B10 BiTurbo.

I was fortunate enough to catch up with *Roundel* columnist Rob “the Hack Mechanic” Siegel. I expected either to see him with his Chamonix 2002tii (which unfortunately still hasn’t made an appearance at this event) or more predictably his red E9. Instead I found him perched next to an unfamiliar, but beautiful Sahara Bavaria. Now, Rob is famously known for

keeping a large number of BMWs in his stable. This allows many of us to tell our wives – look there is this guy Rob and he has twice as many cars as I do, so it could be way worse! Indeed, Rob has served as my fall guy several times in justifying the purchase of another BMW.

But back to the Bavaria – Rob found this ridiculously clean and mostly original Bavaria on a lift in a warehouse in Kittery, Maine (I would tell you the price he paid, but it would make you cry or worse). The wheels were off and the calipers were under construction, so a test drive wasn’t a viable option. Upon trailering it home this spring, Rob realized the car had no brakes, no power steering, and needed a center support bearing. In short, there was no way this car was coming to the Vintage this year.

However, a quick check of the brake system revealed the brake booster check valve had been installed backwards and suddenly the brakes came back to life. Similarly, the lack of power steering was the result of an empty power steering fluid reservoir. So after repairing the

center support bearing, the car was ready for road testing. If you have read Rob’s book or any of his columns, you know he preaches the need for extensive preventive maintenance. However, in this instance he broke his own rules and with limited maintenance, drove the Bavaria eight-hundred miles



(Top) Marshall Lytle’s red 1975 BMW 2002 was one of the featured cars at the entrance of the event. (Above) Both the BMW CCA and BMW CCA Foundation had merchandise for sale at their tents.

to "The Vintage" and arrived without having had any problems.

Another great friend and regular among the vintage BMW community is parts supplier Steve Petersen (who sells parts at BluntTech.com). He arrived trailer-ing a less than stock, but attention grabbing E30 M3 missing its entire front end. A quick glance at the

owners, Greg and Colleen Johnson, are from Willis, Virginia. Colleen's father purchased the car new in California. During his ownership, the car never knew rain and was garage kept. He put 9,942 miles on it from 1980 to 1986, then parked it. From then until 2002, the car sat covered in his garage. Bob gave the cherished car to his daughter

Marshall Lytle, Matthew Cervi, Clay Weiland, and Dudley Williams drove down on Thursday in 2002s. The trip was uneventful until Jim Gerock smelled gas coming from Clay's rear end (speaking strictly in car terms of course). A quick check revealed that a fuel hose in Clay's 1967 1600 had sprung a small leak, but it was easily fixed upon

arrival in the hotel parking lot. This also explained Clay's reduced gas mileage during the trip. Fortunately there were no smokers in any of the cars trailing immediately behind him.

Unfortunately I bore witness to an incident that happened on the journey home. It occurred when I was driving back with the dB's



Photo by Marc Caden



engine bay revealed that the S14 four banger had been swallowed by the V10 engine from an M5. The aluminum block V10 did not increase the car's weight significantly and when completed it will generate approximately 500 horsepower. This car will be ready in the near future and offered for sale.

Another interesting car was a bone stock 1980 528i in Chestnut Red (Kastanienrot). The car's

Colleen and her new husband as a wedding gift. Today, the car has approximately 26,000 miles and it still appears to be showroom new (and a quick sniff of the interior confirmed that it also still smells showroom new). It is all original except for the radio, tires, hoses, and water pump.

Many local cars were driven to "the Vintage" this year. A caravan of folks that included Jim Gerock,

(Middle left) You may recognize Gary and Judy Pyle's yellow 1973 BMW 2002 from seeing it in advertisements for Bavarian Autosport. (Middle Right) Flow BMW brought several new cars and gave many people their first chance to check out the all new i3.



production manager Raine Mantysalo. If you haven't seen Raine's 2002 before, you should know that it is a Concours winner and in simply impeccable condition – easily within the top 1% of all 2002s in the world. Every nut and bolt has been polished to perfection and its impossibly clean condition is made even more incredible by the fact that he drives it regularly. Anyway, it was Raine's birthday and we had planned to celebrate it by making sure we found some enjoyable roads to drive on our way back

to the greater D.C. area.

Things took a turn for the worse when approximately thirty minutes into the return trip a deer appeared in the middle of the road. Raine diligently swerved to lessen the impact, but nonetheless struck the deer with his passenger side grill and fender. Thankfully Raine was not hurt (note: the deer ran off, so hopefully it was not too hurt). Damage to the 2002 was fairly limited and the little car proved its worth by soldiering home without any mechanical issues.



Photo by Marc Caden



Photo by Marc Caden



(Middle Left) Rob "the Hack Mechanic" Siegel posing with his most recent find – a Bavaria in Sahara beige. Rob awoke in the morning to find that someone had replaced his rear license plate with another that read "BARF-ARIA." Such are the practical jokes played on car enthusiasts.

The incident clearly put a damper on the day, and we both drove away from the scene feeling frustrated and shaken. On a positive note, Raine's 2002 has been repaired and looks like new.

Over three hundred classic BMWs made an appearance at this year's Vintage. Some had their original owners, such as Mike Springer with his Verona red 1971 2002 with over 300,000 miles on it, and there were other owners who appeared to have been born long after their car was manufactured. All the folks who attend this event are of the highest caliber. Young and old are brought together by their love of these Bavarian machines. The hotel parking lot becomes a mini-car show in the evening in which all the gearheads gather, smoking cigars and freely

giving out beers from coolers residing in open trunks.

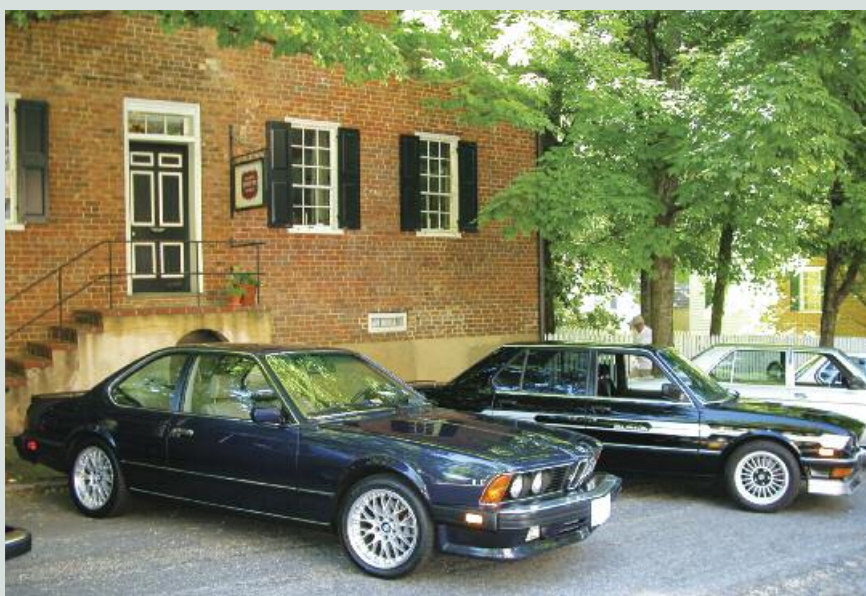
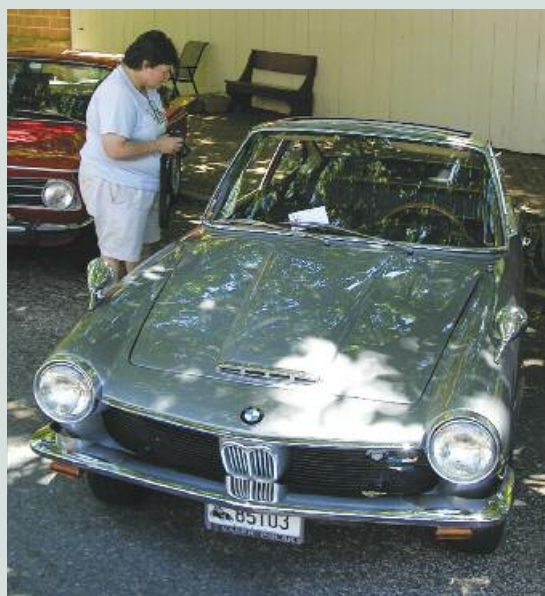
If you love the marque then attending "The Vintage" is a must! And even if you prefer the more modern offerings by BMW, seeing the living history of these cars in "real life 4D" (touching, feeling, smelling, and seeing) can only give you a greater understanding of how each generation of cars evolved and provide you with an even greater appreciation of your newer model.



Photo by Marc Caden



(Top) The engine compartment of Greg and Colleen Johnson's pristine 1980 528i. (Left) Three 2002 attendees from our chapter. (Bottom Left) Axel Colin brought one of the rarest of all the cars in attendance – a 1967 BMW 1600 GT.



Insurance Coverage: What You Should Know

By Stephane Grabina

As I started typing this I was having difficulty determining where to begin. I have a somewhat cynical view as I have an insider's perspective on the process. Just like sausage, nobody ever wants to see it being made. This is an unfortunate reality that we have all dealt with at one point or another in our lives. Let's start with what you should do before you get into an accident.

Body Shops: Find one that has a good reputation, ask friends, check out review sites such as Google plus or Angie's list, or ask your mechanic. Some mechanical repair shops will be the go between for the body shop, the customer and insurance. This may sometimes be the best way to go about it as the mechanical repair shop wants to make sure that you are satisfied because they need your repeat business.

We've all been there. The body shop calls us to tell us the car is ready we go. When you pick up the car from the body shop, the paint doesn't match or the fender doesn't line up. While a consumer may bring a car to a body shop once every ten years, a mechanical repair shop may bring ten cars a month to a body shop. Therefore it is in the best interest of the body shop to ensure that the mechanical repair shops are happy. Consumers' Checkbook (Checkbook.org) rates most of the shops in our area. Check this list to see where your favorite shop fits.

Insurance: I can't tell you what insurance companies to avoid, however, I can tell you what insurance companies I have had good experiences with when it comes to paying out for new parts and proper procedures: USAA, The Hartford, Allstate, Erie and Encompass (Encompass is the one I have for insurance. They are affiliated with Allstate). Additional suggestions are available in the Fall 2013 issue of Consumers' Checkbook and the June 2013 issue of *Consumer Reports*. Any driver should understand the coverage. It is important to read the fine print. If available ask about getting a Rider on

your policy so you get only OEM parts. This will cost you more but think of it this way: you bought a beautiful, certified diamond ring, spent money on it, and you kept it shiny and sparkling; then something happens to it. The insurance company hands you a cubic zirconium and says have a nice day. Unfortunately this has become the norm. I recommend talking to an independent insurance broker who has access to several insurance carriers to help you shop for the best coverage and price given your situation.

Inside Dirt: Here is what has been going on in the collision industry (the making of the sausage I talked about earlier). Body shops that are desperate for work will seek out and create relationships with insurance companies to get referrals and the promise of a continuous flow of new business. This type of arrangement is typically called DRP (Direct Repair Program). In return the body shops have to agree to certain guidelines such as accepting some of the following: installing used/aftermarket parts, not charging for certain steps or not doing a proper and safe repair.

After a collision, the insurance company is going to work very hard to try to sell you on the idea that you should take the car to one of their DRP shops. This is called "Steering." This practice is illegal but unfortunately not enforced. Typical things you will hear from the insurance adjuster: "If you don't take it to our shop we may not be able to go inspect it for a week," "you will have to pay out of pocket if you go to that shop," "unless you go to our shop we can't guarantee the repairs." In most cases a body shop can file a supplement for additional costs or repairs as long as they can prove it is necessary. Adjusters can typically visit most body shops within 3 business days barring some kind of national disaster.

Some may argue that the insurance company should be getting perks for sending customers their way. While part of me agrees, there is a limit. Unfortunately the insurance companies

are severely short changing the body shops, so much so that some jobs are not profitable. Some folks would say: "well it isn't my problem that the body shop isn't making a profit." Here's the catch, body shops are going to find a way to make every job profitable. The question is which corner is being cut?

Diminished Value Claims:

This happens to be one of the best kept secrets in the insurance industry. Say you get into an accident with your two-year-old car and four years later you want to sell it or trade it in. Most likely the diligent buyer or dealer will pull a Carfax report or inspect the vehicle for body damage. Once they see the damage or the report on the Carfax, they will offer you less money for your vehicle. Sometimes this can be significantly lower. You are entitled to be compensated for the vehicles potential loss in value. This means you will have to get the vehicle repaired and then contact a "diminished value" claim expert. If you google it I am sure one will come up for your area. If you need help finding one I have a few you can call. They will most likely have you take a car to a specified body shop to perform a post repair inspection which you should always have done anyway. Some body shops offer this as a free service; however, if they see a red flag they may want to investigate further so expect to pay a little out of pocket. Chances are if they have to do some deeper digging this means there is something wrong and should be investigated anyways. If improper repairs are found, the insurance company will get involved and pay the shops for their labor.

Total Loss Value: An insurance company is always going to work hard to protect its bottom line. You as the consumer need to protect your bottom line as well. The insurance adjuster will convince you that the number they are offering you is the best and final number that exists. This is not necessarily true. In most cases, independent appraisers can help you negotiate a higher value for your total loss. They charge a nominal fee in

comparison to the additional money they can get you back from the insurance company. If they are good at what they do they will tell you up front that they don't think they can do better and therefore not charge you additional money.

Gap Insurance: You bought a brand new car and you got a great deal to finance it for 5 years. Three years into it you get into an accident and the car is now a total loss. Whether it is your fault or not, the insurance company is going to give you what they calculate as the depreciated value. Here's an example: the car is worth \$22,500.00, you still owe \$26,000.00 on the note. This leaves a gap of \$3,500, this means you will have to pay \$3,500 out of pocket to the bank in order to pay off a car you aren't going to keep. This is where gap insurance comes in. You can typically get it from the lender/bank as an option or from your regular insurer it is typically a small number but well worth it. Of course if you finance it for three years you will most likely stay ahead of the curve as your principal amount will typically be less than the value of the car.

The bottom line: when a car needs repair, mechanical or body, an appraiser or service manager will provide an estimate. That is based on what is visible and known. Once repairs are underway, additional problems may be uncovered. If you are paying, the shop will call you and explain. If this is one you have been happy with in the past, generally it is prudent to accept the advice and do the additional repair. If insurance is covering the claim, then the shop will call the carrier, explain what is needed, and ask for authorization to do the additional work. This is where the haggling and delays come in to play. In either case, generally the repair takes longer that you expected. This is particularly true if an insurance carrier insists on seeing the damage before authorizing additional work. So be patient with your shop. They are doing the best they can.

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Traditions

BY Ron Costell, M.D.

PHOTOS Ron Costell, M.D.

Bavarian Bad Boy: Ken, Our E28 Euro M5

There he was, banished to a corner of Lothar's shop, black and dusty, and looking like the loser in a Biker Bar brawl. Minus his radiator and A/C condenser he looked badly wounded, but what lay exposed was a "Big Six" engine with the unmistakable twin-cam cylinder head and intake hardware of an E28, M5. This guy clearly had made it over from the Old Country. Wearing those big asymmetrical headlights with wiper blades, those discrete chrome bumpers, and that tidy front spoiler, with the integrated fog and running lights, he was unmistakably a very German M5.



It was the Fall of 2006, and we were fed up with renting cars when we visited our place in New Mexico. It was time to find another "Golden Era" Bimmer. My late midlife crisis 1988, E24 M6 was an indolent garage queen. Lipstick Red over Sun Bleached Blonde, the "Barbie Doll," as my wife Marsha dubbed her, seemed somehow wrong for duty in frontier New Mexico.

"I think I've found Barbie a boyfriend," I told Marsha over dinner, "we can call him 'Ken.' He's a poorly documented, dark gray market immigrant, a rough edged, sort of snarly, aggressive; watch your back kind of guy. But I think he'll serve us well in New Mexico and be a blast to drive."

I expressed my keen interest in Ken to Lothar. As Tommy's "off the clock" mechanical restoration project, it took some weeks to get Ken back into service, properly tuned, and with lots of fresh new parts. None of his service records were available – usually a bad sign. But Lothar had known Ken since he arrived as a Gray Market import in 1986. Ken may even have had his picture in a "dB" article back about 1987. Ken's third owner had stored him for three years and recently



sold him back to Lothar after the owner's son, a University of Maryland undergrad, got into serious trouble with multiple speeding tickets. Ken showed signs of his misspent schooldays. He had enough small chips and dings to make his auto transport invoice look like a game of tick-

tack-toe. Luckily, his upscale Black Buffalo Leather interior remained in exceptional shape, and he'd sustained no rust or significant collision damage.

"Take him home for the weekend," said Lothar, "and give him a run." And run he did! An unforgettable drive on the Beltway and up

Georgetown Pike towards Great Falls clinched the sale. It revealed the fast and nimble vehicle, which BMW reputedly cobbled together by hand for their corporate security as chase cars to the CEO's limo. Ken made Barbie feel like a stodgy Dowager. With a true Euro M88 engine from the M1 supercar, Ken's



(Top) Ron and "Ken". With 15" wheels and without spoilers and airdam, the car is a true sleeper. (Above) The M88/3 Engine first appeared in the mid-engine M1.



torque and responsiveness was breathtaking. He was both lighter and more powerful than the M5s imported later into the USA. As a Euro M5, he could also claim the distinction of being the rarest of all BMWs except for the M1. When the time came for due diligence, my trust in Lothar trumped my usual "buyer beware" caution, a decision

I've never regretted.

Ken is an early Euro M5, number 132 of the first year of production. Ken is all business: no cruise control, no trip computer, no "shadow-line" blackout chrome, and no rear deck spoiler. There is nothing to distract either the driver or the Polizei. None of the Euro M5s were delivered with a catalytic



(From top left) Buffalo Leather "Comfort" Seating; Original Radio; BBS Replacements of TRX Wheels; Simple Pleasures; Room for the Family; Original Euro Lighting; No Skimping on Tools!

converter. Conveniently, the “free flow” principle is at home in rural New Mexico, where we love our stinky old pickups and “low riders,” and concerns about pollution seem limited to radioactive waste from Los Alamos.

In New Mexico the fun begins. The fourth largest state in the lower forty-eight, has a sparse population of barely over two million. Road maintenance is the primary public works project. The state is a paradise for drivers. Glorious scenery, temperate, dry weather and uncrowded roads are the rule. Ken’s 15 inch BBS wheels and mud flaps ease concerns over the unpaved back roads. Ken discovered he loves to chase motorcycles up the curvy Sandia Crest Highway, though Ron is not foolhardy enough



to let him chase them downhill. He has gathered about 15,000 miles in his eight years there. Once he made over twenty-eight miles per gallon on a long run with a tailwind. Usually he gets about twenty-two, the same as the 1988, E30, 325ix we drive most of the time there.

Last year we treated Ken to a “driver class” restoration. With a weak economy and a strong custom car culture, first class restoration workmanship is much more affordable in New Mexico than in the East. Ken got new chrome

bumpers all around, a new hood and front valence, and much of his trim was renewed. In order to match the look and texture of the original, he got a single stage Glasurit paint-job in his original “Schwartz,” over careful paint less dent removal and discrete non-filler bodywork.

Ken has proven a comfortable, secure companion for road trips. Though sometimes he can be mischievous, as by lulling us into believe that his speedometer reads four mph high at all speeds as it does in the city. Officer Chavez handed Ron his first Interstate Highway citation recently, 84 in a 75 zone (a \$67 tab in New Mexico). A recheck of the speedo with a GPS showed it was dead accurate above 45 mph! Suffice it to say, Officer Chavez was being generous.

We hope to provide this distinguished refuge the good care and exercise he deserves. Now that “Barbie” has joined him, they make a splendid couple.

Technical Specifications

1986 M5 E28 European Specifications

Engine:	M88/3, Inline 6-Cylinder, Double Overhead Cam (USA Version: S38)
Displacement:	3,452 cc.
Compression:	10.5:1 (USA 9.8:1)
Horsepower:	286 @ 6,500 rpm. (USA 256)
Torque:	245 ft.lbs. @ 4,500 rpm. (USA 239)
Injection Type:	Bosch Motronic
Transmission:	Getrag, reinforced 5-speed, overdrive
Final Drive:	3.73:1, 25% limited slip (USA 3.91:1)
Weight:	3,153 lbs. (USA 3,420 lbs.)
Length:	182 in.
Wheelbase:	104 in.
0-60 mph.:	6.5 sec.
Max. Speed:	153 mph.
Tires:	TRX 220/55 VR or 225/50 VR 16
Production:	M88 version, L and R hand: 588
Cost:	DM 80,750 (10/84), Dollar equiv. \$27,000 (\$61,800 equiv. 2014); (USA Version: \$45,500, 1988)



(Top and above) “Barbie” and “Ken;” Mudflaps: Very Handy in the New Mexico Outback (Shiprock in the distance).

A New Ultimate Driving Machine

By James Chew

I was invited by the BMW Technology Office USA to drive the i3 at their Mountain View location. The opportunity to drive this unique vehicle and talk with some of the designers and engineers who developed this vehicle was a rare opportunity that was not to be missed. And I drove my 135i to the airport to refresh my memory on how BMWs drive – hoping that the i3 would have the same feel.

Some of the BMW faithful who came in to the automobile world with front engine, rear-wheel-drive, manual transmission BMWs have been rather vocal on how the modern BMWs don't feel like BMWs. Surprisingly, these once faithful are abandoning BMWs for Audis and Lexus (I'll have a review that compares the BMW 3 Series to the Lexus IS F sport later). I am not one that subscribes to the perception that BMWs no longer drive like BMWs. I appreciate and understand product evolution. Typewriters have been replaced by iPads. Film cameras have been replaced by iPhones. Lookalike tract homes have been replaced by "McMansions." Home solar and geothermal energy generation units are replacing reliance on utility companies.

It was with that attitude that I approached the i3 test drive.

BMW entered the electric vehicle market in a low-key, deliberate manner. Some of you may remember the Mini-E, which was a Mini with an AC Propulsion electric motor and lithium-ion battery pack. The Mini-E drivers didn't just drive the vehicle, they were required to participate in on-line surveys and discussions about the vehicle, as well as take the Mini-E to the dealerships for the periodic maintenance and service. For all practical purposes, the Mini-E was a monitored "real world" engineering test program. In the U.S., 450 people, 250 from Los Angeles and 200 in New York/New Jersey, participated in this test program.

The lessons learned from the Mini-E were incorporated in to the BMW 1 series Active E. One of the major Mini-E lessons learned that was incorporated in to the 1 Series Active E was the battery pack thermal management system. This thermal management system kept the battery pack at an optimum operating



(Above) Be assured that the signage is NOT standard on the i3.

temperature, regardless of the outside climate. This next generation "real world" test program was used not only to determine if an electric vehicle could support U.S. driving habits, but also test home charging devices. I not only remember the high demand for the 700 U.S test units, but also that those who were lucky enough to secure one, loved those vehicles. These drivers appreciate the Active Es' unique regenerative braking system, which operated the moment one took one's foot off the accelerator.

Unlike the Mini-Es, which were all recovered by BMW after the test program, one can still drive an Active E. They are part of BMW's

DriveNow car sharing program in San Francisco.

These two test programs showed BMW that an exclusive "ground up" design is needed to realize the potential of an electric vehicle. To do this, they used their strong in-house engineering to develop carbon fiber structure as well as the battery pack design. BMW recently announced a memorandum of understanding with Samsung for an assured supply lithium-ion cells. BMW built their own carbon fiber plant, located in Moses Lake, Washington to provide an assured supply of carbon fiber.

The lithium-ion battery pack is incorporated in to the chassis, which gives the i3 a low center of gravity. Coupled with our test vehicle's 20-inch wheels with low-profile tires, the i3 handles like a BMW. Maybe my 135i's Active Steering has conditioned me, but in terms of handling, I felt the i3 it would give any Audi and Mercedes a run for its money.

The BMW faithful should be pleased with the i3's brisk acceleration. As with all BMWs, you press the accelerator and it moves quickly. The i3 seems to accelerate much faster than the quoted 0 to 60 times of 7 seconds.

For most of the BMW faithful, the regenerative braking will feel odd. Activated the moment one lifts one's foot off the accelerator, the i3 drivers quickly learns that there is no coasting with i3. The Active-E drivers appreciate this feature because it helps extend the range of the vehicle. This is the only time one feels as if one is driving a golf cart.

(Below) The i3's steering wheel and instrument panel make it apparent that you're driving something different. You sit comfortably straight and upright. With the BMW Tech Office practically next door to Apple Headquarters, will iPads soon be replacing BMW instrument panels and multi-media navigation screens?





Practicality is the overall theme of the i3's exterior and interior design. The carbon fiber structure provides for a strong and lightweight passenger compartment. Without a "B-pillar", the i3 doors open wide for passengers and cargo. Four six-foot adults comfortably fit in the i3. The twin front skylights enhance the interior's airy feel.

The i3's interior reminds one of an upscale Ikea room display. Practically equipped and tastefully decorated, the i3's interior features delight the occupants. Everything seems to make sense. To date myself, the i3's practical interior reminded me of what I consider to be "the" benchmark practical American car interior – the 1963 Rambler American.

Sitting behind the driver's seat, one is quickly reminded that this is driving the future. The i3's instrument panel and smart display reinforces my prediction that soon, iPad-docking stations will replace these elements. Adjusting the seat and the mirrors and start button, I turned the shift knob to drive to start my test drive.

The i3 seating position is best described as "proper". It's as if the designer was mindful of parents constantly asking their kids to sit straight. And while you are sitting straight, you're doing so comfortably. I found this to be true, whether I was sitting in the front or rear seats.

Within the first few minutes, I knew that I was driving something special. The previous driver parked the i3 in an awkward spot – way too close to some BMW display vehicles, pointed away from the parking lot exit.

In those first few minutes, the i3 showed its quick reflexes, its tight steering radius, its easy-to-use shift knob, its outstanding vision, and its high-definition rear-view camera. This outstanding maneuverability showed that I was driving a "real" BMW.

The acceleration was smooth and eerily quiet. Power and power delivery were quite nice. Because of rush hour traffic on the 101 Freeway, I wasn't able to test the acceleration in real world conditions. That being said, I'm sure we would have reached normal freeway speeds in no time, and freeway passing would have been no problem.

The instant regenerative braking did get some getting used to. You had to constantly remind yourself that this vehicle doesn't coast – you're either expending or generating energy. The regenerative braking was so effective that I rarely used the brake when driving. When negotiating some of the more interesting roads in our test loop, I simply took my foot off the accelerator to effectively set the car up for entry in to a curve.

The i3's low center of gravity gives the car a quiet confidence. Steering actually felt better to me than on the 2012 328i (as an aside, I don't know if you've noticed, but the steering feel on the current generation 3 Series has improved significantly since it was launched). Several times during our test drive, I proved that my BMW "escort" (i.e. BMW Tech Office intern) had a strong stomach.

Because of its cube-like volume, the rear cargo space is quite

good. It is further enhanced with folding rear seats. The i3 will fit most everything from the American suburban family weekend Costco/Home Depot runs as well as the weekend sports duties. The typical soccer, lacrosse, field hockey, ice hockey, football, baseball, and basketball equipment will fit in easily.

It's clear that the success of the i Series has caught the attention of the competition. Recently, a senior Toyota executive was quoted criticizing the range limitations of electric vehicles. In as many words, that executive stated that if Toyota wanted to produce such an inferior-range vehicle, they could. This interview coincided with Toyota conceding that they over estimated the demand for the Prius-based hybrid vehicles and announcing their development of fuel cell powered vehicles.

Now, BMW has addressed the i3 range issue with a "range extender" option. It's a BMW 647 cc motorcycle engine that generates electricity for the motor when the battery pack is at 5% charge. This system provides an additional 200 miles of range to the vehicle. Rumor has it that the range extender has become a very popular option, now in over 50% of the U.S i3s.

The bottom line is that the BMW i3 is not a BMW with an electric powertrain. Rather, it's BMW's interpretation of an electric vehicle. Having to increase production of the i3 to meet worldwide demand, there is no doubt that those in the U.S, will see plenty of i3's on the Northern California, Southern California, Northeast, and Southeast roads, most likely driven by those with engineering and other technical degrees. In short, the i3 is the "anti Tesla." And Tesla should be very worried – BMW has trademarked a full range of i Series names.

In terms of an all-weather daily driver, I question the i3's ability to handle snow. Rain should not be an issue – the i3 has all-weather tires and a low center of gravity. Frankly, if I were still living in Southern



(From top left) Not having a "B"-pillar makes entering and exiting the i3 a breeze. The dual front sunroofs add to the i3's airy feel. The large cube-like rear cargo area is quite practical. No engine under the hood – just a small storage space!

California, this would be a no-brainer. My wife's 2007 X5 would be replaced with an i3 with range extender.

The times, they are 'A changing. And as was experienced with the new all electric i3, we BMW faithful have nothing to fear about the new BMWs but an unwarranted fear of change.

Now, I wonder if I'll be invited to drive the i8?



Eric Hall is cornering hard in his 330i ZHP before heading down into a Chicago box at the May 24th 2014 Novice School.



Autocross Mid-Season Update

By Sarah Abernethy | Photos by Phil Yates

The first half of the NCC Autocross season has been great and the recent June 29th event was no exception. With 130 registrants it made for a busy day! Throughout the season the NCC Autocross committee and participants have handled the pressure

with grace. New procedures have been implemented to streamline the registration and tech process and to ensure that the events occur on time despite a larger than usual number of registrations.

Tim Walker set the fastest time of the day with 41.719

seconds in the Grudge Match Class. Peter Tyson was the fastest of the BMW drivers with a time of 44.376 and Carl Bauerseld lead the MINI class with 47.325.

With sold-out upcoming events, it's looking like an even bigger and better future for NCC

Autocross. There are three events scheduled for the remainder of the season: August 2nd, 2014 and September 13th, 2014 at Regency Furniture Stadium in Waldorf, MD; and October 11th, 2014 at Bowie Baysox Stadium to conclude the season.



(Above left to right) Leigh Andreassen is pictured entering the slalom at the May 10th 2014 event at Regency Furniture Stadium in Waldorf. Vince Bly bringing it home for the MINI class.

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Drifting with Johan

By Anna Maripuu

Where else do you get to drive with the world record-holder of the longest continuous drift? During the NCC/Tarheel ///M Club Day event at the BMW Performance Driving Center in Greenville, South Carolina, that's where.

On May 11, 2013, BMW driving instructor Johan Schwartz broke the Guinness World Record for the longest sustained drift in an unmodified BMW M5 sedan using just one set of Continental tires. He drifted for a record breaking 51.278 miles, or a total of 322.5 laps, around the skid pad at the BMW Performance Center in Greenville, South Carolina. Schwartz drifted for an incredible total of 100 minutes.

Drifting is a driving technique where the driver intentionally oversteers the car, resulting in a loss of traction in the rear wheels that causes the car to drift sideways, as the rear wheels kick out from behind. During his record-breaking attempt, Schwartz handily beat out the current record of 6.95 miles or 11,180 meters set by Abdo Feghali on February 15, 2013 at the Yas Marina Circuit in Abu Dhabi, United Arab Emirates.

Schwartz's record-breaking drift benefited South Carolina Charities, Inc., the non-profit that manages the BMW Charity Pro-Am presented by SYNEX Corporation. More than \$20,000 was raised. Those who pledged above a certain amount got their name put on the roof of the M5 car, which remained decaled through 2013. Die-casts have been made of the drift car, which sell for \$475.

There is a handful left for purchase, along with T-shirts commemorating the record-breaking event.

"I had no idea that my attempt to break the Guinness World Record would create the excitement that it has," said Schwartz. "It's fun when you can share your passion and make a difference at the same time."

This combination of passion for racing and driving and the desire to make a difference and truly give back to good causes, defines Schwartz and sets him apart. Self-taught and with a love of cars from an early age, he started his racing career where he was born and raised on the family farm in



(Above) Johan Schwartz in the M5 drift car dry-drifting prior to the car being decaled.

Denmark. He raced in the fields after they had been harvested and on the frozen ponds during the winters. "I would take my dad's car and try to drive it sideways, not knowing anything about drifting," says Schwartz.

Schwartz came to the United States in 1990 to finish his college education and to pursue an MBA as well as racing. In 2001, he started Endurance Karting, an arrive-and-drive karting program, which holds events up and down the East Coast.

A versatile driver, Johan has raced SCCA, NASA, Grand Am and, recently, a Mini Cooper in the World Challenge support series for Indy Cars. Recently he finished on the podium in Sebring, racing a Mazda MX5 in the support race before the Sebring 12 hour. He finished third at Barber Motorsports Park in the World Challenge driving the Driving4Diabetes.com Honda Fit.

Schwartz has been a driving instructor at the BMW Performance Driving Center since 2011. On May 10, 2014, exactly a year after his mind boggling record-breaking drifting achievement, I found myself "drifting with Johan." Little did I know when I signed up for the combined National Capital / Tarheel One-Day ///M Club Day event that I would end up on the skid pad with the Guinness world record holder of the drift.

You can see a video of Johan's record breaking drift on YouTube at <https://www.youtube.com/watch?v=2ftbcg1soLc>. So far, this video has generated almost 650,000 views. Also, check out Johan's website at www.JohanSchwartz.com. Stay tuned

for more about Johan — he is someone to watch. He has great upcoming racing plans that will combine his passion for charities and his zeal for pursuing that perfect lap (or two or three or more...). Clearly his experience on the frozen ponds of Denmark prepared him well to become the king of the effortless drift!

On Saturday, May 10th, 2014, thirty gentlemen and two ladies were put through their paces for eight hours of adrenaline pumping performance driving and ///M car control. The day started with an introduction to the various tracks at the Performance Center and a primer on what to watch for.

Car control, contact patches, 'braking and entering' (a corner, of course) and the physics of car handling techniques were covered in detail.

Then it was baptism by fire. Four groups of four cars each, with an instructor for each group, went out to the various tracks of the Performance Center to put the skills that had been outlined in the classroom to the test. Alternating between the current model M3 (sedan and coupe), M5 and M6 cars, the groups practiced figure eights and rat races (on two wet skid pads with DSC off), understeer and oversteer (and the occasional drift), timed autocross and track endurance laps.

The motto I came away with for the day was "don't upset the car." I learned the importance of keeping your sightlines, hitting your marks, braking in a straight line, going easy on the throttle and tapping the brakes at just the right time. Each of the ///M cars had its own personality, but the

take-away was that performance driving is like a dance. You have to get into the rhythm, go easy and be patient. Pushing too hard will get you nowhere, will upset the car, and deduct precious seconds from your time. This was especially true of the M6, with its

turbocharged 4.4 liter V8 DOHC double-VANOS variable timing engine. With 560 horses at 6,000 rpm, and 500 pounds of torque at 1,500 rpm, it is a beast of a car. The \$10,000 optional carbon-ceramic brakes that we were using added additional aggressive stopping power that came in handy when you needed to stop the beast.

My Zen moment occurred during the endurance laps in the M5. I lost count of the number of laps I took but it felt as if I had been driving around the course for an eternity – in a good way. My over-thinking and constantly analyzing mind finally gave way simply to feeling the car and moving with it as if we were one. My chin was up and I was looking, I was going easy on the throttle but pushing hard when I could – getting up to 110 mph on the straightaway, braking hard, and cornering perfectly – hitting all my points.

Over the two-way radio, I heard the constant reminders and feedback that the instructors were giving to each student as we made our way around the track. I never heard him mention car #3 and I couldn't figure out why. When I was finally called back into the pit, I asked Clint, the instructor for that event, why I hadn't heard him give me any pointers. He said he didn't need to – I was driving perfectly. This was a gratifying moment after my struggle to keep the M3 from understeering in the figure eights and the rat race, and from not quite getting the concepts down on the skid pad, despite Johan's patient and expert tutoring, and from the lack of control I felt in the M6.

At the conclusion of the ///M school, the participants were treated to hotlaps or 'taxi rides' with the instructors. This was our opportunity to see



(Above) Johan celebrating his record-setting drift at the S.C. BMW performance driving center. (Below) Johan in the M5 drift car.

how the pros really handle the cars. Johan is a tall gangly man, taller than your average racecar driver. At 6'3" he literally has to fold himself into the car. I jumped into the passenger seat of the white M5 and two other students joined us in the back seat. Then I noticed Johan, looking like all arms and legs, pressed up against the steering wheel so close he was eating it. He took us out on the track for a hot lap like no other, arms flying around the steering wheel, demonstrating good hand-over-hand steering – in full control of the car. I've been on some excellent hot laps, but Johan's was exceptional. We burned some rubber, and the culmination came when he steered the car onto the skid

pad and one instantly felt the change in the road beneath the wheels from grippy asphalt to slippery surface. Within seconds, Johan had maneuvered the car sideways on the pad, floating it into an effortless drift. We drifted for a total of two laps and he made it look as easy as if he could have done it in his sleep. Drifting with Johan, the master of the drift.I had to pinch myself!

All of us who attended ///M Club Day at the BMW Performance Center were extremely lucky to have the expert tutoring of our BMW instructors. A special thank you goes out to Mike Renner for continuing to coordinate these great events with our two chapters. To Derek Leonard, our chief instructor for the day, Clint Kimel, Rick Fairbanks, Steve Cooke and Johan Schwartz, we send thanks and appreciation for their incredible patience, humor, expertise and unparalleled instruction. Thanks to their combined talents and skills, each of us came away understanding these amazing driving machines a little bit better, and we certainly gained improved skills in car control and handling. I would highly recommend the ///M Club Day experience and one of the other driving programs offered at the Performance Center.



(Above) Anna Maripuu at the NCC One-day ///M School with an M6 (complete with optional \$10K carbon-ceramic brakes).

Keeping a Clean Ultimate Driving Machine

By James Chew

One of the first BMW TV ads that I remember shows a mud-covered 1987 325is being aggressively driven on some back roads. When the car stopped, the driver hopped out, gave the red 3 Series a quick, thorough wash, then hopped back in for more aggressive driving. I seem to remember the voice over stating that the only time BMW owners willingly remove their cars from the road is to remove the road from their car.

Here's the link: <http://www.youtube.com/watch?v=NIKP3PU3J4E>. I do wonder how many BMW CCA members remember this ad or own a 1987 325is.

I think all BMW enthusiasts have experienced this, whether driving on the West Coast Pacific Coast Highway, Highway 46, or through the various California Wine Countries, or on the East Coast Tail of the Dragon, Blue Ridge Mountains, road to VIR, and Summit Point, or the number of outstanding Virginia, North and South Carolina, Kentucky, Pennsylvania, and Maryland country roads. Yes, we enjoy driving our BMWs enthusiastically, knowing full well that the public roads (and our common sense) won't allow us to push our vehicles to their limits. And these drives will get our BMWs dirty. Keeping our vehicles clean to show our BMW pride can be a bit of a chore.

All of my BMW friends share a common dislike for the automatic car washes. Scratches are sure to occur and the car wash employees, try as they might, will not clean our BMWs with the same loving care we show. And I have first-hand experience that clean, well cared for BMWs yield more money. When my first BMW, an E32 750iL was totaled, the insurance adjuster made a quick inspection of my vehicle and said, "It's obvious this car was somebody's baby. I'll make sure you get the maximum amount."

Keeping your BMW clean need not cost a lot of money nor take much time. Cleaning it on a regular basis, say weekly, would be ideal. I'm offering a few tips to help show your pride by keeping your BMW clean.

EXTERIOR

After reviewing the Griot's Garage and Bavarian Autosport web sites and catalogs, it's no wonder that new BMW owners feel intimidated by cleaning their vehicles. The car care equipment and materials advertised on these websites are wonderful, expensive, and appear intimidating to the uninitiated.

But here's all you need to wash and wax your car's exterior:

- Bucket (two if you can – one for the soapy solution, one for your ShamWow. You can find them at WalMart)
- Mild soap – Ivory or a special car wash blend, such as Mothers®. Keep in mind that even mild non car wash formulation soap will strip away car wax – so you may want to reserve the "soap bucket" for your wheels

- A car scrub sponge (WalMart), a large sponge (WalMart) and a tire/wheel brush (WalMart)
 - A good hose and a spray nozzle (WalMart)
 - A ShamWow (any auto show or the internet)
 - Two towels – one to dry the car AFTER you use the ShamWow, one to remove the wax
 - A good wax (I like to use Mothers California Gold) Tire dressing
- Then use your common sense (DON'T wash in the heat of the day – you'll

be surprised how many people will) and follow the directions for the wax and the tire dressing.

Washing a car is a lot like washing dishes – once you're in a rhythm, you'll be surprised how quickly you're finished.

When you're first spraying the car to begin your wash, pay special attention to the front wheels. I like to spray the front wheels until I don't see any black brake pad dust coming from them.

Every six months (or when winter is over for my East Coast friends), it's good to use a clay bar on your paint. Mothers pioneered this product and it is quite easy to use. You'll be surprised how much "stuff" comes off your paint and the resulting shine will speak for itself.

I am more than disgusted with the damage I see to plastic headlight covers. I'm even more disgusted to see the price some places charge to "fix" it. But there are now several headlight-restoration kits offered on the market. I've had great experience with the Mothers kits – don't forget to tape off the body when using it!



(Above) Don't be intimidated by the number of car cleaning chemicals and waxes – they last quite a while.

INTERIOR

Floor mats do serve a purpose, but even they need to be cleaned on a regular basis.

A weekly vacuum with a shop vacuum (your local hardware store will have good ones starting at \$30.00) is a good first step. This weekly vacuuming allows you pick up the French fries, sesame seeds, mascara pencils, and loose change you dropped while driving your car.

Use a shop vacuum to clean the dash, door panels, instrument panel, air vents, and the gap between the steering column and instrument panel. It is surprising how much dust these areas collect, especially during pollen season.

On the East Coast, the change-over of the "bad weather/good weather" floor mats can serve as a time to clean the mats as well as your carpets. Mothers sells a very nice carpet and upholstery cleaner that's fast, effective, and does not leave a scent. Household cleaners will also work, but keeping a separate supply of these items will reduce the confusion and arguments when your spouse is looking for them to clean the house.

After cleaning the carpets and floor mats, applying some Scotchguard will do wonders to keep them clean. By using Scotchguard, I've kept the carpeted floor mats on all my BMWs stain free, despite the expected

milkshake/soda/baby formula/ketchup/mustard/secret sauce/taco sauce spills one expects when one has a family.

While I'm not thrilled with BMW following the industry trend of offering leather that's processed to within an inch of vinyl (and finally simply offering vinyl) it's still leather and must be maintained to keep it clean and strong. Many of us who own the older BMWs with real leather use the Lexol cleaner and the conditioner. I've conducted an experiment using the BMW cleaner/condition on Dakota leather upholstery in my wife's 2007 X5. It's fast, easy, and effective. On my daughter's 2003 530i, I use both a Mothers leather cleaner/conditioner as well as Lexol. Both yield good results. And when treating leather, don't forget the steering wheel, shifter and boot, and parking brake. They also need to be cleaned and conditioned, probably more so than the seats.

Pledge furniture wax does a very nice job of polishing the interior wood trim.

Clean ALL the interior glass – including the sunroof. I like to use the foaming spray glass cleaners. For me, they seem to be more effective.

I'm not a big fan of the vinyl conditioners. Soap, water, scrub sponge, and elbow grease are more effective and less expensive.

OTHER

Whether you're on the West or East Coast, you should pay attention to the weather stripping. For the past thirty years, I've had great success keeping the weather stripping looking new by using white silicon spray. I like using white because it shows where I've sprayed, preventing significant overspray. Even with an adjustable spray nozzle, it will be a bit messy the first time. But practice makes perfect. Treating

weather stripping every six months with a silicon spray will keep it supple and looking new. Depending upon how you drive, treating your weather stripping with every oil change or tire rotation would be a good schedule.

SUMMARY

As with your chassis, drivetrain, and powertrain, BMW owners should maintain a schedule for cleaning their vehicle's exterior and interior. Adding a weekly cleaning with fluids and tire pressure check will greatly enhance pride of ownership.



(Above) If your headlight lenses are "foggy" there are a number of good do-it-yourself kits and You Tube videos to help you get them looking new again.

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