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Cover: The Turner 2014 TUSC GTD Team and Driver's Championship winning Z4 driven by Dane Cameron at The Oak Tree Grand Prix at VIR. See page 27. Photo: Steve Tenney.

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



President's Message

Wow, the last issue for 2014, and does time fly. It seems like only yesterday we were planning another year of fun events, and had an awesome time doing it! Thinking back, we had a blast at some of our big events: Oktoberfest in Colorado, our BMW corral at VIR, the 31st Annual Deutsche Marque Concours, etc. Not to mention our HPDEs, autocrosses, and the ton of social events throughout the year. The show continues. We still have events during the winter months and we'll be spending a lot of time planning for another great year for 2015.

As we wind things down this year, I'd like to thank all of our volunteers for a job well done. With another year of 100+ events, these folks definitely deserve some down time to spend with families during the holidays. NCC wouldn't be the best chapter in the world if we didn't have the dedicated people to run our programs. You are the heart and soul of NCC and are the true enthusiasts who sacrifice so others enjoy themselves.

Thank you.

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FromThe Editors

It is hard to believe that summer has come to a close and we are heading into fall. But that means lots of great driving on winding roads with slippery leaves, right?! A fantastic autocross season is coming to a close with our second annual swap meet and coffee and cars, and I feel like we capped off the summer just right with the awesome Crabfest held a few weeks ago near Baltimore and our recent outing to Solomon's Island for crabcakes and other

seafood goodies. We couldn't have asked for better weather. Thank you to Orlando Brooklyn Taylor for ordering perfect weather for the S.I. outing – he's going to be our weather-meister from now on.

This *dB* edition features a great cross section of the kinds of informative and fun articles and descriptions of the activities we hold that make our chapter great. We have a very detailed description of all that went on down at the Tudor Races at

VIR written by Steve Tenney, who also took amazing photographs. We'll tell you about Bimmerfest East, there are technical articles of interest, and we have an update on our DIY's and Autocross season, not to mention giving you the lowdown on many of the social events that make our club so much fun to be a part of. This fall we will be holding the pie run, a fabulous Fall Tour to Wintergreen and Monticello, and much, much more. So please keep

all the great articles coming – write about whatever BMW-related topic makes your heart flutter. If it excites you, it'll excite the rest of us!

Please make sure we have your email address. We use it to send the monthly email blast of upcoming events and to notify members when event schedules change. If you have not received one of missives recently, then we do not have a valid email address for you.

CTEK Barrett Jackson Battery Charger

Offer from CTEK for a battery minder/charger

The distributor of the CTEK chargers has an offer to the NCC chapter that gives the chapter one charger for every ten that are purchased by chapter members. These chargers will be used by the chapter as giveaways at future chapter events such as the chapter's DIY program.

This is a battery minder specifically for those who store vehicles for an extended period. The offer is available from November 2, 2014, through Saturday November 15, 2014 through <https://dfsweb.wufoo.com/forms/ctek-bmw-club-fundraising/>

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COMING EVENTS

NCC Fall Tour

Saturday November 1, 2014 to Sunday November 2, 2014

We'll be driving toward Charlottesville, lunching at Michie Tavern, visiting Thomas Jefferson's home, Monticello, and overnighing at Wintergreen. Several options are under consideration for Sunday. Final arrangements are being made now.

Registration is open.

Tire Rack Street Survival Hosted by the NCC @ ADESA Auto Auction facility in Dulles, VA

Saturday, November 1, 2014

NCC Karting School @ Allsports Grand Prix, Dulles, VA

Sunday, November 2, 2014

Tire Rack Street Survival School hosted by Northern Virginia Corvette Club

Sunday November 2, 2014 at ADESA Auto Auction facility in Dulles, VA

November NoVA Social at Buffalo Wild Wings, Crystal City, VA (new location)

Thursday, November 6, 2014

HPDE @ Summit Point Jefferson Circuit

Friday, November 7 through Sunday, November 9, 2014

November Board Meeting/Social - Mi Rancho, Rockville, MD - New Location!!!

Wednesday November 12, 2014

November Columbia Social - Players Bar and Grill, Woodstock, MD

Thursday November 13, 2014

NCC Roundel Karting @ Allsports Grand Prix in Dulles, VA

Sunday November 16, 2014

November MoCo Social @ Pizza CS in Rockville, MD

Thursday November 20, 2014

Pre-Thanksgiving Pie Run

Saturday November 22, 2014

We'll start at Catocin Mountain Orchard in Thurmont, Md. From there, we will stop for lunch, then head up to Carlisle Fairgrounds, where Lance Miller, one of the owners, will give us a private tour of his car collection.

December NoVa Social - Buffalo Wild Wings, Crystal City, VA - New Location!!

Thursday December 12, 2014

December Board Meeting and Social - Mi Rancho, Rockville, MD

Wednesday December 19, 2014

December Columbia Social - Players Bar and Grill, Woodstock, MD

Thursday December 11, 2014

December MoCo Social - Pizza CS, Rockville, MD

Thursday November 18, 2014

NCC Annual Meeting, Hilton in Gaithersburg, MD

Saturday January 17, 2015

Annual Meeting and Holiday Party

The Annual Meeting of the National Capital Chapter of the BMW Car Club of America will be held on January 17, 2015. Save the date to join us for an evening of fun and comraderie. It is the NCC's annual meeting and holiday celebration. Each attendee will enjoy a three-course, family-style meal and receive one drink ticket. All attendees will be entered to win some great door prizes at the end of the night. Last year's

grand prize was a free M school! The venue is the Hilton Hotel in Gaithersburg. Cocktails will be served starting at 6:30 p.m. Dinner will follow at 7:30 p.m. The annual meeting will commence at 8:30 p.m. This is the meeting at which our Board members are elected for the following year.

Registration will open in late October.



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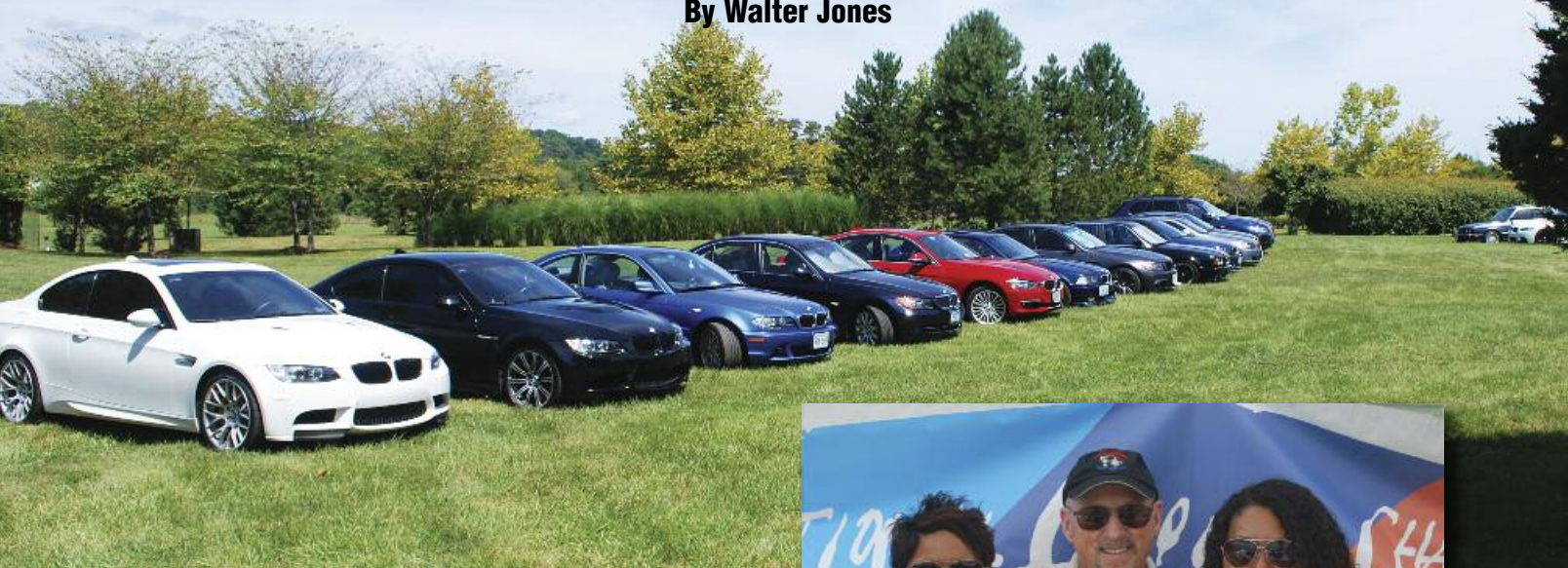
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Billy Dixon to take or mail to the Glen Burnie office of the MVA to get your plates. Once you have your new NCC plates, you return your current plates to the MVA. The cost of the plates is \$25.00, payable to MVA (please don't send money with your 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.

NCC Golf Outing AT RASPBERRY FALLS

By Walter Jones



The 7th Annual NCC Golf outing was held on Saturday, August 16th at Raspberry Falls Golf Club in Leesburg, VA. Prior outings have been held at South Riding and Rocky Gap.

Registration was open from noon to 1 p.m. and included a SWAG bag and raffle ticket. SWAG included two sleeves of golf balls, tees, divot tools and two towels. Raffle items included framed photos of the BMW racing team at Sebring and Baltimore.

There were a total of 27 golfers and we were paired into foursomes. Willy Lutz, the pro at Raspberry Falls (and an NCC member), was the 28th person to fill out the seventh foursome.

Tee times started at 1 p.m. All carts were in by 6 p.m. Dinner consisted of a buffet of BBQ, baked beans, baked chicken, coleslaw, potato salad and chocolate chip cookies.

There were prizes awarded for

Closest to the pin on #7: Willy Lutz, Denise Rowe

Closest to the pin on #13: Joe Felperin, Denise Rowe

Longest drive on #9: Tim Gallagher

Longest drive on #18: Denise Rowe



(Top) A field of dreams. (Above) our Editor with organizers Kendra Seto and Gina Hector.

Denise was clearly the outstanding golfer of the bunch, taking home three awards.

We really appreciate the sponsorship of Golf Galaxy and BMW of Silver Spring. They provided awesome prizes and raffle items.



(Above from left) Joe Felperin (center) with Willy Lutz. Denise Rowe with the hybrid she won. Tim Gallagher.



Big Anniversary at the Pittsburgh Vintage Grand Prix

By Marc Caden | Photos by Marc and Andrew Caden

The Pittsburgh Vintage Grand Prix (PVGP) is an annual event for car enthusiasts. It is a celebration of cars that includes ten days of races, car shows, driving tours, and rallies. This year July 11-20, 2014 marked the 31st anniversary of the event, which benefits the Autism Society of Pittsburgh and the Allegheny Valley School. The PVGP is the only race in the U.S. where you can see vintage cars compete on an old-fashioned street circuit. This puts some rather unusual hazards in play for the drivers – curbs, potholes, sewers, hay bales, and even errant wildlife, such as the deer that



Photo by Fraser Dachille

wandered right through the course during one race.

The Mini was selected as the “Marque of the Year” in celebration of

its historic win at the Monte Carlo Rally roughly 50 years ago. Indeed, 1964 was the year that Paddy Hopkirk piloted a front-wheel-drive Mini to

victory in Monte Carlo, out-dueling more established brands such as Mercedes, Saab, and Ford. This victory put the spunky little Mini on the map as the car with go-kart-like performance available at minimal cost. BMW still successfully uses this formula in manufacturing its modern interpretation of the Mini. Hundreds of Minis made the pilgrimage to Pittsburgh to celebrate this anniversary with the newer BMW-derived Minis appearing to outnumber the pint-sized vintage models.

The Allegheny Chapter played host to the event for BMW CCA



PITTSBURGH VINTAGE GRAND PRIX

members and this year they selected the second generation of the 3 Series (internally known as the E30) as the honorary model. As a result, at least 20-30 E30's were given front row parking spots bordering turn 13. There were several rare variants of the E30 on display including one Touring

considered among the very best spots to view the race.

My son and I attended the final two days of the PVGP this year. My son favors seeing any and all supercars that might be in attendance and he was not disappointed. In fact, I thought his head was going to

granddaddy of modern supercars, an amazing Ferrari F40 parked next to a collection of other vintage and late-model Ferraris.

Without question, the highlight of my son's weekend was a "hot lap" around the course in a 2014 M4 painted in "Smurf blue" and driven

PVGP hot lap experience with multiple camera views available at: <http://www.youtube.com/watch?v=S0d2Q9xo0xU>.

I came mostly for the racing, but especially to watch a little blue and white 1960 BMW 700 piloted by Klaus Selbert in the under



(e.g., the station wagon that was never sold in the U.S.), a few all-wheel-drive "ix" models (a novel concept at the time, designed to compete with Audi's recent Quattro system), and several M3s. The BMW CCA Tent was located high atop an area dubbed "German Hill"

explode upon seeing a new Lamborghini Aventador Roadster parked adjacent to a Lexus LFA. Either of these cars in isolation would have been nearly unthinkable, but seeing them together caused a brief episode of pre-teen hyperventilation. He also got to pay homage to the

by BMW Performance Instructor Mike Renner. Watching Mike drift the new M4 around the course with the tires smoking brought enormous roars from the crowd and put a huge grin on my son's face as he sat in the backseat. Hitting Redline put together a terrific video of the



Photo by Andrew Caden

(Opposite page top and bottom) Andrew Caden and Mike Renner standing in front of the BMW Performance Center's 2014 M4 that provided hot laps on Saturday and Sunday. The BMW CCA tent sat high atop German Hill and provided a perfect viewing point for the race. (Left) Klaus Selbert late apexes turn 13 in his 1960 BMW 700 in the only BMW entered in the under 1.0 liter class.

(Right) The number 120 entry 1975 2002 struck a hay bale located near the apex of turn 13.
(Bottom) The number 411 entry (a 1969 2002) is a former overall winner at the Targa Newfoundland.

1 liter class. I had seen this entry in pictures on many occasions, but seeing it in person was special. Indeed, seeing a BMW 700 anytime or anywhere is an occasion. I actually think I have seen more 507s in person than I have 700s. I have always loved this little air-cooled car with its motorcy-



Photo by Fraser Dachille



Photo by John Hartge

cle derived engine in the boot. Seeing one driven flat out during the race was truly a treat. I also enjoyed seeing the 2002s battle it out amongst a sea of Porsches, Triumphs, Alfas, and others in the Historic Big Bore and LeMans classes.

I spotted several NCC members during the race weekend. John Hartge drove his 335is and was seen track side with Gordon Kimpel. John and Carol Steers drove their stunning 1987 E28 M5. John's M5 is among the very best I have laid eyes on, so much so that one of the honored guests in attendance, retired Motorsports Manager for BMW of North America, Erik Wensberg, asked to have his picture taken in front of it

with John. I can't think of a greater compliment that could be paid to a car enthusiast than such a request. Doug Dolan brought his beautiful E9 (see the cover of last month's *dB* for a reminder) and Anita Patton drove her Japanese spec E24.

In sum, the PVGP is yet another "bucket list" event for any car enthusiast. The Alleghany Chapter set up a terrific car corral and a tent that included enormous amounts of food and ice cold Iron City Beer. There are literally thousands of rare and interesting cars parked all over the golf course for your eyes to ogle. And, of course there is the main event – a nice array of vintage racecars pushing their limits on a challenging street circuit with many hazards.



Photo by John Hartge

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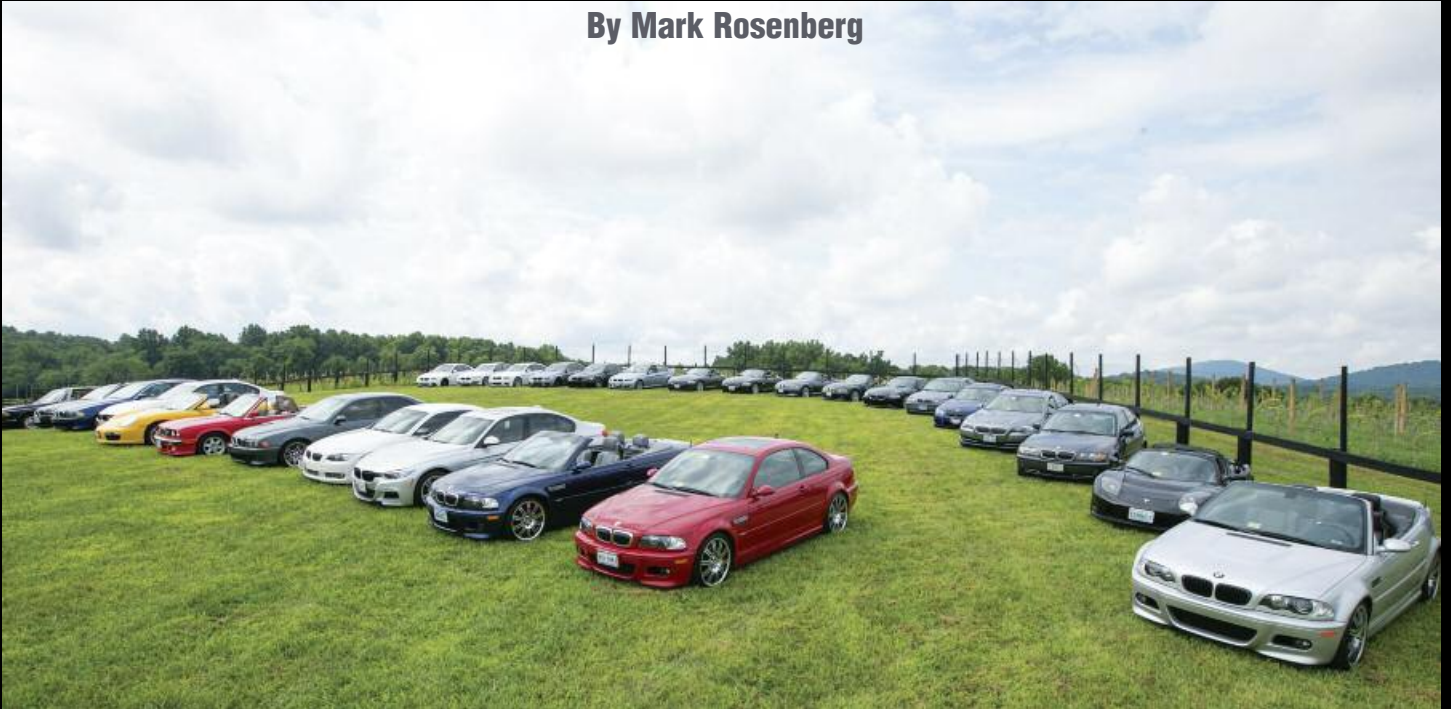
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Photoshoot at the Barrel Oak Winery

By Mark Rosenberg



Several months ago we threw around the idea of a photo shoot with our BMW's. The more we talked about it, the more it sounded like a great idea. Paul Seto knew a fellow CCA member, Dwayne Cherry, who is a professional photographer. Soon we found a venue, and the idea became reality.

Fast forward to July 20th, on a warm Sunday morning, 28 BMW's gathered at the beautiful Barrel Oak Winery in Delaplane, Virginia. We arrived a few hours before it opened to the public, to allow Dwayne and his partner Malcolm to take pictures of our cars on the property without the distraction of traffic. Our cars were photographed in front of the entrance sign, as well as in front of

the winery tasting room/shop. We were given private parking on the grass, so that our cars could be parked together, and we got some great panoramic shots. Dwayne prepared handouts for everyone and he and Malcolm discussed the basics of taking better photographs. It's amazing how much detail goes into these shots and how much I didn't know.

After the photography session, people were free to do wine tastings, or just enjoy themselves. If you've never been to Barrel Oak Winery (www.barreloak.com), I highly recommend it. It's located just off Route 66 in Fauquier County, in scenic, mountainous wine country. They are dog friendly, and provide

treats for your pets. They have a large outdoor patio with live music as well.

Around 11:30 a.m., we all departed for lunch at AKA Friscos, in Frederick, Maryland. The tour wouldn't be complete without an almost 2-hour back-roads drive. I devised a route based on MapQuest, finding the curviest roads I could. Unfortunately, I couldn't control the amount of traffic or bicyclists that day. But it was a decent route nonetheless, winding through Virginia and over into Maryland by way of Point of Rocks. AKA Friscos (www.akafriscos.com) is a sandwich shop in a business area of Frederick. You'd be hard pressed to find it if you're

weren't looking for it. The exploded potatoes came highly recommended, and were amazing. Lunch marked the end of the tour, and I'm looking forward to the next one!

I want to sincerely thank Dwayne Cherry for donating his time to teach our members the basics of photography. He's a remarkable photographer and an all-around great person, and I invite everyone to visit his webpage: www.renardphotography.com. Please don't hesitate to contact him with any questions. Also, look for some future projects with the NCC CCA and Dwayne!

I want to thank Barrel Oak Winery for their generosity with hosting our club.

(Above and below) Panoramic photo of all Bimmers at the Barrel Oak Winery. Photos by Dwayne Cherry of Renard Photography.



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Beautiful Bimmers, Bucolic Back Roads, Bountiful Blue Crabs, Bodacious Burgers, Bitter Beers, Buttery Brownies, Brotherhood/Bonding... and “Backstabbers”!

By Pearl Aliga Jones | Photos by Walter Jones

Picture this: It is 8:00 o'clock, Saturday morning, in the waning weeks of summer; 72 degrees with a generous amount of sunshine; some soft breezes; nary a cloud in the sky, or as a general-aviation pilot flying visual flight rules would say, “Severe clear!”; a glittering array of 13 showcase-ready BMWs parked in straight rows; and their proud owners and guests chatting up the latest and welcoming the new kid on the block, a gleaming, brand-spanking new Z4.

Severe-clear picture, indeed. This was the auspicious beginning of an enormously successful NCC Drive and Crab Feast on Sept. 6.

Wait, Zach Pullins is here? He who lives no more than 15 minutes from Nick's Fish House in Baltimore where we were headed for a crab feast? He drove almost an hour to Germantown's Big Lots to assemble with the group. He explained, “I did it for fellowship and bonding; I wanted to come and spend time with my Bimmer folks.” Zach's genial and infectious spirit exemplifies what permeates these club events. And it is palpable to both members and outsiders alike.

Case in point: An outsider's curiosity brought him to our early-morning gathering. “What's this?” he asked; “A car show?” In a manner of speaking,

yes. “Are these cars for sale?” he continued. For sale?! Of course not. No BMW owner in his/her right mind would sell right there and then, especially as we were getting ready for a fun, high-flying drive down the twisty and winding roads of Maryland's quiet hinterlands. “How do I join?” he asked; “I have

a... Honda” as he pointed to his vehicle parked 3 rows away. “Buy a BMW or be a passenger in one,” Anna Maripuu, *der Bayerische* co-editor, told him. We really could have sold him one at that moment, but just then our wonderful tourmeisters, Mark and Amanda Rosenberg, called for a quick meeting to go over the driving directions.

With our club president, Paul Seto, taking a video of our departure, we started off at 8:30. Oh, what a beautiful morning. We had had thunderstorms the past few days, but they were the farthest from our minds. In Paul's last blog about that day's event, he wrote, “...I'm in final negotiations with Mother Nature.” (Say, Mother Nature, if we promise to drive below 100 mph – we'll

go... 99, do you suppose you can arrange for a bright summer day conducive to fun but safe driving?) Bottom line, this was a picture-perfect day! Didn't I say Paul is awesome? Add another adjective – a negotiator par excellence. Serene meadows and lush farms, where “the corn is as high as an elephant's



(Above) Smiling people in front of a smiling car – Rob Clark, Kelly Naber, Anna Maripuu and Tim McNeish's in front of his M Coupe.



eye," made for picturesque, bucolic scenery. The back roads, in great shape and without a pothole to speak of, made for easy driving. There were no road blocks in any shape or form unless we count the poky pick-up truck.

What an exhilarating drive it was! Whereas in the musical Oklahoma, "All the cattle are standing like statues; they don't turn their heads as they see us ride by," it was 6 bicyclists, 5 walkers, 3 joggers, a man walking his dog, and a woman by her mailbox who turned their heads as 13 roaring BMWs, doing what they are built for, whizzed by. Besides turning his head, one bicyclist signaled us to slow down some. Didn't he hear that Mother Nature pre-approved us to go 99? Well, alright, so as not to scare off first-time participants in future drives, we were going a mere 50. But we all know that going 99 in the Ultimate Driving Machine feels like you're only going 50, right? Now, did that reverse reasoning confuse Mother Nature some, that's why the negotiations went so well?

(Side story here: When my son and daughter-in-law and their 335i participated in their first drive with our club, a pie-and-meat run, they were following my husband Walter and me. We were flying fast and furious on those winding roads. Three minutes into the drive, my daughter-in-law sent me an urgent text message, "Please ask Dad to slow down. I'm scared!!!" My response was unmotherly and unsympathetic, "But that's what BMWs are made for!" They signed up for the next drive, and my daughter-in-law was raring to go! My son reported that during

the drive, she was telling him, "Faster, faster!" A true convert, shall we say?)

By the time we arrived at Nick's parking lot, the temperature had risen to the 80's. Everyone was in fine and jovial shape, and shared how we each successfully managed to maneuver – some at the first try, others on the third – the circuitous



double U-turns in the construction area near Nick's. We resumed our conversations and commiserated with a fellow member, whose red M3 suffered the only "casualty" of the drive – his roundel flew off into some pasture...and perhaps landed on the brisket side of some cattle...standing like a statue.

With the mid-day sun bearing down on us, we walked to Nick's at 10:30. The wafting, distinctive aroma of seafood tickled our olfactories. We heard music, and at that precise moment, it was "Backstabbers" by the O'Jays. I thought to myself, "Wrong song." The lyrics include "A few of your buddies – they sure look shady." Ain't no backstabbers nor shady characters in our car club! The next song was more like it. It was Chaka Khan's "Tell Me Something Good,"

and it accompanied our good, animated conversations about our cars and drives, amidst the joyful camaraderie that characterizes our events.

We chuckled upon seeing a waitperson's shirt, "Don't be shellfish; Share your crabs!" Our true version would be, "Don't be shellfish; Share your crabs and (lobster) tails"; except that I mean tales, and that's what our members share when we assemble at parking lots before and after our drives, or while waiting for crabs at Nick's.

At 11, we moved to the upstairs deck, all 50 strong, or should I say – all 50 hungry? With the temperature now above 90, some gentle breezes managed to ward off a little of the heat. A hearty buffet of green salads, cole slaw, potato salad, burgers/hot dogs and fixin's, chicken wings, grilled corn, cookies and brownies was savored by all. Next came the "main event" – our very own Maryland blue crabs, big and full! Picking the prized nuggets of meat is labor-intensive but they're oh-so-delicious and so worth it!

In attendance were Marshall Fall and Darius Bryan, service managers for NorthWest BMW. They brought good tidings in the form of kind words, good wishes, and desirable door prizes: polos, vest, hats, BMW replicas, posters, and accessories. Prizes were given to the

longest serving member of the car club in attendance, James Edwards (member since May 18, 1990), and the most recent newest, Kelly Naber (joined less than 2 weeks ago, on August 25). After you read this article, I suggest finding your membership number and memorizing it; you never know when it will come in handy.

This was another chapter event to remember, but then again, all our events are. Paul offered "guaranteed good time, some high-flying driving, bushels of steamed crabs/food, and tons of NCC fellowship," and he delivered. Our chapter is always looking to introduce new outings and events, like the first annual chili cook-off this past January, and expanding widely popular ones, like this crab feast. Next year, he will arrange for the bigger room with air conditioning.

Our heartfelt thanks go to our hard-working tourmeisters, Mark and Amanda Rosenberg; Nick's Fish House and its gregarious manager, Ken Hartman (we love you even if you drive a Corvette ☺); the personable and generous tandem of Marshall Fall and Darius Bryan of NorthWest BMW, my fellow club members who make great, lasting friends; and last but not least, our affable president Paul Seto, his inspired leadership, and...great negotiating skills!



(Top) dB editors Walter Jones and Anna Maripuu. (Middle) James Edwards, the longest current member of the car club. (Above) Marshall Fall and Darius Bryan, Northwest BMW.



TeamTGM – Adding a Whole New Meaning to Racing with Momentum

By Kristina Giovanis | Photos by Halston Pitman, MotorSportMedia

Have you ever dreamt of building your own professional racing team? And beating the odds by having the opportunity to run with the big dogs that have been in the motorsports industry for decades? Getting funding, finding qualified drivers, assembling a good crew, establishing a race shop, acquiring equipment...the list goes on and on. But where there is passion, there is always a way. TeamTGM has proven just that. TeamTGM may not yet have gained a big name in motorsports, but it has spent the first half of the 2014 season gaining recognition as an up-and-coming team in IMSA's Continental Tire SportsCar Challenge (CTSC). TeamTGM currently fields the No. 64 BMW 328i in the Street Tuner (ST) class. This series and class is arguably the most competitive in motorsports – usually having 35 plus entries and many cars with two pro drivers.

Ted Giovanis is the team owner and a veteran TeamTGM driver and NCC member. He founded TeamTGM in 1991 when he started racing at the club level, running various BMW models, including classic model 2002s and eventually E36 325s. In 2006, TeamTGM decided to make the move to the professional level and race in what was previously known as the Grand

Am Road Racing series, now IMSA. This meant a whole new car and a whole new racing platform.

TeamTGM debuted at the professional level racing an E46 330. The team spent several years trying to develop a program using a trial and error approach

and raced only partial seasons as it attempted to find its bearings in the world of professional racing. Eventually, Giovanis through his connection with Will Turner, gained the opportunity to purchase Turner Motorsport's E90 328 ST car: TeamTGM's current No. 64 car. The team ran a partial 2011 season with this car but in 2012 was forced to take a hiatus from the series due to Giovanis' business obligations.

The hiatus in 2012 gave true meaning to the phrase "absence makes the heart grow fonder" as Giovanis realized how strong of a hold racing had on his state of mind. With that said, TeamTGM was given a total overhaul for the 2013 season with the intention of

taking the team to the next level. The first step was to bring on professional driver David Murry, whom Giovanis had met years earlier at the David Murry Track Days. Murry was tapped to not only co-drive the No. 64 car and provide driver coaching, but to act as the team manager. He has proven to be a great



(Top) Adding a whole new meaning to taking on Goliath. (Above) Pits stop are critical as positions can be improved in the pits when on track passing is limited.

addition to the team with his depth of knowledge and extensive motorsports history. He has been a factory driver for BMW, Lotus, Porsche, and Nissan, as well as having raced in a wide range of series such as the Firestone Firehawk Series, SCCA World Challenge, NASCAR, ALMS, and Grand Am.

The next step in the process was to assemble a solid team which is an evolutionary process. As evidenced by the team's name, TeamTGM is focused on a "team" effort. Giovanis appreciates that successful racing programs do not lie solely in the hands of the drivers and that success is realized only when all parts of the team work cohesively together. With that said, a solid team was assembled – a team with great knowledge and diverse backgrounds whose individual passions for success mirrored that of the team as a whole and could thus make way for a thriving, quality racing program. This did not happen overnight. It took time to find the right fit for each position, and the team continues to evolve, grow and search for new talents. But now, with the team well into the 2014 season, TeamTGM is truly living up to its name.

After the addition of Murry, Giovanis' developing as a driver and assembling the team members, there was also the acquisition of a race shop and equipment, as well as the establishment of funding. TeamTGM's offices are located in the Washington DC area and the team's race shop is located just outside of turn 1 at Road Atlanta. TeamTGM appreciates the relationships it has with its current partners, located in both the Washington DC and Atlanta areas. TeamTGM partners with the JKTG Foundation, getBMWparts.com, David Murry Track Days, and Wilmington Trust, but remains the only privately funded team left in the CTSC series. Despite some highs and lows during the 2013 season, TeamTGM was headed in the right direction and felt confident of its course after a developmental year.

The 2014 season has seen drastic changes in car and motor development programs. In the off-season prior to the start of the 2014 season, the No. 64 car was completely torn down and re-built from the ground up. The car was disassembled, soda blasted, seam-welded, and repainted. New shocks from MCS (located in Atlanta) were built and installed and new/improved sway bars were fitted, and the team has continued to develop the car throughout the 2014 season.

Thus far in the 2014 season, the team has made steady progress, including a 7th place finish at Lime Rock along with numerous other top ten finishes and is currently 11th in the championship standings. It is currently the only single car team ranked in the top 20. As always in racing, there have been some missed opportunities to be ranked even further up in the championship standings. Case in point, at Watkins Glen the team was on another path to the top ten when the car was hit by a Porsche Cayman which resulted in a bent right front wheel and forced a pit stop under green which cost the team eight positions. However, that is the nature of pro racing and it comes with the territory.

Pro racing is competitive, but with perseverance and drive, TeamTGM has gained vast recognition and respect in a short period of time and has built a championship caliber program. Giovanis has taken his passion for racing and used it to build a solid platform that has turned into an impressive professional racing program. And the team's passion has become evident to the fans. TeamTGM has prided itself on being one of the most fan-friendly teams around. So please support TeamTGM as it travels the United States and Canada to complete the second half of the 2014 season. Be sure to stop by and visit the team in the paddock space for some free team sunglasses!

Explore more about TeamTGM on their website (TeamTGM.com) or Facebook page (<https://www.facebook.com/TeamTGM>).



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Right Coast Bimmerfest

By Anna Maripuu

August 2, 2014 dawned a beautiful and sunny day —perfect for Bimmerfest East 2014 (the smaller cousin of Bimmerfest West), held in the parking lot Ripken Stadium in Aberdeen, Maryland. Sponsored by Turner Motorsport, this East coast show has quickly been catching up to the West coast show for BMW enthusiasts, even though it is still typically smaller.

Our National Capital Chapter tent was set up across from the Turner tent and staffed by a stalwart and loyal group of volunteers including Jim Laws, Zach Pullins, Phil Cummings, Marlon Spencer, Billy Dixon, Rafael Garces, Orlando Taylor, Kelsy Hill, and Paul Seto. In addition to NCC car club paraphernalia, a variety of Blipshift shirts were for sale and our wares proved very popular. We seemed to have one of the bigger and more impressive tents at the show.

Along with the usual display of tricked out and modified cars, there were quite a few cars that you couldn't have found anywhere else in the USA. BMW of North America came out in a big way with their BMW Fan Zone Truck and exhibited four of their race cars. From oldest to youngest, they displayed cars 28, 6, 21 and 55.

Car 28 was a 1988 M3 with a 4-cylinder engine with 192 hp that had been tracked from 1987 to 1991. It was designed as a race car for the European Touring series. Changes to the car included a 4-cylinder engine derived from the highly successful Formula One engine of the early



(Above) Anna Maripuu and Kelsy Hill in the NCC tent displaying a custom Europlate.

1980's, enlargement of the body work to accommodate wider tires and suspension, and light weight components to reduce total weight.

Car 6 was an M3 GT race car with a 3.2 liter DOHC 24-valve inline 6-cylinder engine and 425 hp, which raced from 1998 to 2000. This car and its teammates won 17 straight races in 1997 and 1998, winning its class at both the 12 Hours of Sebring in 1998 and the 24 Hours of Daytona in 1997. Removal of normal road equipment such as air conditioning, audio system, anti-lock braking system, sound insulation, and interior niceties

reduced its weight to around 2350 pounds which contributed to a favorable power-to-weight ratio in its class. Its drivers included Pete Halsmer, Derek Hill, John Paul Jr., David Donahue, Mark Duez, Dieter Quester, Hans Stuck, Boris Said III, Mark Simo, Justin Bell, Peter Cunningham, and Bill Auberlen.

Car 21 was also an M3 GT race car which had been tracked from 2001 to 2006. This car was one of the BMW Team PTG M3s that swept the Manufacturer, Driver and Team GT class championships in the 2004 Rolex Sports Car Series. Winning 10 of 12 races, 2004 was the most dominant North American racing season for the BMW M3, save 2001 when the M3 GTs of BMW Motorsport and BMW Team PTG swept all GT titles in the American Le Mans series. Drivers on this team included Bill Auberlen, Boris Said, Hans Stuck, Joey Hand, Tom Miller, and Kelly Collins. At 2475 pounds, with a Hewland six-speed manual transmission, and 3.4 liter six-cylinder inline engine, this was one of only three cars produced with these specifications.

Finally, car 55 was a 2011 ALMS GT race car, a fourth-generation M3 prepared by Rahal Letterman Lanigan Racing. From this partnership, BMW Team RLL was formed. In the course of this car's development, which began in 2007, numerous Formula One techniques were applied. These included both computer modeling and wind tunnel analyses, both of which ensured the best possible aerodynamic package for the M3. In order to make

(Below from left) The Sarek Autowerke Inc. modified X5 complete with spare tire on the roof and bull bar. M3 Lime Rock edition complete with its mini-me M3 toy convertible. The \$500 barn-find Z3 that generated so much attention in the parking lot.



full use of the power of this car's P65 racing engine, the experts at BMW Motorsport race-tuned the chassis as well. This M3 version is wider and about 1000 pounds lighter than its production equivalent, enabling it to perfectly transmit the power of its V8 engine to the track. BMW Team RLL finished every race on the podium in 2011 including three wins with a first and second at Sebring to win again the GT Manufacturer and Team Championships. Team drivers Joey Hand and Dirk Mueller won the GT Drivers' Championship.

Also on display in the BMW fan zone were two Austin Yellow M4s and one Yas Marina Blue M4. A grey i8 made an appearance and, of course, grabbed a lot of attention with its sleek, low lines and unmistakable scissor doors that swing upwards when opened. Vendor tents abounded, displaying cars that had been modified by Dinan, Turner, Hamann, Borla, Zury Fabrications, and VMR Wheels, to name just a few.

In the Battle of the Bimmers, there were a number of interesting wins. Best of Show was taken by Brandon Wheaton with his Cinnabar Red 1989 E30 M3. Modified 1st place went to an Alpine White 2006 E60 M5, modified 2nd place to a Barberra Red 2008 335i, and modified 3rd place to a Technoviolet 2002 E46 M3. A Rubyrred Metallic 1977 530 took Classic 1st place, while an Alpine White 1988 325ix took 2nd place. Classic 3rd place went to a Ceylon Gold 1971 2002.

The furthest car to be driven to Bimmerfest was a Z4 owned by Adam Tang from Calgary, Alberta, having traveled over 2,000 miles. The BMW with the highest mileage at the show was owned by Zach Pullins who had 376,509 miles on his 2000 323i.

Some of the quirky and interesting cars encountered in the parking lot included an X5 with a black matte finish, an extremely modified off-road suspension, a spare tire mounted on its roof, and giant black bull bars. It looked like the ultimate off-roading machine. The car had been modified by Sarek Autowerke Inc. in Colonial Heights, Virginia. Pictures of it can be found on Sarek's Facebook page.



Then there was the 3 Series with a black grocery-store shopping cart mounted on its roof rails! Not to mention a BMW "woody-wagon" complete with a "woody" themed bicycle mounted on its roof rack. The prize, however, had to go to a ragtop convertible Z3 that was a "barn-find." The owner had done nothing to fix it up, simply making sure it was drivable to the show, and displaying it in the parking lot with a sign that read "This is what a \$500 barn-find Z3 looks like". There was a large group of interested BMW fans clustered around this car marveling at the car's condition (which, all things considered, wasn't as bad as one would have thought!).

Other fun things to do at Bimmerfest were to design one's own custom stamped European license plate for ten bucks a pop at the Custom Europlates trailer. Even the letters with the umlauts were available along with plates from each European country and a generic EU plate. I couldn't resist getting a Deutschland plate with the words "Catch-Me" on it. Now I just have to procure a car fast enough to warrant my custom European plate!

(Top) The grey i8 displayed by BMW NA in the fan zone with its unmistakable scissor doors open wide. (Middle) Car 6, M3 GT race car that was tracked from 1998 to 2000. (Below from left) Car 28, 1988 M3 – the elder race car on display designed for the European Touring series. Car 21, M3 GT race car tracked from 2001 to 2006, part of the BMW Team PTG. Car 55, 2011 ALMS GT race car, a fourth generation M3 for BMW Team RLL.



Traditions

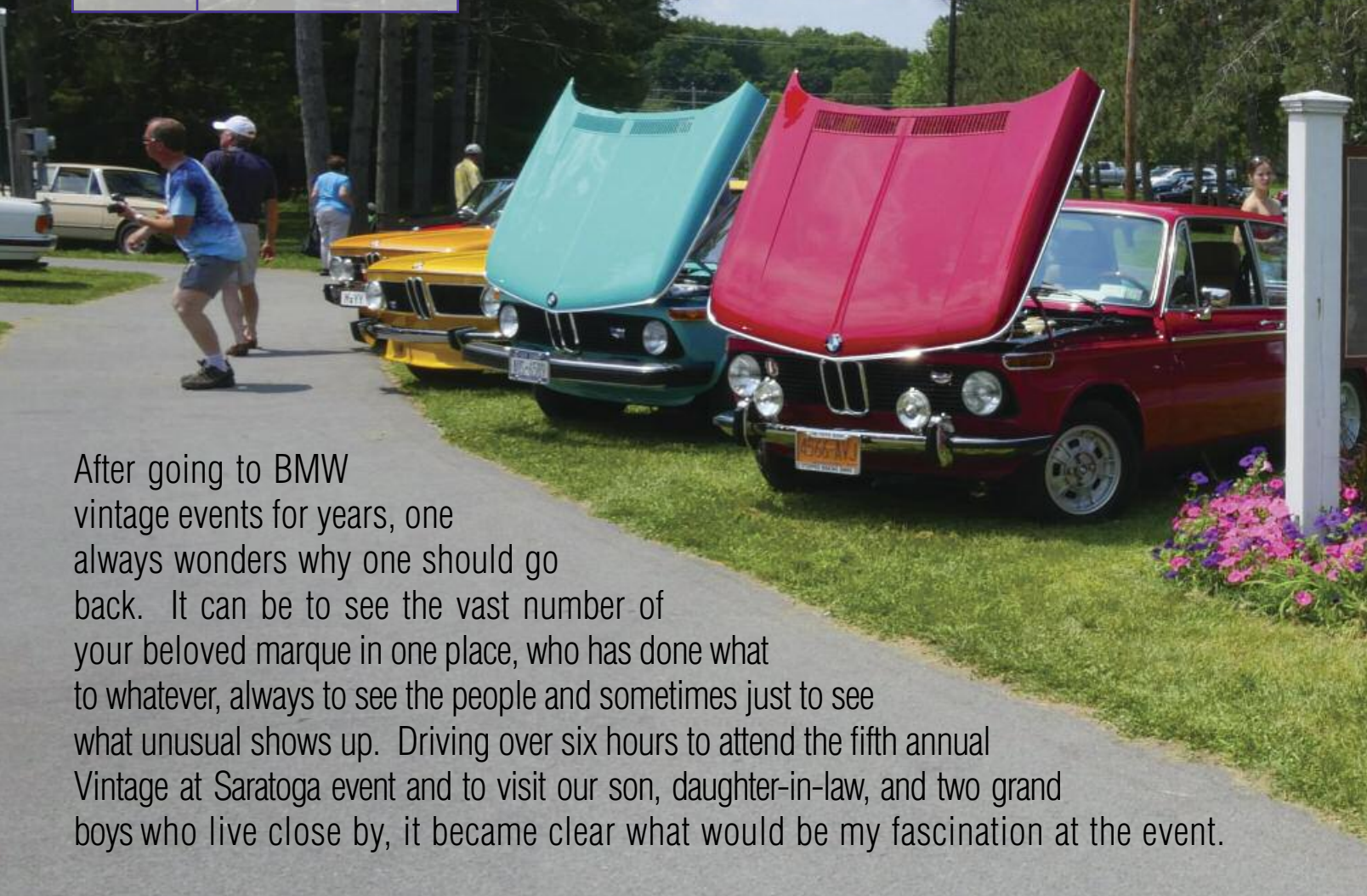
BY

Bill Williams

PHOTOS

Bill Williams, Kevin Whalen,
Chuck Moss

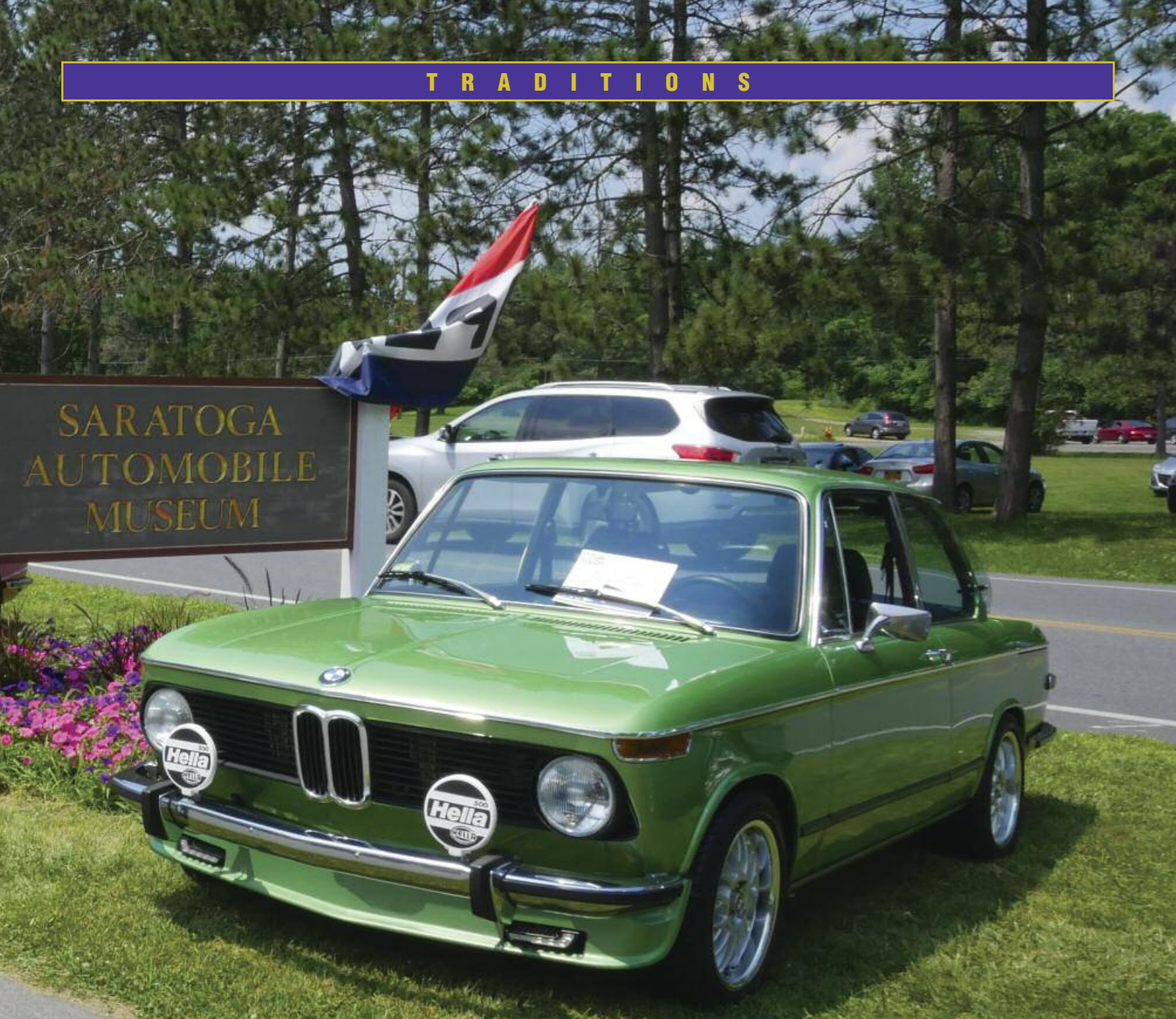
Vintage at Saratoga Attracts Historical Timepieces



After going to BMW vintage events for years, one always wonders why one should go back. It can be to see the vast number of your beloved marque in one place, who has done what to whatever, always to see the people and sometimes just to see what unusual shows up. Driving over six hours to attend the fifth annual Vintage at Saratoga event and to visit our son, daughter-in-law, and two grand boys who live close by, it became clear what would be my fascination at the event.



(Top) 2002s both square and roundies showed up in good numbers even in non-stock colors. (R to L) the Taiga belongs to Jack and Linda Longone from Worchester, MA; Frank Greppo's in a Boyd Coddington Red; Lawrence Charlemagne's Aqua car and Gary Pyle's car he calls mustard. (Above from left) E9s lined the curb in front of the old bottling plant. Chuck Moss's award-winning 1972 3.0 CS and Tom Samuelson's Schwarz 1972 CSI from Italy head the line of



impressive coupes. Willey Wiley holding court in front of the bottling plant built in 1934 and opened to the public as the Saratoga Automobile Museum in 2002. (Above from left) Lawrence Charlemagne; Doug Murray and his golden, Skye, along with Sally Rappeport are consistent participants at the event. Bill and Ruth Williams' 1972 2000tii Touring from the National Capital Chapter and Gary and Judy's 1973 2002 from Allentown, Pennsylvania, are regular exhibitors.



(From top) Familiar design elements we see on the 3200 CS are the low waistline, slender roofline, frameless doors, pillar-less side windows seen on the 2000 CS and 2800 CSi, the round taillights familiar to the 1600/2002 crowds. The roundel on the C pillar is certainly familiar to the E9 and 2000 CS owners. The 3200 CS also sported Talbot mirrors.



Parked on the narrow front lawn of the Saratoga Auto Museum, a former bottling plant of their famed water, and just behind a new i3, was a timepiece. Painted a stunning navy blue this 1965 BMW 3200 CS stood among the best in beauty and above the rest in historical significance.

The other 100 or so cars at the event were no slouches. There was a good representation of 2002s from crusty to pristine, round lights and square ones. Several gorgeous E9 coupes were parked along the front curb. The fives showed up with a few E30s. One lone E21 was parked at the end of the row. Roger Benson had his Florida green 1967 Neue Klasse sedan there. The first von Falkenhausen-designed 4 cylinder engine appeared in the NK's, later used in the 2002's, E9's, E12's, E21's, E28's and E30's. The link between the NK and 3200 CS was lost on many, including me, at the time at the event.

In 2013, Kevin Whalen from Hingham, Massachusetts, bought the 3200 CS from BMW dealer and collector Don Crevier in Southern California, (www.crevierclassiccars.com) who was thinning his collection. Before ending up in Crevier's collection, the car has passed through the Pebble Beach auction a couple of times. The visionary behind the rebirth of this 3200 CS is Don Dethlefsen. Don bought the car in 1996 from a restoration shop in Sacramento, California as a stalled project. Since it was totally devastated from the all too common tin worm, Don bought another 3200 as a parts car to restore this car. Over the course of about five years, it has emerged as it is today. The story of the restoration is documented in the August 2001 issue of the *Roundel*.

The 3200 CS intrigues me because of its historical markers in life of the company of BMW and the design characteristics. The 3200 CS was introduced at the 1961 Frankfurt Auto Show along with a



(Above) Kevin Whalen's pristine 1965 3200 CS and Gary Studnick's 1972 3.0 CS coupe pose in a quiet field across from the Saratoga Automobile Museum. Gary's car was sadly rear-ended on the way back to the host hotel. It is currently being restored rather nicely.

hodge podge of other BMWs showing BMW's lack of direction as a car company at that time. However, one of the other BMW mutts at that show was the 1500 NK. In striving to design a car of beauty, BMW partnered with the Turin, Italy, design house Bertone. Bertone designer Giorgetto Giugiaro took the project and crafted the 3200 CS with hints of an Alfa Romeo and design cues that last even today. The Carillo back up lights are also of Italian origin and used on Ferraris and Alfas. The car was not only designed in Italy but the body was built there as well. The completed bodies were then shipped to Germany to be assembled on a full-length frame and aluminum V8 drivetrain. 550–600 were made from 1961 to 1965. Having the body and panels handmade in Italy caused BMW headaches when an owner busted up a panel and had to wait months for a replacement that usually did not fit well.

Some of the continuing design cues we see on the 3200 CS are the low waistline, slender roofline, frameless doors, pillarless side windows seen on the 2000 CS

and 2800 CSi and the round tail-lights familiar to the 1600/2002 crowd. The roundel on the C-pillar is certainly familiar to the E9 and 2000 CS owners. The CS (sport coupe) after the model number was a first to be carried into other models as well. The car also has an electric sunroof being one of the earliest cars with that option. What is interesting and surely debatable is the interesting link between the 3200 CS and the 1500 NK both shown at the Frankfurt Auto Show with what we refer to as the Hofmeister Kink. So who really designed the Hofmeister kink? Was it Hofmeister on the 1500 NK or Bertone on the 3200 CS?

Kevin estimates there may be 50 3200 CS in the world and 10 in the United States. One could only guess why the numbers are so few but rust, parts availability and a desire by collectors to restore 507s and other models come to mind. The only other 3200 CS I have seen is in Lothar Schuettler's collection.

Kevin's 3200 CS car, and its restoration, was recognized at the Greenwich Concours this year as the Best German Touring Car from 1946–1969 beating out those

Mercedes gullwings that show so well. At the Lars Anderson German Car Day in Brookline, Massachusetts, the car earned Best BMW and Best in Show.

Kevin has been a BMW fan since he was young while his friends were chasing after Corvettes. His current daily driver is a 2002 M5 that he says is the best BMW he has driven.

So the 5th Annual Vintage at Saratoga provided the opportunity for folks to see and learn more about the BMW 3200 CS and NK car. The 3200 CS ended BMW's era in the big V8 line up but carried design elements into the lighter, sportier and faster BMWs we see on the NKs and later models.

Seeing this collection of vintage cars in historic and picturesque Saratoga Springs just seemed right. Frank Greppo and Tony Verrangia from the Patroon Chapter of the BMW Car Club of America picked the perfect venue for this annual event in the northeast.



Autocross Updates

By Eric Hall

AUGUST 2 AND SEPTEMBER 12, 2014

You really never know what's going to show up at one of the National Capital Chapter's autocross events. After autocrossing with NCC for the last year, I've seen everything from Team Van Sickler's unmanned aerial drones recording laps to Matt Malesic's Ferrari F430 drifting through the cones on a rainy afternoon. I think my father put it best when I invited him to the most recent event in Waldorf. He asked, "How is this legal?!" at the conclusion of an unusually sloppy lap.

The 2014 autocross season has wound down to a thrilling conclusion. August 2nd's event saw Timothy Walker take Fastest Time of the Day (FTD) with a 35.924 in his Toyota MR2Spyder. Kamran Bakhtian was the fastest BMW driver, managing a 36.793 in his E36 M3 on the exceedingly tricky course. Thanks to the autocross committee's stunning efficiency, the event ended a little early which allowed everyone to add a few noncompetitive "fun runs".

At the penultimate event on September 12th, Alejandro "AJ" Aviles

reprised his role as course designer by introducing a looping, sloping neck-snapper of a course. CCA institution, Zach Pullins, was heard shouting, "this course is way too much fun!" This time, Daniel Bragason claimed FTD finishing a run in 42.091 seconds in his Toyota Spyder. He

narrowly beat out AJ and Jerry Byrd, who tied for second with precisely 42.809 seconds. The fastest BMW of the day was Ricardo "Ricky" de Leon's Dakar Yellow E36 M3. Ricky managed a 44.38 (and scared the pants off the aforementioned father during a ride-along).

The last event of the season on October 11th at Bowie Baysocks Stadium promises to be a blast. Already registered are a fleet of cars including an Audi R8 and a Dinan 550i that originally belonged to Steve Dinan himself. The event will also

host the 2nd Annual NCC Swap Meet and, perhaps most importantly, decide the champions for the 2014 NCC Autocross Season. Do I hear a nomination for Most Improved Rookie of the Year?



(Top) Eric Core winning S2 class with his incredibly smooth driving and his 2003 BMW Z4 2.5. (Above) Ricky de Leon and wife, Erika, rip the backside of a cone in their tuned 2010 BMW 128i.

(Below) Collin Smith zeros in on a fast-approaching, right-hander in his 2001 BMW Z3 Coupe 3.0i.

(Below) Carl Bauersfeld navigates a tricky slalom in his 2006 Mini Cooper S.



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September DIY at BMW of Annapolis

By Marc Caden | Photos by Eric Hall

The average Ferrari or Lamborghini rarely sees more than 2,000 miles per year. These cars are true exotics and their exorbitant price tag comes with some hefty costs for parts and maintenance. By contrast, BMWs tend to be daily drivers and finding high-mileage examples are more the norm. It is a testament to the marque that our sports cars are so durable. Okay, so the window regulators may fail far more often than we prefer, but when you find a twisty road or the right entrance ramp your car pays you back, right?

If you read *Roundel* Tech Editor Mike Miller's monthly columns, you know that he preaches preventive maintenance as the key to successful long-term ownership of your BMW. Our chapter's Do-It-Yourself (DIY) maintenance and repair events are evidence that this approach works. Many regulars attend these events with their higher mileage, out-of-warranty cars that look and drive much like the newer specimens.

September's DIY was hosted by BMW of Annapolis. Shop Foreman Eric Fischer personally greeted each attendee and provided them with a printout from BMW's database with step-by-step instructions on their proposed repair or maintenance. It took him two days to assemble these packets and it was a fine gesture of customer service and personalized atten-



(Top) The immaculate shop floor at BMW of Annapolis. (Above) The always helpful, usually goofy, Chris Wooten tightens down the clamps on a new fuel filter for his 1999 M Coupe.

tion to our club members. BMW of Annapolis provided the club with six lifts in addition to several work bays for folks that didn't need to put their car in the air.

BMW of Annapolis provides a ten percent discount to all club members for service and parts. It is a state of the art facility that uses the very latest machines for alignments, road force tire balancing, and touchless tire mounting. All of the technicians on their staff have achieved Level I BMW training, meaning they have been qualified to accomplish all tasks on any model. To the customer, this means you can be assured that you will have the best trained BMW technicians working on your car no matter what level task is required. Service appointments can be scheduled online and a complimentary shuttle service is provided for local destinations.

Sean and Tracy Quill brought their 2006 330i for new pads and rotors. To my eye, there was simply no evidence that this car had traveled nearly 190,000 miles. Watching this husband and wife team complete their brake job in roughly two hours was an impressive display of martial harmony. Sean said that they "baby the car" and judging from its

beautiful paint and interior – it showed.

Likewise, upon seeing Eric Hall's 2004 330i ZHP, it is hard to believe

that this car is a decade old and has covered 130,000 miles. Again, both Eric and the previous owner have carefully followed Mike Miller's Old School Maintenance recommendations. He preventatively replaced his spark plugs and fuel filter. When a small vacuum line connecting his fuel filter ripped, BMW of Annapolis provided Eric with another one at no charge. One of Eric's aftermarket HID fog lights had also gone wonky by blinking erratically and then stopped working altogether. The bulb wasn't blown, and Eric's research suggested that the ballast had gone bad. Fortunately, the previous owner had provided a box of spare parts that included an extra ballast. With minimal troubleshooting, the ballast was installed and the fog light was working again.

DIY regular Mike Pack made a triumphant return after a several month absence by helping Frank Kapitan replace the oil filter housing gasket on his 2005 X3. This was one of the more involved tasks of the day and having Mike's skill and expertise was invaluable. Just before the event ended, Mike also did one of the fastest oil changes in DIY history on his DINAN 330ic. Jon Morrison replaced the oxygen sensors, lower intake boot, and spark plugs on his 2005 X5. Chris Wooton replaced the fuel filter and flushed the brake fluid on his 1999 M Coupe. Brooks Freedgard

replaced the fuel filter and checked the front seat bushings on his 2001 M Coupe. James Laws replaced the front rotors and an ABS sensor on his 2000 740i. Mike Painter managed a DIY "daily double" by bringing two vehicles – a 1988 635csi and 1998 E36 M3 – and then changing the oil on both of them.

I brought my 1987 325ic with a working odometer that is nearing 200k miles. I did an oil change, replaced my spark plugs, and fixed a lingering exhaust leak. The high mileage champ – Zach Pullins – replaced an airbag sensor and fixed a fog light socket on his 2000 323i which has over 300,000 miles.

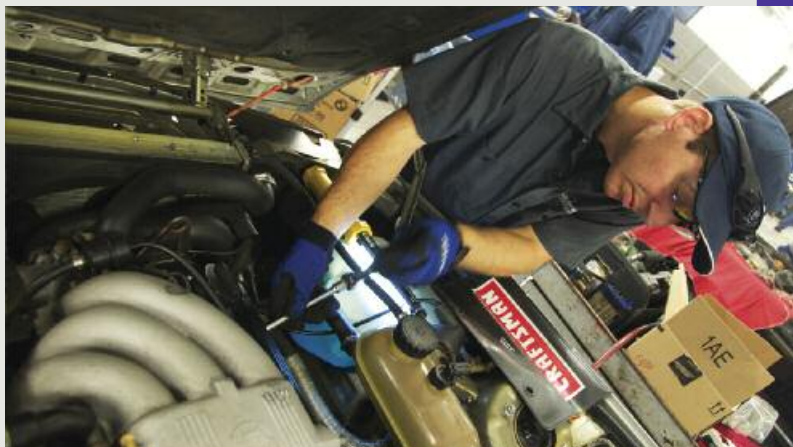
We DIYers proudly present our higher mileage cars as a badge of honor. We speak of them as if they have a soul and many owners have given their cars a name. Do our cars have as many miles or last as long as comparable Volvos? Probably not. But did we have a lot more fun putting the miles on our cars – I say YES! (author's note: not trying to hate on Volvo as I owned a beloved Volvo 850 GLT wagon for many years).

As always, DIY Program Chair Phillip Cummings kept the event running smoothly and provided a nice lunch for all attendees. The folks at BMW of Annapolis could not have been nicer hosts. They answered a plethora of technical questions from attendees, gave us

a great tour of the new i3, and provided us with a steady supply of shop towels and pig mats. At the end of the day, the Shop Foreman Eric noted how the day had been as much fun for them as it was for us. It was very clear that BMW of Annapolis shares our common goal of perpetuating the long-term

ownership of our cars through preventive maintenance and thorough repairs. We hope to see you at an upcoming event!

(Right) Duane Summons gingerly taps the rotor off of his 2000 323iT. (Below) Mike Pack makes a long overdue return to a DIY event, helping Lav Gandhi with a power steering flush and reservoir replacement. (Bottom left) Mike Pack and Bob from BMW of Annapolis tag team change motor oil and coolant on Mike's E46 Dinan 3. (Bottom right) Longtime DIYer and E30 aficionado, Marc Caden, extracts some well-worn spark plugs from his 1987 325i convertible.



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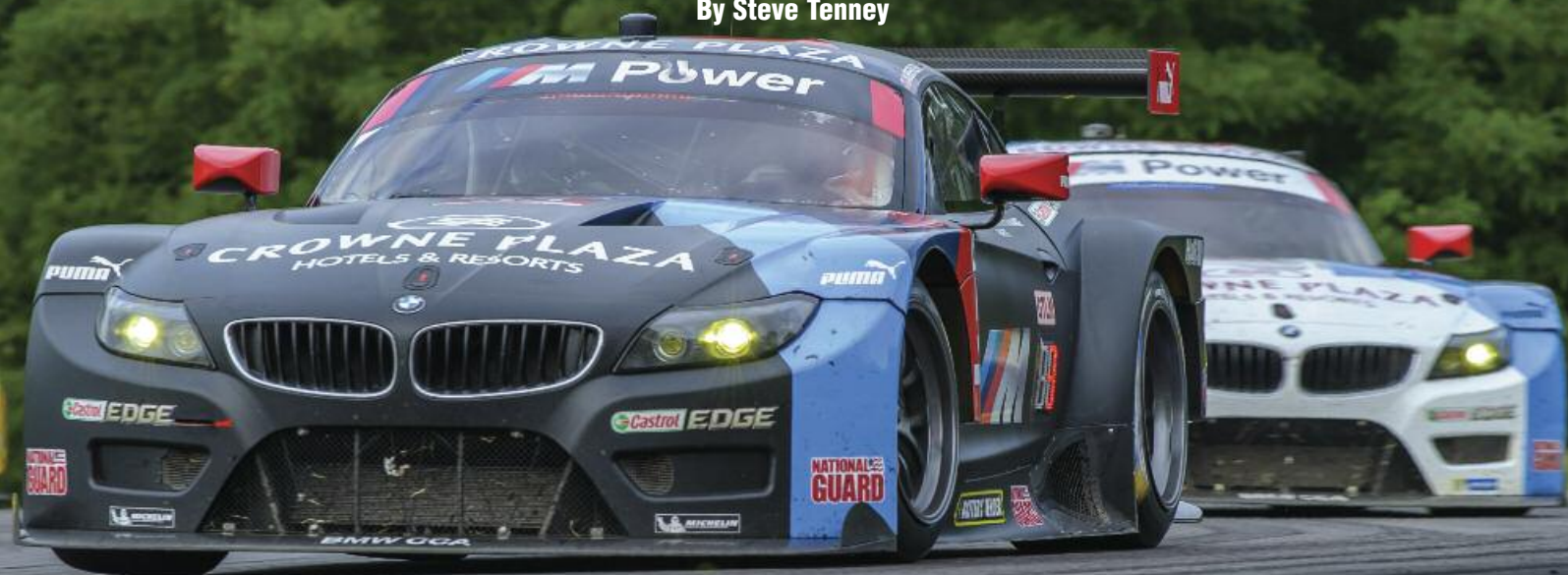
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The Oak Tree Grand Prix 2014 at Virginia International Raceway

By Steve Tenney



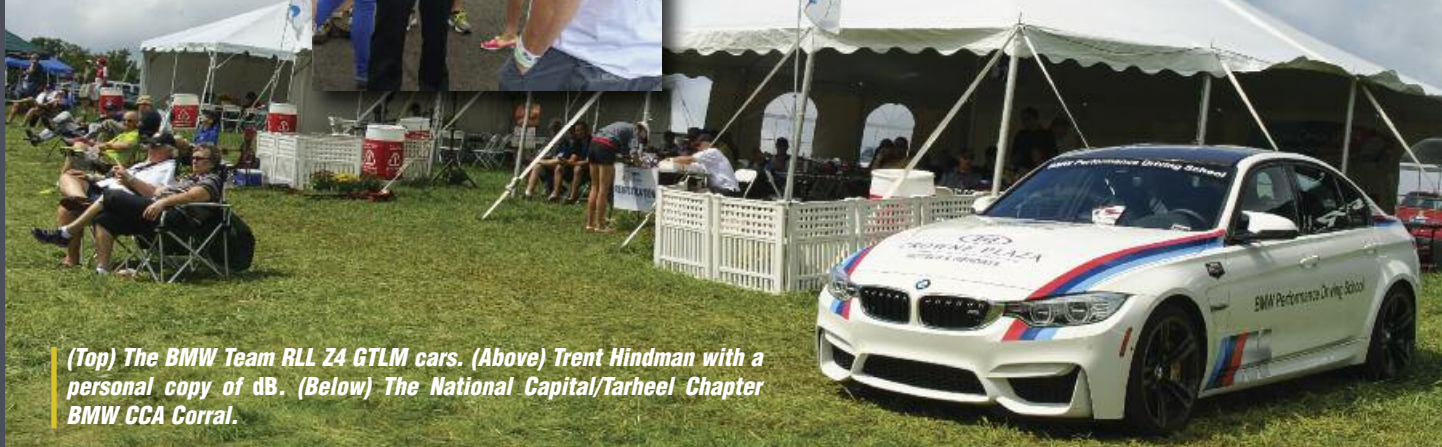
The format of the International Motor Sports Association weekend gives us two series to follow that include BMW cars in prominent roles: the Continental Tire SportsCar Challenge (CTSC) and the Tudor United SportsCar Champ (TUSC). And both have successful BMWs in contention for wins in multiple classes. The coalition of GrandAm and the American LeMans Series has given us a set of races with lots of good opportunities for

BMW. The NASCAR connection has caused some disappointments, but let's hope the series can evolve and get better.

We've enjoyed the racing experience at Baltimore for the last few years and it's disappointing that we may not have that again. After two excellent corrals in Baltimore, NCC collaborated with the Tar Heel Chapter to support a corral at the VIR race during the last two years. Both years turnout has been excellent from both chapters.

VIR is a special place. While it was fun to see the races in the streets of Baltimore, the VIR venue has beautiful vistas and a country club feel. John Hindaugh from Radio LeMans made the following statement about VIR, "...a race at VIR is like going to a race in your backyard, its beautiful!"

Marshall Pruett from *Racer* magazine described it as follows; "...VIR is one of the real American 'bad ass' road courses." The entire track at VIR was repaved during this past off-season, so this was the first season on the new track paving. The paving included new curbing and widening of the track at a number of locations.



(Top) The BMW Team RLL Z4 GTLM cars. (Above) Trent Hindman with a personal copy of dB. (Below) The National Capital/Tarheel Chapter BMW CCA Corral.

Paddock Visits

There was a time during the American LeMans Series years when BMW Team RLL was the only team offering to entertain the BMW CCA Corral group with a visit to their paddock area. Now with the Continental Tire Sportscar Challenge series and two classes of cars including BMWs, we have multiple opportunities to get a really close look at a number of teams. These teams go out of their way to give us their time even when they are very busy prepping for the races.

On Saturday, our first visit was to the Fall-Line Motorsports paddock to see their CTSC M3 based team. There we got a presentation from Ashley Freiberg and Trent Hindman.

Trent is competing for the championship and Ashley is the only woman to have won a race at Daytona International Speedway. Both are young and did very well with our group. You can see in the picture on the previous page that Trent has good taste in reading material.

Our next visit was with TeamTGM and team owner Ted Giovanis. Ted has partnered with David Murry and put together one of the best transporters for a privately run single car team. David Murry is a respected driver coach and he has continued to contribute to improving

Ted's driving skills. Ted lives in the Baltimore-Washington metropolitan area, so some of our members are well acquainted with him. He is rightfully very proud of his team and enjoys showing his rig to interested groups such as ours. His great enthusiasm shines through brightly, which makes a visit with his team all the more enjoyable.

Our last visit with the CTSC teams was with the Bimmerworld team. James Clay and the Bimmerworld team have been together for quite a while competing in BMWs in a variety of different series.

Running three cars in the ST class, they have made a strong commitment to the CTSC. Bimmerworld has been the first team to race the new turbocharged car. James explained to us what a challenge this has been. The issue is the extra cooling requirements that turbocharging brings for a race team. Along with James were his drivers, Seth Thomas and Tyler Cooke.

On Sunday, with the TUSC teams preparing for the race, we visited the highly successful

Turner Motorsports team to see their Z4 GTD car and meet drivers Dane Cameron and Marcus Palittala. Turner has had a relationship with Paul Dalla Lana as a driver, team sponsor and car owner. Dalla Lana purchased the 2013 Z4 GT3 cars from the MarcVDS team in Europe. Although Dalla Lana has not been driving he has allowed Turner to field the cars with world-class drivers. Will Turner pointed out to us that although the BMW Team RLL Z4 GTLM cars look similar there is very little commonality.

The GTD car is a GT3 car that has undergone modifications as required by IMSA. The series will begin to accept cars closer to the true GT3 specifications in 2015 and move more in the direction of FIA GT3. GT3 allows more driver aides and further aerodynamic pieces. Turner has a great car and top drivers. Cameron and Palittala make an excellent team.

Continental Tire Sportscar Challenge

The junior series of the weekend was the CTSC, which is for cars that are very close to street configuration. It is made up of two classes, Grand Sport (GS) and Street Tuner (ST). GS includes the E92 M3s which competed against Camaros, Mustangs, Porsches and a lone Subaru. In ST we had 3 Series and 1 Series BMWs pitted against a variety of cars ranging from the Mazda Miata to Hondas. Cars are regulated based on a Balance of Performance (BoP). The BoP amounts to a process whereby IMSA adjusts a restrictor on the engine air intake and ballast weight in the car so that the cars are as evenly competitive as possible. It seems to work as the racing is generally very close, but there's always discontent by the teams with the regulations.

Going into VIR Trent Hindman (who was a month away from his 20th birthday) was leading the GS standings by 11 points over Andrew Davis and Robin Liddell (codrivers in the Stevenson Camaro). John Edwards was 15 points behind in 3rd place due to the (rather severe) penalty for the seven second short drive time in Kansas. The highest placed driver also in a BMW was Tom Kimber-Smith driving for Turner Motorsports. In ST, Tyler Cooke and Greg Liefoghe from Bimmerworld were tied for third place with Terry Borcheller in the Burton Racing 128i.



(From top) Trent Hindman & Ashley Freiberg drivers for Fall-Line Motorsports. Ted Giovanis explains the TeamTGM BMW 328 ST race car. Marcus Palittala, Dane Cameron and Will Turner (L to R) from Turner Motorsports. James Clay, Tyler Cooke & Seth Thomas from Bimmerworld.

Fall-Line has been the top BMW team this year in GS with the team of Trent Hindman and John Edwards. If you remember our article on Fall-Line in the July/August issue of *dB*, they have done well. Ashley Freiberg and Shelby Blackstock won at Daytona, but haven't achieved that sort of success since. Since Ashley has continued to have difficulties in finding sponsorship, Shelby hasn't been able to have a consistent teammate. Hindman and Edwards have consistently done well and have led in the points standings. The only difficulty was when Edwards was 7 seconds short of the minimum drive time in Kansas and, therefore, was given no points. This meant Hindman was alone at the top on the standings.

Typically the M3s qualify well, but they have encountered problems in the races. Both Trent and John are fast in the car. Problems have shown up in competing with cars like the 7-liter Camaros. All of the cars are restricted via a balance of performance (BoP). The M3 has a 4-liter V8, while the Aston Martin Vantage has a 6-liter V12. The BoP includes power and weight adjustments, so all of the cars must deal with adjustments imposed by IMSA. However, the physics of the problem favors the larger engine. Engine horsepower & torque can be adjusted via intake restriction. And of course, added weight also changes the handling for all of the cars. The physics of the larger capacity engine show that the torque created by the larger-sized engine is less impacted by the intake restriction. During qualifying, when it's all about a fast lap, the M3 can be very fast. During the race, however, traffic has much more of an impact on the smaller engine BMWs. The situation requires that the driving style for the smaller engine car must minimize the loss of momentum during cornering and in traffic. Cornering speeds must be kept as high as possible, because of the deficiency of torque. Slower traffic can also be a problem as it causes a loss of momentum. This means taking more risks with the car in the corners and in traffic in order to minimize the loss of speed because there is less torque available at low engine RPM to accelerate.

I asked Trent about this and he agreed with my perception of the problem. It clearly puts more stress on the driver to avoid contact and to

refrain from over driving to compensate. It is a struggle to race against the larger engine cars and work the BoP to achieve as high of a speed as possible. This is the nature of these kinds of race series where cars are "equalized" in order to make the racing as competitive as possible. Teams always end up trying to get the most favorable adjustment.

The Turner Motorsport Team has long been a top performer in the GS class with well-known drivers like Bill Auberlen and Joey Hand. Turner continues to run an M3 in the GS class, but just one car now (#97), not two. Bill drives when he can, but Joey is busy with the Deutsche Tourenwagen Meisterschaft (DTM) in Germany. Turner is competing in the TUSC races in GTD with a Z4 GT3 car, so they are busy and more focused on the competition there. Michael Marsal has been a regular with Turner for the last five years or so. Marsal was partnered with Tom Kimber-Smith from Berkshire, England. The Turner guys are definitely working their way up into the top ten.

Bimmerworld Racing is a well-known ST class team that has committed strongly to the CTSC and has three cars entered during this race season. Bimmerworld has competed for many years in the CTSC and in the past in the Speed World Challenge. They are the first team to run the newer turbocharged F30 328i in a race configuration. Their #81 328i is currently in 4th place.

TeamTGM is a single-car team owned by Ted Giovanis. T. Giovanis Motorsports was founded in 1991 and made a professional debut in 2006. Ted is partnered with David Murry this year. David is one of the best-known driving coaches in the US, so it's not a surprise that Ted has continued to improve his driving skills.

There are two other strong teams, Burton Racing with a pair of 128is and Terry Borchellor and Murillo Racing with a pair of 328is. Murillo, however, has started to compete with a Porsche Cayman.

Qualifying was to be split between the two classes, the ST class and the GS class. The ST class was to qualify first, but due to rain, qualifying was cancelled and the grid would be established based on points. GS got in their qualifying, but Fall-Line would have probably



(From the top) The Series Leading Fall-Line Motorsports M3 driven by Trent Hindman and John Edwards. The Turner Motorsports M3 with Tom Kimber-Smith was strong in the race. Early in the race the Fall-Line car was doing well. One of the ST Class cars from Bimmerworld Racing.



preferred to have also used the points standings. Trent Hindman qualified in 6th behind a listing of Camaros and Mustangs. The large capacity V8s make lots of torque. The #97 Turner M3 was in 10th place with the #48 Fall-Line car coming in at 18th.

For the race, starting in 6th, Trent Hindman's passing skills would be tested. However, after a good start and some strong running, the battery in the car began to fall below the needed voltage, so the car had to come in for a battery change. This dropped them this team down about a lap and left them in 12th place at the end. The car was competitive when it was on track but lost a lot of time having to have three battery changes during the race. The Turner M3 with Tom Kimber-Smith was strong and worked its way to the front and led the race for a time. After the driver change the car faded a bit to finish in 6th, still a good result. The Aston Martin started in 11th and got to the front and won, with a Camaro, a Porsche, another Camaro, and the Subaru coming in ahead of the Turner car.

Ashley Freiberg and Andrew Longe took the #48 M3 from 18th to finish in 13th just behind the #46 of Hindman and Edwards that came back to 12th with its battery problems. They felt they did a great job just keeping the car running for the entire race. This result put the Camaro pair of Davis and Liddell first in points in the driver's championship by just 2 points over Trent Hindman. BMW actually remained in first place in the GS Manufacturers race by 2 points over Chevrolet, and with Porsche 11 points further back. In the ST race the #81 Bimmerworld 328 with Liefoghe and Cooke finished 3rd in class and Borcheller and LaMarra finished just behind in their 128i, coming in 4th in class. The driver's points race in ST had Wayne Nonnamaker leading Eric Foss and Jeff Mosing in Porsche Caymans. Mosing and Foss have spent time in the Murillo BMW, so they have split their time in a transition from the BMW to the Porsche. In the ST class, BMW left VIR in second place by just one point to Porsche and 7 points ahead of Mazda. All of these teams worked very hard.

The budgets are thin and even a driver with the talent and marketing potential of Ashley

Freiberg can't seem to get support for a full season. The end of the season will be interesting. As I write this, going into the race at the Circuit of the Americas in Austin, TX, according to Tony DiZinno on sportscar365.com, IMSA has made an adjustment to the BoP between the Camaro and the M3. The Camaro has been given a 7 mm restrictor reduction (75 mm down to 68 mm) and a 200-rpm reduction from 6300 to 6100. This will take some power away from the Chevrolet, so we will have to see who comes out on top.

Tudor United SportsCar Championship

We have two very competitive teams running BMWs in The Tudor United Sports Car Championship (TUSC). In GTLM we have the factory backed BMW Team Rahal Letterman Lanigan (RLL) and in GTD Turner Motorsports. Both teams are running variations on the Z4 platform. Both cars are Z4s but there is very little compatibility of parts between the two cars. Coming in from Road America, BMW Team RLL was feeling the pressure of having not won leaving BMW as the only GTLM manufacturer not to win a race so far this season. The team of drivers with BMW Team RLL has replaced Max Martin with Andy Priaulx. Priaulx is a four-time World Touring Car Champion driving for BMW. He has spent the last few years in the DTM and this year exchanged seats with Martin. With Priaulx, RLL returns with Bill Auberlen, John Edwards and Dirk Müller.

The points race for the GTLM driver's championship was very tight with six drivers tied for third place (including all four RLL drivers) with 250 points 20 points behind the leader and 14 points behind the two in second. In GTD, the Turner team has won 4 races but the last 2 in succession placing Dane Cameron tied for the lead with four others all with 244 points.

For this race at VIR the prototypes would not run with the GT cars and the Daytona prototypes would not be part of the weekend. There are a number of GT only races around the world but none have been held in the U.S. For instance, the Nurburgring 24-hour race is a GT only event. Mixed class racing is a challenge, but this race will not have the GT, Prototype clash. The GTLM cars will be the fastest of the group.

(From the top) Ted Giovanis leading a group of ST cars. Ashley Freiberg said the VIR CTSC race was very demanding physically. The Viper couldn't quite pull away from the Z4s going up the incline. The Turner Motorsports Z4 GTD.

THE OAK TREE GRAND PRIX

The Z4, in both classes, has the same top speed problem that it has had throughout its use in GT racing. It is an excellent handling car. With its short wheelbase it turns very well but it still struggles with top speed due to its width and the shape of its roof. A BoP is used here just as in the CTSC, so adjustments are made to equalize performance. These classes include the 8.3L V10 Viper and the 5.5L V8 Corvette. It was interesting to see the Z4s at VIR pulling top speed up the incline from the Oak Tree corner compared with the larger-engined cars.

Qualifying went very well for all three of the cars, in GTLM with the #55 in second and the #56 in fourth and in GTD the Turner car third in class. However, talking with the BMW Team RLL guys my feeling was that their engine is at its maximum best. All the teams were maneuvering to find themselves with a power advantage, which is an ongoing exercise. The 4L BMW is restricted as are all the others. BMW felt like they had no margin remaining in the engine against the Viper particularly with its much larger engine. The feeling offered was that the Viper could dial up a little more power and drive away. The Ferrari was the wild card in the mix because they haven't had a very successful season.

When the race started the two cars from BMW Team RLL remained solidly in the mix. At the start, there was talk on the radio as the Viper assumed the lead: "look at that power!" The #91 Viper led the most laps, but didn't pull away from the Z4s. They were able to hang on. Maybe the absence of the prototypes helped. The interference factor was gone. The BMW cars never led, but they were definitely in the mix. With the race coming to the finish, Bryan Sellers in the #17 Porsche was in first place and the Ferrari of Giancarlo Fisichella in second, the team was telling Dirk Mueller that both cars would need to stop. With the caution period at the end, the strategy would change and the need for either or both to stop was gone and the BMWs would remain in third and fourth.

In GTD, the Turner Z4 started in third with Marcus Palittala in the car. Marcus is a special driver with his experience in many of the top GT races in the world. Driving for teams like the Belgian MarcVDS BMW team, he has made his

mark at the Nurburgring and SPA. Beginning from the third position Marcus got quickly into second and then set out to chase down the leading Porsches.

When he turned the car over to Dane Cameron the team got him back out in second place. Cameron, having proven to be one of the best young drivers in the US, set out after the leading #63 Ferrari taking the lead with 45 minutes to go. The Z4 wasn't the absolute fastest car of the group but Dane Cameron and Marcus Palittala made a very good driving team. The caution at the end put the Ferrari back just behind the BMW and made the end of the race very interesting. This was their third and second win in a row. Cameron would end up tied for first in the driver's championship with three others. Palittala missed the Indianapolis race so he hasn't gotten the same points as Cameron.

All in all, it was a fun weekend. Our chapters were thoroughly entertained by the BMW teams in both series, on the track and in the paddock. These series allow a lot of contact with the teams and drivers. It's not many sports where you can have a one-on-one conversation with the participants. The fan walk on the grid before the race allows the spectators to wish their favorites success. The collaboration between the National Capital and Tarheel Chapters of the BMW CCA has produced two successful corrals and promises to continue to make this a rewarding trip in the late summer.

In addition to the incredible racing, driver and paddock interaction, our chapter members were treated to synchronized hot laps in three M3s by Mike Renner and his team of expert BMW Performance Driving Center instructors. We were treated to tire talk sessions by the experts from Michelin tires, and best of all, we had the opportunity to drive our own BMWs during the parade laps. It was great to feel the new paving of the raceway and the chicanes under our wheels. If you haven't been to a VIR race yet, you must join us next time! You won't be disappointed.



(From the top) The #91 Viper led most of the race, but finished in 6th. BMW Team RLL drivers; Edwards, Müller, Auberlen & Priaulx. The BMW Team RLL Z4 GTLM cars. The Turner Z4 in 1st Place headed for the win!

Alise and the Bushi

The 2015 BMW 320i xDrive vs. the 2015 Lexus IS 350 F Sport AWD

By James Chew

Alise: Bavarian male name meaning Famous warrior. Connotes potential leadership and a desire for responsibility.

Bushi: Japanese reference for samurai, the military nobility of medieval and early-modern Japan.

"It's like a 3 Series"

Since the late 1970's, it's a line that most every salesperson that sells affordable performance luxury sedans has used. The number of BMW 3 Series "competitors" that have entered, then vanished, from this market segment showcases the vehicle's resilient segment leadership.

The faithful understand that the 3 Series is BMW's heart and soul. Many of us remember waiting with baited breath when the E90 was introduced, as well as the relief felt by the faithful when it was apparent that Chris Bangle didn't "mess it up."

The major reason the BMW 3 Series is the benchmark for its class is that the chassis is perfect for every powertrain. Whether in the

"base" configuration with the four-cylinder engine and manual transmission or as an "M," the 3 Series chassis never feels overmatched or under-utilized. It just drives perfectly. That cannot be said for its competition, past or present.

But the BMW product developers understand the competitiveness of this market segment and are constantly developing and evaluating technologies to maintain their "Ultimate Driving Machine" benchmark standing. In addition to the performance, reliability, and comfort features, BMW has added fuel economy (e.g., EfficientDynamics) to their list of F30 goals. This resulted in the standard electronic power steering and the auto stop/start. And it was these two items that made some of the BMW faithful look to other



(Top) The familiar and comforting 3 Series cockpit – though way too much metal for our tastes. (Above) The lineage of the BMW 3 Series is evident from the front 3/4 profile.

manufacturers for their driving excitement.

And as the good businessmen that they are, Toyota's Lexus division was willing to try to capture some of the former faithful.

Lexus developed the IS because the average age of the owners of their vehicles was somewhere between retired and death. That is a bit of an exaggeration, according to Strategic Vision. The overall Lexus average buyer age is 61. Those once middle-aged baby boomers who flocked to Lexus when it was launched in 1989 were most likely buying their last vehicle. The IS, as well as their "F," series is Lexus' attempt to attract a younger buyer. And the IS is attracting a younger buyer. Again according to Strategic Vision, the average IS buyer age is 50. That same study found that the average BMW buyer age is 49.

Because of the price point, a 2015 320i was selected for this "comparison." In my opinion BMW's Achilles Heel is value. When BMW was focusing on beating Mercedes (or as BMW people used to call them, "that three-pointed-star company up the road") value was a major part of the BMW product equation. In addition to a wonderfully balanced chassis and powertrains, items that were optional on a Mercedes, such as leather upholstery, were standard on US BMWs.

It's not clear if it is German ignorance (remember the fight over cup holders or a decent air conditioner?), but BMW needs to understand and appreciate that the American performance luxury buyers expects certain things to be standard on their vehicle. Features

such as leather, heated seats, fold-down rear seats, and rear-view back-up cameras are considered the price of entry in the American performance luxury market. And no matter how hard they push it, the BMW product planners need to appreciate that large metal strips on the dash and door panels do not connote luxury — or performance.

Our evaluation 320i had an MSRP of \$39,700. It did have heated front seats, navigation system, blacked out grill, and a carbon fiber rear spoiler. It didn't have leather seats (though I must confess that I see very little difference between the "Sensatec" vinyl and Dakota leather), fold-down rear seats, xenon lights, rear-view camera, self-dimming mirrors, sport seats or a moon roof. Those options would have increased the price to \$48,300.

Once you start driving the 320i, you forget all about not having those features. While my friends at BMW NA may deny it, it's clear to me that both the electric power steering and "auto stop/start" have been recalibrated. The steering now feels a lot more like that of an E46. The "auto stop/start" no longer feels like "auto stall" and the car does not shake and shutter when restarted. In fact, several times, I had to look at the tachometer to see whether or not I had deactivated the auto stop/start (I never did). Having the auto stop/start made quite a bit of difference in overall fuel economy. Even with spirited driving, I was able to achieve a combined 28 miles per gallon.

What was usual was that a majority of this driving was done in the "normal" drive



(Top) The Lexus IS 350 F Sport cockpit is aimed at the driving enthusiast. (Above) The exterior design, which showcases its Japanese lineage, appeals to men.

mode. The 320i confidently attacked the curvy back roads and confidently maneuvered through the Interstate traffic. When switching to "Sport", which deactivates the auto stop/start, the changes are noticeable. Because of the balance and the lower curb weigh, the 320i is very similar to an M3 when in "Sport" mode. One begins to notice the limitations of the 180 horsepower, 200 foot-pounds of torque, 2.0-liter four-cylinder twin-turbo engine at the higher speeds. Spirited acceleration at higher speeds required some manual downshifting to get the engine to its ideal RPM range.

"Comfort" mode confounded us. When in that mode, the 320i drove like, well, a Lexus (ES). As I said when evaluating the 328d Sport Wagon, why

BMW would have such a mode on their vehicles is beyond me. The money spent on adding that mode would have been better be used to add a standard rear-view backup camera.

The 320i is the perfect BMW daily driver. With room for four, outstanding truck space, timeless interior and exterior styling, and wonderfully fun to drive, the only item that would have made our 320i xDrive "the" perfect daily driver would have been the six-speed manual transmission and a fold-down rear seat (sorry – I have a family and they buy "stuff").

With an MSRP of a little over \$50,000, the 2015 Lexus IS 350 AWD F Sport is quite the performance luxury sedan. With a base price of \$41,000, premium navigation and sound added

\$3,200, the F Sport package added \$3200, blind spot monitoring added \$500, and the "dynamic cruise control" (as if a BMW 3 Series driver would ever use cruise control) added \$500. This means all the optional (yet expected) features (except for the backup camera) on our 320i xDrive are standard on the Lexus.

The IS's 306 horsepower, 277 foot-pounds of torque V6 engine is quite nice. This engine along with the 8-speed automatic transmission and the rest of the drivetrain match the chassis well. The Lexus aggressively attacked tight, twisty roads and felt confident on the Interstate. However the vehicle felt "constrained", almost to the point of feeling impatient in city driving and in bumper-to-bumper traffic. Overall, the Lexus IS 350 AWD F Sport is quite fun to drive, but it had a "computer controlled" feel to it. I suspect the Lexus IS F Sport would lose a lot of its driving appeal if it had a manual shifter rather than its software-matched 8-speed automatic transmission.



(Above from left) The rear 3/4 perspective provides a different view of the BMW's timeless design. The trunk lid opens wide and high, revealing a practical, cube-like cargo space. The interior now has all the convenience features Americans expect, especially front and rear cupholders. The standard SensaTec upholstery didn't feel much different from the optional Dakota leather. The turbocharged 2.0 liter four-cylinder engine seems to be gaining popularity among the BMW faithful.

The IS's exterior design has a distinct Japanese "Manga" look that appeals to the 12-year-old boy in all men. The exaggerated grill matches the exaggerated side and rear styling. But the interior doesn't hide its Toyota roots well. If the Lexus logo were not on the steering wheel, it would be a generic upscale Corolla/Camry/Avalon interior. While the IS's interior is quite nice with outstanding leather-covered sport seats, it also feels quite tight. Based on our evaluation, the IS interior is best suited for carrying two adults in the front and two children in the rear.

Oddly enough, we found that the Lexus IS F Sport exterior overwhelmingly appealed to men, not women, while the interior appealed more to women.

Toyota is finally facing the product development challenges of offering more than one brand. Lexus' Toyota roots are even more apparent after the new car "sheen" has worn off. A used Lexus sedan feels and drives like a used Toyota sedan. That's not a bad thing, but that's not what upscale performance

luxury sedan buyers expect.

The Lexus' fuel economy was a major disappointment. After years of evaluating Toyota products that exceeded our fuel economy expectations, the IS 350 AWD F Sport spent a surprising amount of time at a gas station. It must be due to the fact that the responsive 3.5-liter V6 engine is naturally aspirated. Driven in a similar fashion as the 320i, the IS 350 achieved a combined average of just less than 20 miles per gallon.

The IS 350 F Sport is a competent affordably priced performance luxury sedan that has distinctive exterior styling and outstanding value to distinguish itself from the competition. And while value may be a major reason for people considering the new

Lexus IS, value may also be the reason why some are turning away. Test-drive a new Mazda 6 and you'd wonder why you'd want to spend the extra \$20K for a Lexus IS 350 F Sport!

The 320i is Chicken soup for the BMW enthusiast soul. It follows the trend established by the E36 that the most basic 3 Series model is also the most "BMW like." It's no wonder that a number of my fellow BMW CCA members have ordered the "basic" F30 320i, which retails for under \$35,700, as their daily drivers.

Ironically, it's the most basic of 3 Series that shows that BMW still builds the Ultimate Driving Machine.



(Above from left) As with the BMW, the Lexus trunk is a practical shape and size. Even from the rear, the Lexus shows a very aggressive profile. The Lexus V6 has quite an impressive engine. The interior design seemed to appeal to women more than men. The rear seats were quite comfortable, though leg room was tight.

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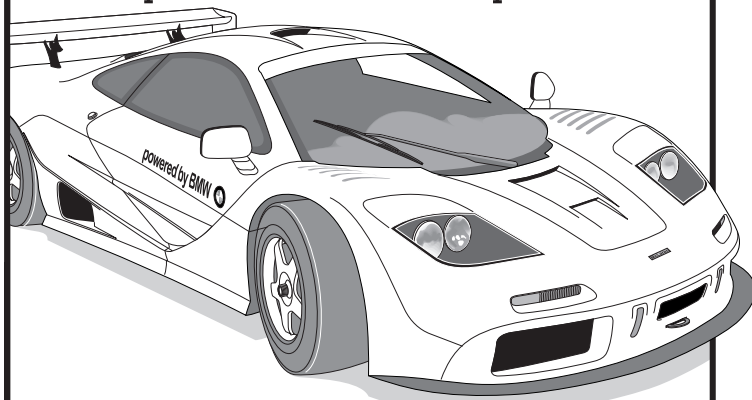
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