

Magazine of the National Capital Chapter BMW Car Club of America

January/February 2015

derBayerische



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Cover: Anita Patton's Arctic Blue 1983 E24 Alpina B9 3.5, the first of 75 ever built, is one of the three cars in her rare collection. See page 19. Photo: Raine Mantysalo.

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



President's Message

Welcome to 2015!! We have another great year of events in store for our club. Hopefully you've already signed up for our Annual Meeting and Holiday Party on Saturday, January 17th. We have some great guest speakers lined up and tons of door prizes, including a free ///M School.

This year, will also feature some CCA events that you'll want to include on your vacation calendar. Our biggest National event, Oktoberfest, will take place just north of us in New Jersey. This maybe the closest it'll ever be to our region, so we really hope for a large NCC contingent. If you've never been to O'Fest or haven't missed one in several decades, this year promises to be a must-attend event.

As for NCC events, we'll be teaming up again with the Tarheel chapter to host our Oak Tree Grand Prix BMW car corral. Virginia International Raceway (VIR) is an awesome track to watch races and you'll want to be a part of the action. Look for more information in the coming months and be sure to carve out some time to spend with fellow members. Finally, I'd like to announce that Road Race Technologies (RRT) has agreed to be a title sponsor for our autocross program. Both NCC and RRT have some exciting expansion plans for 2015 and we look forward to working with them throughout the season. More details will be announced soon and I can promise that you'll love some of the changes we have in store.

Survey Survey Survey

Attention NCC members,

You may have recently received an email survey from our National Office regarding our 2014 membership survey. Please take the time to fill it out openly and honestly as it helps the NCC and the BMW CCA plan events and drive how we run the club. The first part of the survey focuses on how the National Office provides services and runs events, while the second half is specific to National Capital Chapter. Survey participants are also eligible to win a \$50-200 American Express gift card.

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FromThe Editors

As we veer through the holidays, driving towards a New Year (but always precisely and safely – keeping in mind our apexes), I think about the past year and what our chapter of the Car Club means to me.

When Walter asked me to co-edit the *dB*, I was thrilled. I thought I would doggedly write articles month after month, proving my worth, and then one day far in the future be rewarded with something bigger. Little did I think I would be reeled in after my first two articles in one *dB* issue.

Working with Walter and Raine and Steve has been a learning experience. They are good at what they do – it takes a lot more work and coordination to put the *dB* together than one might think. Walter is a great editor, and Raine is amazing at coming up with catchy headlines, juggling the photographs, and doing the layout everyone raves about.

All this makes our club magazine (in my humble opinion) by far the best one out there. I know, because at Board meetings I am handed a stack of magazines and newsletters produced by other chapters and ours stands out. Without the dedication of everyone involved, especially our contributing writers, the *dB* would not be the quality product that it is.

We reach a fairly large audience of about 6000 members. In addition we send the *dB* to all the other chapter presidents and to the local dealerships and BMW specialty service shops in our area. When I go to DIYs, I see the *dB* lying on the coffee tables of the waiting rooms. Our club is comprised of BMW enthusiasts with a wide variety of interests. Just as there is a flavor of a BMW model for everyone, our club and the *dB* caters to the varied flavors of interests of our members.

Recently I contacted BMW of Rockville to get on the schedule for an extended i3 test drive. During my conversation with Marty Krist, head of i3 sales, he mentioned that he already knew what I look like having read the *dB*.

I had my X3 in for service at BMW of Silver Spring the other day and as I was leaning over the counter to purchase an "I ///M fan" t-shirt, I felt a tap on my shoulder. I turned, surprised to see my old service advisor Kerry from the days of taking my 318ti and 325i to the purple team at VOB. He asked me if I remembered him and as it took my brain a few moments to process the memories, I was delighted to hear him say he has been reading articles in the *dB* with great interest.

This year we covered the gamut – from Autocross updates, street survival for teens, write-ups about social gatherings, outings and tours, racing events, ///M school at the BMW performance driving center, Oktoberfest, technical articles, new member introductions, DIY write ups, articles with advice ranging from car insurance coverage to how to detail your car, vintage shows and concours d'elegance, comparisons of different models of cars, and on and on.

I would encourage all who read this magazine either to join the club, or if already a member, become more active with the club! Come out and join us for the fun and the camaraderie. I also highly encourage that you write an article on anything that moves you and submit it to DB-editor@nccbmwcca.org.

We at the *dB* send big heartfelt Bimmer hugs to all who make the car club a great club: Our members, The Board, and all the committee chairs. It's been a great year and the New Year promises to be full of even more exciting for the NCC car club events.

Happy New Year and Freude am Fahren



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October 2014

- 2 NoVa Social @ La Sandia in 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 in Bowie
- 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
- 13 Columbia Social @ Players Bar and Grill in Woodstock
- 15 DIY @ BMW Excluservice
- 16 NCC Roundel Karting 2014

December

- 4 NoVa Social @ Jaleo in Crystal City - New Location!!
- 10 Board Meeting/Social @ Mi Rancho in Rockville - New Location!!!
- 11 Columbia Social @ Players Bar and Grill in Woodstock
- 18 MoCo Social ****CANCELLED****

January 2015

- 1 NoVa Social ****CANCELLED****
- 8 Columbia Social @ Corner Stable in Columbia
- 15 MoCo Social - TBD
- 17 NCC Annual Meeting and Holiday Party @ the Hilton in Gaithersburg

February

- 5 NoVa Social @ Jaleo in Crystal City
- 11 Board Meeting/Social @ Mi Rancho in Rockville
- 12 Columbia Social @ Corner Stable in Columbia
- 19 MoCo Social - TBD
- 21 2nd Annual NCC Chili Competition

March

- 5 NoVa Social @ Velocity Five in Falls Church - new location
- 11 Mar Board Meeting/Social - Mi Rancho, Rockville, MD
- 12 Columbia Social @ Corner Stable in Columbia
- 19 MoCo Social - TBD

April

- 2 NoVa Social @ Velocity Five in Falls Church
- 8 Board Meeting/Social @ Mi Rancho in Rockville
- 9 Columbia Social @ Corner Stable in Columbia
- 16 MoCo Social - TBD

May

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

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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NCC Karting 2014-2015 Winter League

Allsports Grand Prix 45915 Maries Rd.
Dulles, VA 20166
Sunday, January 4, 2015

Come join us for the most fun, competitive racing in the DC area in the NCC Winter Karting League at Allsports Grand Prix in Dulles, VA. Each race day will consist of warm up laps and three 20 lap races. Races will be scored based on finishing position; points will be accumulated within the weight classes and for the overall points total. At the end of the season each racer will be allowed to drop one event from the points total to keep his or her best nine events.

Racers will be grouped based on lap times, but you will also be competing against those in your weight class. We expect to create three weight classes. We will evaluate weights of those participating by the third weekend and establish the exact weight ranges to be used for the season. Initially the weight classes will be as follows; 200 lbs. To provide a BMW flavor the classes will be known as the M-Coupe, M3 and M5. We will designate a new racer as Rookie of the Year. We will award first through third place Overall Points Champions.

All Start times are 2:00 PM, and we must complete our event by 4:30 PM. We ask that you SHOW UP ONE HOUR PRIOR TO OUR STARTING TIME to register, get suited up, attend a drivers' meeting, draw kart numbers and be ready to race at 2:00!

Newcomers are welcome. Many of you have raced in past League events, and you know how it works. But you should not be intimidated if you have never before raced with us, or anywhere else. We see newcomers learn very quickly and do very well in the NCC League. More details about the track, the karts, and the facility are at www.allsportsgp.com.

Columbia Social at Corner Stable

Columbia, MD 21046
Thursday, January 8, 2015

NCC Karting 2014-2015 Winter League

Sunday, January 11, 2015
See description for January 4, 2015

MoCo Social - Pizza CS

Rockville, MD
Thursday, January 15, 2015

NCC ANNUAL MEETING and Holiday Party

Hilton Hotel in Gaithersburg
Saturday, January 17, 2015

NCC Karting 2014-2015 Winter League

Sunday, January 25, 2015
See the description for January 4, 2015

15th Annual Super Bowl Karting Grand Prix

Allsports Grand Prix, 45915 Maries Rd.
Dulles, VA 20166
Sunday, February 1, 2015.

The event is the same as the January 4, 2015, except the lap format.

NoVa Social - Jaleo, Crystal City

Thursday February 5, 2015

NCC Karting 2014-2015 Winter League

Sunday, February 8, 2015
See the description for January 4, 2015

Board Meeting/Social

Mi Rancho, Rockville, MD
Thursday, February 11, 2015

Columbia Social - Corner Stable, Columbia

Thursday, February 12, 2015

NCC Karting 2014-2015 Winter League

Sunday, February 15, 2015
See the description for January 4, 2015

MoCo Social - Pizza CS, Rockville, MD

Thursday, February 19, 2015

2nd Annual NCC Chili Competition

Saturday, February 21, 2015

Back by popular demand! Our 2nd annual NCC Chili Competition will return and we expect even bigger and better things. So if you have a family-secret recipe or you're just dying to show off your impeccable cooking skills, make a batch and bring it out!

Rules and categories are being tweaked and registration will open January 2015. Competition will be held from 11am to 2pm.



Annual Meeting and Holiday Party

The Annual Meeting and Holiday Party 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 merriment 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.

Guest speakers will be Tom Plucinsky of BMW NA and Mike Renner of the BMW Performance Center.

Cocktails will be served starting at 6:30 pm. Dinner will follow at 7:30 pm. The annual meeting will commence at 8:30 pm. This is the meeting at which our Board members who have been elected for 2015 are announced.

Election of the Board of Directors

Voting this year takes place online via MotorSportsReg and runs from December 1st through January 17th.

A Decade of Tours

By David Costanza | Photos by Anna Maripuu

As it was not actually raining at the start of this year's NCC Fall Tour, your Tourmeister will lay claim to 10 straight years of (almost) perfect weather for the club's annual overnight Fall outing. While not the usual sunny blue skies and cool fall breezes, this year's tour, on November 1-2, saw the morning of the tour dawn a little gray, a little cool, and with the threat, but not actual presence of, some light rain. We'll call that a continuation of the good-weather streak.

This year's event saw us return to a similar route and itinerary as my first tour 10 years ago: Michie Tavern, Monticello, and Wintergreen. Fifty-eight people signed up and met at our usual starting spot for tours headed west, the Manassas Cracker Barrel. During the pre-event briefing, the first rule of tours was emphasized. It was not, as Tourmistress Robin thoughtfully pointed out, "shiny side up," (although that

is always a reasonable admonition for any club event be it tour, HPDE,

intake valves do not get a regular cleaning by the passing fuel. Over time this leads to build ups of carbonized gasoline and oil which fouls the valves and degrades performance. Like the proverbial frog in cold water that is slowly heated up, this degradation is very gradual but eventually becomes noticeable. There are several good videos on line showing the blasting and the results (e.g., <https://www.youtube.com/watch?v=ONp6gQXpyKU>).

I asked my mechanic if he knew who came up with the idea of shooting tree nut shells at high speeds into a prime example of Bavarian Motor Works engineering and he said, surprisingly, BMW did. They developed the system using walnut shells because the shells are strong enough to remove the carbon but not so hard that they damage the aluminum parts of the engine. It is kind of a racket when you think about it – design a terrific engine that gets really gunky and then design and sell the special technique and tool necessary to clean it. Win-win for the bottom line.

The result of the service? In short: wow. Throttle response was like new, horsepower seemed increased (yeah I know it wasn't actually increased but it

felt like it) and acceleration was terrific. I did not realize what I had been missing. Driving up Route 234 at the beginning of the tour, I was once again amazed at the power and performance of the 335 – kind of like falling in love all over again. For anyone with an N54 (or similar direct injection design), I highly recommend getting the service done.

Just around the time I was starting to enjoy the fruits of the walnut service, however, it started to rain. On summer tires and with temperatures dropping into the low 40s, any further exercising of the 335 would have to wait. Fortunately, skies cleared quickly and the hearty souls driving convertibles who had just stopped to put their tops up, were now pulling over a second time to put them back down. The rest of the run to Michie Tavern was a lovely Fall day blast of twisty roads, colorful foliage, and fortunately

not too many obstructing Saturday drivers along the way. Even a pop-up traffic circle near Culpepper caused no problems (ask the folks who went on the Delaware and DuPonts tour a few years ago about the havoc new traffic circles can cause). By the time we got to lunch, only a few people reported having gotten lost. Maybe after 10 years, I have finally gotten this direction thing down?

After a delicious lunch of fried chicken and all the sides, our group



(Above) Rustic Michie Tavern outside of Charlottesville, Virginia provided a delicious and hearty lunch at its historic buildings.

autocross, golf outing, or social), but rather "follow the deltas" and its related rule "don't follow the car in front of you because the driver may be lost too." Briefing complete and the rain holding off, the group headed out through Virginia horse country and into the Piedmont.

Headed out on the route, I was reminded that a few weeks before this year's tour, I had taken my car in for an oil service, general inspection, and to have an intermittent "hesitation" checked out. My indy mechanic suggested that the intake valves were fouled and would benefit from a walnut blasting service. A quick search on the internet revealed some pretty dramatic before and after pictures and many comments about the benefits of the service. The N54 engine in my 2007 E90 335 uses direct injection, meaning that the

headed across the street for a tour of Thomas Jefferson's Monticello. The home is constantly undergoing renovations and there were several redecorated rooms and new displays available. The rain had cleared by this time and three groups of Tourers enjoyed the house followed by self-guided tours of the service corridors, gardens, and the new museum.

In an effort to avoid any recent "tar and chip pavement repairs" (see my *dB* story from the last time we went to Wintergreen for fun tales about that), the route to Wintergreen took us up US 250 to Skyline drive and then over to Wintergreen. Some lingering clouds and fog at the top of the mountain made for eerie but beautiful driving even if there were times that the fog was so thick that we actually had to follow the 25 mph speed limit.

Unlike previous years, with everyone staying in the main lodge, Tourers were spread out over the property. Those with rooms on the ridge line had amazing views of the resort, the mountains, and the valley beyond. After soaking in the views (and a quick nap), we headed over to the lodge for a reception and buffet dinner. All 58 people showed up so no one had gotten irretrievably lost and there were no complaints about the route, directions, paving, local constables, or anything else, so the day was a success.

Sunday morning dawned cold and blustery – the car said 21° F. A slow descent down the mountain and some F1 level zig-zagging soon warmed up the Pilot Super Sports and allowed for an uneventful drive home.

This was my 10th tour and, with mixed emotions, I must announce, my

last as Fall Tourmeister. I have had a terrific time planning and running the events, meeting many wonderful people, enjoying great roads, visiting interesting places, and eating a lot of (too much actually) delicious foods and desserts (although I never did get any carrot cake this year despite my specific request that it be included). One of the perks of being Tourmeister is that you get to pick the menus.

On my first tour in 2004, Tourmeister (now-Emeritus) Steve Schlossman, asked if anyone was willing to take over his duties. He was headed off to the National office in South Carolina and the club needed someone to plan the Tours. I agreed to do Fall and Bob Stern took over Spring. Ten years later, I am ready to pass on the Fall title to someone else. Robin and I are not moving but work and family obligations (i.e., two teenage daughters) along with a feeling that it is time to give someone else a chance to explore back roads, spell out detailed driving instructions, design interesting events, and have the club pay for it all, suggest it is time to step aside. For anyone interested, I am happy to help the next Tourmeister begin a new decade of fantastic Fall Tours. Thanks to all who participated, to the lovely Tourmistress for her guidance and

support, and to the club for allowing me to plan and run these events. I have had a blast. Finally, always remember, follow the deltas.

Note: If anyone is interested in learning more about how to plan and organize a Fall Tour, please feel free to contact David Costanza (david.p.costanza@gmail.com)



(Top) Eugenia Leonard, who, with her husband Tom are new members, warms herself by the fire at the Michie Tavern. (Below from left) A small caravan of BMWs stop to take in the view from the top of Skyline drive. Tom Van Sickler hugging his car at the Manassas Cracker Barrel before the start of the caravan down to Charlottesville. Even our cars loved the views from the top of the ridge on this beautiful sunny day!



Classic E46 Cooling Drama

By Zachary Pullins

We have all heard that a chain is only as strong as its weakest link. This is true of the cooling system in the BMW E46 chassis. To improve performance and reduce weight, BMW uses plastic in the construction of the cooling system. This makes for a better performance and driving experience; however, it can become a maintenance nightmare. If you have an E46 and you haven't changed your cooling system parts between 60k and 80k you're driving on a hope and prayer. You're hoping and praying that you're not going to break down, overheat and possibly warp the head unit. In the worst case scenario it could lead to the purchase of a new engine.

While plastic doesn't weigh a lot; it does have a tendency to become brittle and crack after different temperature cycles. The cracks can generate systems failure. The recommendation is to change the water pump, thermostat, expansion tank, belts, hoses and radiator. I endorse this recommendation.

I've changed out these items at different intervals but find myself chasing the weakest link at the moment. First the water pump sprang a leak so while replacing it I figured the thermostat could be changed in under an hour. No issues until a few days later when the old adage came into play. Yes, the weakest link; the radiator sprang a leak at the top where the neck

connection joins the radiator. I've already ordered the radiator and will replace it as soon as it arrives. I replaced the expansion tank less than thirty thousand miles ago but I might replace it again just on the principle of avoiding the weakest link.

Mike Miller, Tech Editor of *Roundel*, recommends starting to replace cooling systems parts around 60k miles. What holds most owners back is the high immediate cost of these parts. However, if one thinks of this like insurance, then you are doing the maintenance at your convenience rather than in some remote place where BMW parts are not available. One buys fire insurance for a home, hoping never to use it. In the case of BMW cooling

systems, it is a foregone conclusion that the parts will need to be replaced. Amortized over 60k, 120k, ... miles the cost is not so much.

Bottom-line: Pros; plastic weighs less and adds exceptional performance to the ultimate driving machine. Cons; plastic is much less durable than aluminum or any other metal. If you're going to keep your bimmer on the road in excellent running condition please read and heed the aforementioned cautionary tale. The seasonal changes bring temperature variances and these variances will cause the breakdown of plastic not to mention the pressure and heat of the fluids coursing through the heart of your ultimate driving machine.





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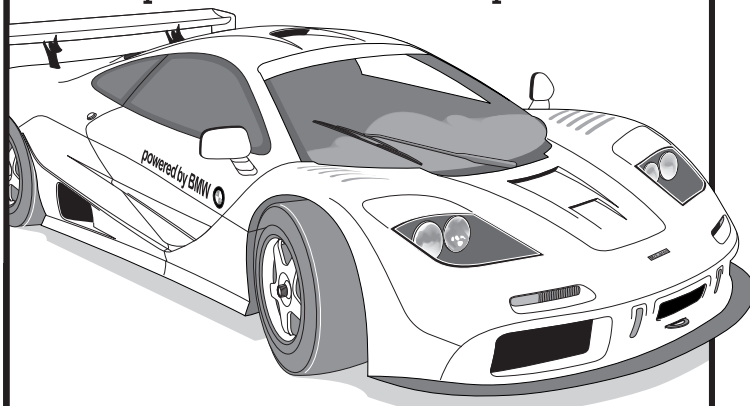
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DIY at Martin Motorsports

By Phil Cummings

We all look forward to summer. This year was no exception, for all the usual reasons. Going to the beach, vacations in exotic places or stacations right in your own backyard. For car enthusiasts, summer means track season, driving schools, autocross and just driving the back roads with the wind blowing in your hair, or in my case the

wind blowing across my scalp.

This summer was special to me for another reason: the NCC DIY program returned to one of our original sponsors after several years of not being able to connect due to their schedule. Gary Martin is owner and operator of Martin Motorsports in Alexandria, Virginia, a family business well known to Club

members and BMW enthusiasts across Northern Virginia, D.C., and Maryland. It has been in business for about twenty years and specializes in BMW service and performance. Gary, his daughter Page, and the staff technicians at Martin Motorsports will help you with all your BMW service needs.

We were fortunate to have

Martin Motorsports as a sponsor of the NCC DIYs held during June and August this summer. Our members were able to take full advantage of this cozy facility and Gary's personal attention. Doug Verner and his son Austin changed fluids and rear brake pads on their cars, a '05 M3 Dinan S2 and a '03 330ci. Another father and son duo was Jeff Kalitan and his son

Jeffery who did some baseline fluid changes and brake work on Jeffery's '92 325is. Jeffery worked several jobs over the summer in order to save enough money to pay for this car himself and Gary was kind enough to cut Jeffery a deal to make it fit within his budget. Jeffery is very proud of this accomplishment and how his car has turned out.

Eric Hall was able to squeeze in a brake fluid flush, even as he performed photographer duties at both DIYs. Rob Clarke brought in his beautiful Limerock M3 to conduct an under carriage inspection on his pristine Ultimate Driving Machine. Chris Wooten, our main-

We really want all our members to come out and get involved in our Chapter programs such as the summer DIY events. Our chapter really does offer something for everyone. You will find that we have great members that are more than willing to help you with your car and want to get to know you. After all, we are all enthusiasts and want to get the most enjoyment out of our cars and out of life in general. By the time you read this article you will be getting your cars ready for winter. Did I mention the word winter already? Didn't this article start off talking about the summer!? Time has flown by and in the meantime,



tenance guru for all things Z car related, kept his 2013 328i fresh with an oil change. No waiting for 15,000 miles for this guy. Christopher Schmidt, a new member and first time DIYer, changed fluids on his '98 M3 convertible. Duane Summons, one of our DIY committee members, signed up to do a fuel filter and outer tie rods replacement on his 530i. However, he became so involved helping other members and explaining the DIY program to new and first time attendees that he was unable to complete all his slated tasks at one DIY. First timers Janice Moyer and Ed Darden came out to get a feel for how the program works. Both were impressed with the experience so much so that they promptly said they would register for the next upcoming DIY and they did just that.

we've taken part in some really great chapter events, including the DIYs at Martin Motorsports. A big thank you goes out to everyone who made the DIY events possible and to all our members who came out to benefit from this great hands-on experience.

(Opposite page) This is what happens when sent to time out at a DIY. (Top) Christopher Schmidt changes fluids on his 98 M3. (Middle from left to right) Duane Summons shows first-time DIYer Ed Darden the tricks of the trade. Doug Verner and Austin Verner doing a brake fluid flush. (Right) When you make a mess you clean it up, (Oil goes in the motor not on the floor) :-)





How An Affordable Car Act Cured My E30 Fever

By Samuli Salminen

Finally, my search for an E30 has come to an end. The gentleman from whom I bought this Brilliantrot 318i Cabrio said in German "die Suche hat ein Ende" (*your search has ended*) when I approached him the first time via the ad in the mobile.de web portal. How right he was.

Let us rewind a bit. My BMW enthusiasm started in October 1993 with an Alpinweiss III 318i E30 manufactured in 1988. It had some 27,000 miles on the odometer. I drove it almost 100,000 miles, enjoying the M40 engine and solid E30 ride. In 1998 I upgraded to a 325iX, still with the E30 platform. The all-wheel drive was just awesome in Finland and had a reasonably powerful engine by 1980's standards. Today, my 2013 120d xDrive delivers more horsepower and almost double the top torque. And



(Top and above) 318i Cabrio with top down at 37F temperature. Chilly!

the fuel consumption is half. Times do change.

In late August 2014 my E30 fever returned. It had already done so in the fall of 2013, when I was looking for a car for my spouse, Outi.

Today, the E30 is more of a "Sunday car" and not a daily driver, so in the end we bought a 2003 Mazda Miata for her. The Miata, plus my 1970 BMW 2002, held my attention during the summer months, but the

spark for an E30 was still alive. After a few days of searching, I bumped into a relatively clean 1990 318is from France. The car looked clean but my problem is that I do not speak French. My friend and fellow BMW-nut Greg from Geneva, Switzerland helped out with the language. We received almost 100 photos of the car and the defects were well explained. For example, the driver's door had been repainted and the color did not quite match. The right side front fender as well as the rear tail skirt had some dents. I had planned to go see the car, but the seller failed to meet my requirements to send copies of the vehicle documents.

A few weeks of intense searching passed – and this time I thought I had hit "the one": a BMW 320is, an Italo M3. The car was located south of Florence, some 650 km away

from Munich. I have many Italian colleagues and communication went well and again a good set of photos was delivered. All looked good and I decided to visit the car. Since I was fully prepared to close the deal during the visit, I had everything prepared in advance. The German Car Driver's Association, the ADAC, provided me invaluable information on importing a vehicle from another EU country. On Sunday, October 27th I took the train over the Alps. Seven hours later I arrived at my cheap 39€(\$48) hotel in the small village of Poggibonsi located south of Florence.

My colleague Vittorio who is originally from the south of Florence was coming with me to see the 320is. The seller arrived some 15 minutes late at the agreed gas station and I began to inspect the car. It was a Lachssilber metallic four-door sedan with standard leather seats. Like any other 320is, the base car was a 325i. The 2-liter downsized S14 and dogleg shifter Getrag 265 with 25 percent limited slip diff had been mounted in the factory. This caused the 320is to weigh almost 200 pounds less than an M3! It was quite a rarity as only 1206 units had been produced as four-door versions.

The car had some patina with visible scratches on the paintwork,

as well as some dents here and there. The interior looked relatively healthy and the seats were okay. But then I hit the spot. On the right side where the door hinges were welded to the A-pillar, I found some rust. It seemed peculiar since otherwise the car did not have any rust at all. I began a closer inspection using my Hazet LED lamp, and very shortly figured out that the right side frame rail was like a propeller. The floor pan on the passenger side had been poorly repaired. It seemed that the 320is had had a severe road accident which had caused damage to the frame rail. We closed the review by taking a short test drive and the engine was astonishing. I noted, however, that the front was

wobbly during the drive – most likely due to the accident. I told the seller I would carefully consider making him an offer. We shook hands and left – without the 320is, which I already knew would not end up in my garage.

Back to the square one: the Florence central railway station. I said goodbye to Vittorio and thanked him for his help. After a good amount of time queueing at the Florence central station I procured my night train tickets back to Munich via Venice. I thought I would give it one more try before closing the case for the season. I had some thoughts about investing in an E30 Cabrio with the idea that its value would go up in the future.

And the Miata experience from the past summer had been awesome.

I short listed three cars from the mobile.de portal, all located in Germany: two Mauritiusblau (Mauritius *blue*) and one Calypsorot (Calypso *red*). One was the Design Edition which I decided to have a look as it was just two hours away. It turned out that the car had been unused for seven years. The timing belt, brake fluid, and coolant all needed to be replaced. The leather seats were almost cracking, they were so dry. The roof was not perfect. I decided not to go with this car either and went back home at a top speed of 250 km/h (155 MPH) – while having a beer. Naturally this was on the ICE train.

I expanded my budget and as result found a Brilliantrot (*red*) 318i Cabrio from a fellow E30 nut. It was well preserved and apparently very clean judging by the photos I received. I arranged to see the car on a Thursday and I took one vacation day to go see it. My spouse wanted to come as well so we decided to take the 1 Series. In case we could strike a deal, she could drive



(Top) Outi is calling the Starnberg officials to get required documents for the transit plates. (Above and left) Interior is in excellent condition. Leather is like new, and tells in its own silent words having being taken care of properly.

the other car back.

We drove 290 km on a rainy Thursday morning to a village called Jöhlingen, located some 10 km east of Karlsruhe. The temperature went down quite radically so we had the first bit of snow on the ground. It was not much, but I got worried as I still had summer tires on the F20. No matter, it is an all-wheel drive car. We drove something like 128 km/h (~80 MPH) as an average speed. Diesel goes down quicker at high speeds so consumption was bit over 6 l/100 km (39.2 MPG). Speed is fun.

The meeting place was set at a farm house in the middle of the village. They ran a small "Kneipe" or "Gasthof." The owner of the E30, Mr. Jens Mangold, arrived exactly at 11:00 a.m. We entered the parking lot where he kept his Mercedes 280SL and the 318i Cabrio. There were also a motorhome and few American cars in winter sleep. We moved the Mercedes away from the E30. He had car covers on both of the vehicles.

He took off the cover of the E30. I knew at that very moment that I wanted this car. It looked astonishingly good. I saw some extremely light swirls on the paintwork which I

knew right away would go away with some rotary polishing and Menzerna products. I inspected the car for over an hour and then told Mr. Mangold that I wanted to buy it and drive off today. He was surprised but said it was not an issue. We made the sale and I paid in cash. There was barely room for any negotiation even when I flashed the cash.

Then we drove the car from the "garage" and parked it behind the two big doors, "Innenhof" as they say in German. I still had to get transit plates. You could get them via the Internet and have them delivered by the next business day. Wisely I had gotten the insurance for the transit plates online that morning for 49€(\$61) – you can cancel the insurance if you do not need it.

The next day Outi and I had to search for the registration office. We went to two wrong ones, as the Internet site did not specify clearly where to get the "Kurzzeichen" (temporary license plates). Finally, on west side of Karlsruhe, we got it right. But in the Baden-Württemberg the officials are stricter than in relaxed Bayern and they wanted a document from our Landratsamt (*keeper of land records, our recorder*



of deeds) that we actually lived where we were said we did and paid taxes *etc.* I called the Starnberg Landratsamt and in two minutes they had faxed us the document.

After that it was very straight forward. We went to the number 10 blond lady and she was nice and polite. She completed the paperwork: the salmon red "Kurzzeit

Zulassungspapier" (temporary registration) with a temporary plate number KA-04170. We went to the Plate print shop in the same building and the lady there printed 5-day plates for 18€(\$22.50). Back to desk #10 and the blond lady glued on the required insurance stickers. Then headed back to Jöhlingen and naturally there was an accident on



(From the top) 83,015 km (51,583 miles) when the journey started from Jöhlingen to the E30's new home. Headlight cleaning system (S500A) is rare in Convertibles, more common in my prior E30's. (Above) Engine bay is extremely clean – naturally still a few things to polish for Concours. The M40 engine has a worse reputation than it really is – its running characteristics are extremely sophisticated.

the Autobahn. So we decided to take smaller roads but others had decided the same thing. We lost maybe a total of some 30-40 minutes of time with all this.

The next step was to mount the transit plates and drive the E30 out from the Innenhof. The folks who owned the houses opened the doors and wished us a good trip home. They said the car looked really nice. The locomotive drivers were on strike so the roads were quite full. We decided to bypass Stuttgart from the north by using Bundesstrasses (country roads). Stuttgart and its surroundings are difficult when it comes to traffic and would possibly have been just as bad even without the railway strike.

I noticed the engine wouldn't quite warm up. The coolant temp needle stayed at the first marker after the blue section. This is a known issue meaning the thermostat is wide open at all times. It must have been the result of the fact that the car had sat idle since the fall of 2006 or so. The last TÜV (German road inspection) had been done in the spring of 2006 and Mr. Mangold, as he has several cars, had driven it recently with the so called "06-Red Plates". Apparently you do not need a valid TÜV either, which I found rather peculiar; however the same applied to the transit plates where no valid TÜV was required. Well good for me.

The second thing I realized when the evening and darkness hit us was that the right side low beam adjustment was pointing way too low. At one of the stops, I tried to adjust it, but it just went from bad to worse. I turned on the fog lights and this helped a bit. At some point I started to turn the headlight aim knob, thinking it would not work but it did! So I was able to aim the right side headlight up a bit. The left side was dead – no changes in adjustment whatsoever. I guess I'll retrofit the electrical one later on since I do not know whether you can refill the original hydraulically controlled system. Another note I made was

that the fuel gauge made a few funky jumps when the tank was full and the OIL SERVICE indicator came on – and off and on. I suspect there might be some contact issues inside the dash cluster, possibly in the connectors. I needed to crack it open and give it some contact spray treatment to begin with.

The drive home went well even though it took us 5 hours and 45 minutes with a few stops, and totaled 320 km. Outi lead the way on the Bunderstrasse (country roads), as she had navigation in the 1 Series. On the Autobahns, I lead with the E30 as I wanted to ensure that we not stress the engine too much. Remember, I had the "full cooling power on". The coldest the outside temperature dropped was to +3C. With the heater turned full, it wasn't too warm of a ride. The soft top is only one or two layers thick, without any serious insulation. I was just enjoying the ride and had some very nostalgic and emotional moments behind the E30 steering wheel. All felt just like it had twenty-one years ago – same engine, same transmission noise, same steering touch. Sniff.

We arrived home at 9:15 p.m. just before it started to rain. We parked the newcomer in our garage and went for a 6€(\$7.50) el-cheap-o pizza. The best in town. Oh boy was that a good ending to a great day!

On Friday, I woke up at 4:45 a.m. in order to ensure that I would get to the office without hitting the traffic jams due to the ongoing railway strike. I decided to take the E30. There were no issues this time



either, just the short noise from the valve tappets at cold start. I guess I'll try the Forte Motor Flush next spring to see if it removes the crud from the tappets. I have read some articles by folks saying the M40 typically gets much better after the Forte treatment.

On my way home I stopped at the BMW Fröttmaning dealer to show the E30 to my friend Hartmut, who works there. He was astonished at its condition. I also bought super-duper expensive platinum-4-lead spark plugs – 78€(\$97), even with the BMW Club discount! OMG – pricewise they must have made out of gold. Not that the M40 would really benefit from those high-performance plugs, but she is a happy car now.

In the afternoon I took the scenic route home which I had taken a few times in the summer in our other convertible, the Miata. I had to pull the top down at some point, but that was not a good idea at a temperature of just +6C. I almost broke the rear window stitches. Apparently 22-year-old plastic does not like

chilly temperatures. This would require possible repairs at some point even though the plastic rear window is in very good shape overall. And oh boy, was it a cold ride. Brrr.

I registered for the TÜV inspection on Monday morning at 8:00 a.m. I thought it would make sense to change the spark plugs at least to get better emission readings. I hoped the KAT was okay and the oxygen sensor too. The brakes felt very good and responsive and the brake fluid had been replaced in May 2014 along with coolant. I was surprised they did not replace the thermostat as well. I reported back to Mr. Mangold that our journey home went well but that the thermostat was wide open. He claimed that was news to him and offered to pay for the part. Now we were talking – well, it was just 50€ for the part, but his attitude showed commitment. Way to go.

Luckily the Miata sparks use the same socket, 15 mm. So I had the spark plug socket at hand. I also looked into the headlight aim system. I cleaned the plastic grille, as well the metal rings around the headlights. This one has a headlight



(Top) The E30 washed and waxed. Bavarian fall time with colorful leaves. (Left) The four-door "Italo M3" – too bad she had faced a severe road accident.

cleaning system, which I know well — all Finnish cars I have had prior to this had the wipers as a standard.

Next, wash and polish! I went to my favorite hand washing station. I gave the car a clay bar treatment as well and got rid of all contaminants on the paintwork. Then a second washing round and back to the home garage. I decided to machine polish the car. I used my eccentric polisher and the finest Menzerna compound I had, SF 4000. After that I gave the car a nice layer of Autoglym Red plus Sealer. I think the attached photos speak for themselves.

Monday morning finally arrived and the appointment for road inspection. I was very excited while waiting for my turn. I was actually the first customer at the station. The bad news is that the E30 failed the road

test with three issues: 1) Headlight aim control malfunction which needed to be operative after January 1990 for all vehicles registered in Germany, 2) rear silencer was too loud — really, it is the original one, and 3) the front axle shock absorber bushings were damaged (they literally came apart in pieces when the car was lifted up). The good news is that the brake test result was very good — front/rear/handbrake all gave even readings in the brake dyno. The emissions test and oxygen sensor test also passed. And all suspension ball joints etc. were in order. Naturally my first reaction was disappointment. However, now I have a list of defects and one month in which to repair them. One notification was made on tires, as they are from year 2000. These need to be

replaced in the spring for sure.

I ordered the rear silencer, mounting kit and front shock bushings. All together 81.75€ (\$93.50). Not too bad. More difficult would be the "LWR", the headlight aim control. It works hydraulically and is often commented on as an extremely bad design by BMW. However, many other car manufacturers those days, including Mercedes and Ford, has taken the same approach. You can refill the system, buying new hydraulic or electrical ones. As I would like to keep the E30 as original as possible, I might consider at least keeping the hydro system mounted and just install the electrical system for the sake of simplicity and reliability. The last action for Monday was to get the engine oil replaced. I went to the quick

exchange service station and got new Shell Helix 10W-40 oil with an original filter and labor for 29.90€ (\$37.29). I drove home and parked her in the garage.

Also all the required parts for road inspection have been ordered and are awaiting installation. I painted the exhaust pipe and rear muffler with heat-resistant paint "KBS Coating Motor Coater" (aluminum color) to improve its corrosion resistance. The headlight aim control (LWR) parts have arrived and have been installed. I improved the "LWR" connectors by soldering and putting a tension sock on them. This should be good to go for years to come.

Freude am Fahren. (Joy in driving)

BMW 318i Cabriolet Specifications

Engine

Four cylinder inline, M40 B18, 1795 ccm.
Two valves per cylinder.

Power Output

113 HP @ 5500 rpm (KAT-version)

Maximum Torque

119 lb-ft @ 4250 rpm (162 Nm @ 4250 rpm)

Compression ratio

8.2:1

Acceleration 0-62 mph

12.0 sec

Top speed

187 km/h (116 mph)

Fuel consumption

City

22.0 mpg US or 10.7 L/100 Km!

Highway

33.6 mpg US or 7 L/100 Km!

Combined

26.7 mpg US or 8.8 L/100 Km!

CO2 emissions

209 g/km

Unladen weight

2689.6 lbs (1220 kg)



Ladies (and Gentlemen), Start on Your Engines!

By Anna Maripuu



(Top) Changing the oil of her X3 makes both Anna Maripuu and her car happy. (Above) Jennifer Rock is ready to service her BMW engine.

I am not a morning person. However I am a member of the NCC BMW CCA. These two facts are often in conflict. In order to take part in club events, one finds that one very often must get up quite early. But guess what? I was happy and excited to wake up at the crack of dawn to take part in the Ladies DIY at AtSpeed Motorports in Hanover, Maryland. Even though the weather was wet and dreary, it did not matter. Inside the shop it was all cozy and spotlessly clean with lots of inviting empty lifts waiting to hoist up our cars.

This DIY event was combined with a new member introduction and luncheon that took place later that day at Christopher's in Crofton, Maryland. The new members congregated with Paul Seto, our chapter president, to be briefed about the club, while a few ladies and several gentlemen got cars up onto lifts and sleeves rolled up, ready to work.

In case one needed sustenance, coffee and donuts bigger than our heads were available in the break room.

We decided to dub Kendra Seto FLOTUS since she is married to club president Paul Seto. And courtesy of FLOTUS, each lady DIYer was given a swag bag containing such essentials as a pink camouflage bandana, mini flashlight, magnetic cupholder for bolts and screws, car air freshener, tire gauge, disposable gloves, micro fiber towels, and a very essential pack of chewing gum – all neatly packed in a reusable Trader Joe's bag. This was a very nice touch. Thank you Kendra!

Grant and Pete from AtSpeed got my car up on a smurf blue lift and I prepared to change my car's oil for the very first time in my life. Obviously the oil has been changed before, just not by me, so I was happier than a kid in a candy shop. Who knew that changing oil could be so much fun?

Here was the downside: I didn't have any tools with me. I don't even own any tools. Heck I don't have a garage! (Which is a point we often debate at club meetings – isn't it more

important to have a garage or two with some great cars to go in it, than a nice house or condo? One has to have one's priorities straight.)

Here was the upside: kind club members who had entire impressive toolkits with them and didn't mind lending out the occasional socket wrench or screwdriver. Tim McNeish was the exact super kind club member to let me borrow his tools. As he worked away on his Silver 1999 M Roadster, I scurried back and forth asking for different sized sockets.

The boys from AtSpeed walked me through every step of the oil changing process. I am a total novice and everybody knows I drive a "tow truck", aka Dumbo, aka a 2010 X3. Yes, I still need to buy a "real car" (translation E46 M3). But it was great to see the X3 up on the lift, gaze lovingly at the undercarriage of my car and get to tinker with socket wrenches. It felt incredibly empowering.



I pulled on my black rubber gloves and started to unscrew the undertray using 12 mm and 10 mm socket wrenches. It turns out I didn't need to remove the undertray after all, because there was a clever little access door in the belly of the undercarriage that could be opened to drain the oil. But removing the undertray revealed some damage that had been done to the right side inner fender liner – so this misstep was a good thing.

I successfully drained the engine of its oil, but not without getting splattered a bit on my nice REI pants (note to self: don't wear

clothes you care about when you attend a DIY). And I successfully changed the oil filter. It felt oddly satisfying to hold the oil filter box and pull out a brand new white filter with all its little fluttery folds and insert it where it needed to be. It also felt absolutely great opening bottle after bottle of new clean engine oil and dumping the contents of each one into Dumbo.

After getting all the correct screws and bolts back in place and replacing the undertray, I was good to go. The car was lowered a bit on the lift, I crawled up into the driver's seat and turned on the engine to make sure everything was as it should be. It felt great.

Other club members with much more expertise were busy doing all sorts of things to their cars. Tim McNeish took advantage of the time to conduct an annual change of fluids, including changing engine oil, transmission gear oil, rear differential gear oil, and brake fluid.

Mark Shaffer had his pinstriped Boston Green '95 E36 325is. His goal was to change the cabin air filter, change the rear differential gear oil and the manual gearbox fluids,

and he was even ambitious enough to have brought brand new speakers from Bavarian Soundwerks with him. When I stopped by to chat, he had one of his front door panels disassembled and was working on installing a speaker.

Chris Wooten brought his 2002 M coupe in order to install a flow-master catback dual exhaust system. This was being done purely for the sound – it would do nothing to enhance the car's performance. But the four exhaust pipes, two side by side, looked beautiful. When Chris revved the engine, the deep rumbling sound was glorious!

I highly recommend taking part in a DIY whatever your level of expertise or whatever kind of Bimmer you own. Even if you end up doing something simple such as changing an air filter or the oil, it strengthens the bond between you and your automobile and you can potentially learn a great deal. We are very lucky that there are shops such as AtSpeed that are willing to open their doors to our club members for several hours on a Saturday so that we can use their facilities and expertise. It feels very special to tinker with your car in a well-equipped space.

Thank you to AtSpeed Motors, and to all the staff who so graciously hosted us, including Bill Adams, Jaime Goffaux and the amazing patience of Grant and Pete, without whom, I would have been lost. Because of these guys, I had an absolute blast. Who knew changing oil could be such fun!!



(Top) AtSpeed Co-owner Bill Adams. (Middle) Chris Wooten checks the tread wear on the tires of a 135i. (Far left) Tim McNeish posing with his lovely silver 1999 M roadster. (Left) Chris Wooten inspecting the underside of a 135i.

Traditions

BY

Bill Williams

PHOTOS

Raine Mantysalo

Two Alpinas and an Alpine White M6

Sandwiched in time between the 2002 crowd and the newer BMW owners, there is a group of enthusiasts that warm up to the vintage look and feel of BMW but enjoy the refinements of the 1980s and early 1990s BMWs. These seem to be the transition years between the raw roll down your own windows, lock your doors with a key to the electronic wizardry, and advanced engine developments of what was to come for BMW.





In a short trip out to Winchester, Virginia, there are three gems of this transition era. Anita Patton, a club member since 2003, collected these three gems in the early 2000s.

Unique, well preserved and fast, A 1983 E24 Alpina B9 3.5, a 1987 Japanese specification M6, and a 1990 E34 Alpina BiTurbo make up Anita's collection.

1983 E24 Alpina B9 3.5

In 2005, Anita saw the B9 listed on eBay by a shop owner in Olympia, Washington. The owner of the car, Lasandro Lopez, had purchased it from one of his customers. Lasandro, a mechanic, serviced the car for that customer for some time. After buying it, he rebuilt the motor bringing the car back to life. Anita called Lasandro to discuss the car. The conversation convinced her that she should at least have a pre-purchase inspection (PPI) to see if she wanted to move forward. The results of the PPI were favorable enough that she convinced the owner to close the auction and allow her to purchase the car sight unseen. She had the car

shipped cross-country from Washington State to her home in Virginia. Little did she know this was the start of her collection of gems.



1987 Japanese specification M6

Loving the E24 "sharks," Anita was on a casual hunt for one in Alpine White. Again on eBay, she spotted a 1987 Japanese specification M6 for sale in Vancouver, BC, Canada. The car appealed to her as it is a bit unique. The Japanese specification cars maintained the euro body/bumpers but were fitted with the US engine due to emission constraints in Japan.

Alpine white over country cloth (houndstooth the uniformed may call it), is more than met her desire for a white shark. After some negotiations with the owner, he closed the auction. After a PPI she took possession of this super clean, unique car in 2006 with only 54k.

"Geisha" is one of 164 produced for the Japanese market.

As you might expect, Geisha has turned some Judges' heads on the concours circuit.

During one of the most horrific snowstorms, Anita took delivery of the M6 in Canada and drove it to Washington State to have it shipped to Virginia. But as they say, "a funny

thing happened on the way..."

1990 E34 BMW Alpina B10 BiTurbo

While she was in Vancouver in

2006, making arrangements for the purchase the M6, there was a 1990 E34 BMW Alpina B10 BiTurbo at the dealer that would catch anyone's eye and certainly caught Anita's.

The dealer offered her a test drive. The test drive turned into an offer to trade her E39 M5 for the B10. Two weeks later he called and said he had a buyer for the M5. So



ALPINA B9

Specifications

The first of 75 1983 E24 Alpina B9 3.5 is Arctic blue over black leather. During the first year of its life,

it served as a demo car at Alpina in Buchloe, Germany. A dealer in California imported it to the United States in 1984. The engine is

based on a 3.5 liter six cylinder that produces 218 bhp. After modifications from Alpina, that included bigger and better pistons,

camshaft and cylinder head, the bhp increased to 245 bhp.

after EuroAutoFest in Spartanburg, she drove the M5 to Kansas City where she met the dealer and swapped pink slips and drove the

B10 back to Winchester.

Even though the car was in great shape, Anita and a fellow enthusiast, George Barber from

Hagerstown, Maryland, spruced up the car with some cleaning and new parts good enough to win the Super Clean Class at Oktoberfest in

Greensboro, North Carolina.

So who maintains these monsters of Winchester? Anita does it herself in a well-equipped garage



M6 (Japanese Spec)

Specifications

In Japan the E24 M6 was fitted with the catalyzed S38B35 motor used in North America, producing 256 bhp

and 243 lb-ft of torque. The non-catalyzed version produced 286 bhp and 251 lb-ft of torque. The non-catalyzed versions were only

available in Europe, though there were 538 catalyzed M635CSi models sold in Europe in 1988 and 1989.

The M6 achieved 0-60 mph in

6.0 and 6.8 seconds for the European and American versions, respectively.

with a lift and all the tools and practice from working on 10 earlier BMWs. Her friend George Barber, can also be found in her garage

helping her turn a wrench or two.

When asked, "Which car is your favorite?" Her response is "the one I am driving at the moment".

With all three being very special cars, one may wonder what her daily driver is. A 2009 Maserati Gran Turismo, of course. With a V8

engine designed by Ferrari making all the award winning exhaust notes, one can certainly understand.



ALPINA B10

Specifications

1990 E34 BMW Alpina B10 BiTurbo was 61 of 507 built. It is dark sapphire blue metallic over Alpina

cloth. Alpina fitted two parallel mounted, water-cooled Garret T 25 turbo chargers. Maximum boost is 26 psi, making 360bhp at 6000rpm.

Torque is 384 ft-lb at 4000 rpm. At 0-60 in 5.1 seconds and 181mph top speed, it is one fast sedan.

Alpina spent \$3.2 million in

development of this fast sedan making it so fast it out performed the Testarossa in its day.

2014 Autocross Season Summary and Trophy Winners

By Christina Lam and Sarah Abernethy | Photography by Alejandro Aviles and Eric Hall



Jeff Noyes is taking a fast line on three wheels before entering the sweeper turn at Waldorf earlier this year.

The 2014 autocross season has come to an end. Thanks to everyone who participated to make this the most successful season yet! A special thank you to our committee. Without their hard work and dedication none of this would have been possible.

We were blessed weather-wise for the majority of the season; however, our final event started off with some heavy rain in the morning. Autocrossers took the weather in stride, working the course and pushing the limits of their cars just as in any other event.

Additionally, our last event was not only a traditional Autocross event, but a Cars and Coffee along with a Swap Meet! These two events were held in conjunction with the chapter, and were definite successes. The coffee warmed everyone up on a chilly, rainy morning, whether Autocrossing, participating in the Swap Meet, or just enjoying the cars (and coffee). For the swap meet portion of the event, individual vendors and NCC members were able to bring BMW and MINI parts to sell or trade with other members. Overall, the combined Swap Meet, Cars and Coffee, and Autocross was a huge success and a big thank you goes out to the NCC team for coordinating the combined event!

The annual NCC Autocross season wrap-up meeting was held at Christopher's Restaurant in Crofton, MD. It was an exciting time as the NCC Autocross was able to announce that Road Race Technologies (RRT) Performance, Tuning, and Maintenance will be our title sponsor for the 2015 season. We are proud to have them on board and looking forward to working with the RRT team next season and beyond.

Another big announcement for next season is a new and exciting venue, well known to seasoned Autocrossers: FedEx Field. With three planned points events at FedEx Field along with additional events and schools at Regency Furniture Stadium in Waldorf, MD and Bowie Baysox Stadium in Bowie, MD we hope to appeal to Autocrossers throughout the DC/Baltimore area for years to come.



Marla Owczarek gives an enthusiastic thumbs up before her last run at the Test and Tune event held early this season at one of her last events with NCC before her move down to Texas. We are sad to see her leave, but thankful for all she brought to our Chapter as our New Member Liaison, and we wish our friend the best of luck in Texas!

2015 Preliminary Schedule

- 3/14 Bowie: Novice School #1
- 3/28 Regency: Test & Tune #1
- 4/18 Regency: Points Event #1
- 5/16 FedEx: Points Event #2
- 5/30 Regency: Test & Tune #2
- 6/30 FedEx: Points Event #3
- 7/11 Bowie: Novice School #2
- 8/1 FedEx: Points Event #4
- 9/5 Regency: Points Event #5
- 10/10 Regency: Points Event #6



Autocross committee Co-Chairman Collin Smith awards Daniel Bragason his trophy for taking Second place in Grudge Match class.

Participants Adam Chelikowsky and Chris Higgins show off their trophies from this season. They tied for Third place in PAX class. Great job guys!

Finally, one of the most important parts of the season is announcing the 2014 Season trophy winners for each class, listed below:

Showroom 1:

1st Place: Steve Muth
2nd Place: Bob Esser

Showroom 2:

1st Place: Eric Core
2nd Place: Ben Fred

Showroom 3:

1st Place: David Arthur
2nd Place: Eric Hall

Tuner 1:

1st Place: Peter VanSickler
2nd Place: Ian Slavov

Tuner 2:

1st Place: Jeff Noyes
2nd Place: Ricardo de Leon

Tuner 3:

1st Place: John Shipman
2nd Place: Michael VanSickler
3rd Place: Diego Laut

Modified:

1st Place: Kamran Bakhtian
2nd Place: Collin Smith

MINI:

1st Place: Phillip Yates Jr.
2nd Place: Mark Drew
3rd Place: Jack Raymond

PAX:

1st Place: Jim Harris
2nd Place: Michael Lanier
3rd Place: Christopher Higgins
3rd Place: Adam Chelikowsky

Grudge Match:

1st Place: Timothy Walker
2nd Place: Daniel Bragason
2nd Place: Jerry Byrd Jr.

Most Improved Rookie:

Eric Hall

Congratulations to all of our 2014 season winners, and thank you all for a wonderful 2014 autocross season! See you next year!



Trophies waiting to be awarded at our year-end wrap up meeting!

2014 AUTOCROSS SEASON SUMMARY



Caitlin Dunlap approaches the Chicago box at Bowie Baysox Stadium fast in her MINI Cooper S JCW at our first Novice School early this season.



Ricardo DeLeon eyes the next corner while going all out on the straight at our Second Points event this past season.



Autocross Committee members discuss upcoming changes for next year. Pictured from left: Sarah Abernethy, AJ Aviles, Collin Smith, Phil Yates, Jeremiah Anderson, and Bob Esser.



Trophy winner Daniel Bragason shows off his trophy to fellow participant Okas Elam.

Participants and committee members enjoying the good weather at our second Novice School. We had a great turnout and hope for even more next year!



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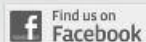
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Road Testing the i3 on a BMW Club Tour

By Don Noveau



We thought we might test drive the new i3 during the NCC Fall Tour. I picked up the i3 on a Friday evening, drove it home, and hooked up the standard 120v, 3-prong charging cord to make sure we had a full charge by Saturday morning. We were to drive out on the

beltway and take I66 to Manassas. We kept pace at around 70 mph, and used up about 2/3 of the battery charge.

Taking off from the Manassas Cracker Barrel, we zeroed the trip odometer. Then, the odometer display disappeared. In the i3, the

trip display only shows for about 10 seconds at which time you have to press the button on the side of the screen to view it again.

About 30 minutes away from the Cracker Barrel, the battery was down to 5 percent. That triggered the 650cc "Range Extender" generator

(2 cylinders, 36 HP, under the rear load floor, where the spare tire should be). The generator is barely audible while driving; the sound rises and falls depending on whether you just accelerated hard or went up a hill. The performance of the car does not change when the generator is

running. The generator runs on gasoline held in a 2.4-gallon tank and we had to fill it three times on the run to Wintergreen from Manassas. At least it takes only seconds to pump two gallons of gas. We cheated a little by purchasing a 1-gallon gas can in case we ran out. But we never had to use it; there is a warning light that comes on when you only have 15 miles of gas left.

Parking at the Michie Tavern for lunch, we utilized the i3's very small turning radius. Soon, it was on to Monticello for the house tour. After experiencing the mansion and its interesting features, you had to wonder what Mr. Jefferson, the inventor, and his friend Mr. Franklin, the discoverer of electricity, would have thought of the i3.

The segment from Monticello to Wintergreen started with a downhill stretch that added a little bit of mileage to the remaining range through the i3's regeneration system that pretty much replaces the brakes. This is a BMW with no brake dust on its wheels — because you rarely use the brakes! The i3 is a “one foot” car. Press on the accelerator to go, lift up past the middle of its travel to slow down and stop using regeneration. This arrangement is easy to modulate and may be the most enjoyable feature of the car, aside from the silent and vigorous acceleration. For a good part of the trip, we were tailing an E90 335 sedan, and had no problem keeping up, even in a “spirited” driving mode.

Continuing from the bottom of the Monticello Mountain, the route to Wintergreen was all uphill — all the way from Charlottesville and along Skyline Drive. The i3 almost made it. But once we were nearly at the top of Skyline Drive, we noticed that the

battery meter was showing less than 5 percent charge, even though the generator was running hard. We maintained 45 mph for a while, but then the speed started dropping even with the accelerator floored. The solution was to just stop for a while and let the i3 catch its breath. After about 5 minutes of sitting in neutral with the generator running, the battery took on enough charge to tackle the next hill. We had to do this twice. I have to admit, long distance mountain driving is probably not what the i3 was designed to do. But it did pretty well on our adventure and we arrived as planned.

At Wintergreen, we were able to charge the i3, but only after four phone calls to get past the “No, you can't do that” answer. We were

Club dinner.

Charging the i3 is a ritual. There is a heavy 10' long cord with a charging unit that weighs about 5 pounds. Hook it up, and go away. Eight to twelve hours, or more, the battery is fully charged.

The cord is stored in a front storage compartment, under the “hood”. From the right rear corner of the i3, you have to take the cord around to the driver's side door, open the door, reach down to push the hood release button, walk around to open the hood, and stow the cord. It seems to me that a storage compartment could more easily be built into the right rear fender below the charging point. But that sort of problem is a reason not to buy a car in its first year of production.

Overall, it was an interesting trip and we appreciated the chance to try out the newest BMW product. The i3 is a novel vehicle that has a specific sweet spot for use — suburban traffic, where the distances are short and there is a lot of braking involved. It really would be practical for that. Here are some pros and cons:

Pros

- One foot driving
- Active Cruise (not limited to the i3)
- Strong, silent acceleration
- Excellent steering feel — you can immediately feel it when those narrow front tires start to understeer, and they do this often.

Cons

- Disappearing trip odometer
- No outside temperature display
- Short range
- Poor power cord storage ergonomics
- Long charging time
- Understeer
- Too many different materials used in the interior
- Odd exterior styling — “sleek” does not come to mind.

Thanks to BMW USA and BMW of Rockville for letting my wife and I participate in the Extended Test Drive promotion for the i3, and for letting us use it for the NCC BMW CCA Fall Tour for a little bit of promotional value.



eventually treated to a 120-volt outlet in the back parking lot of the Aquatic Center, and the use of the resort shuttle between our condo and the

(Opposite page) The i3 in the wild at Michie Tavern outside of Charlottesville, Virginia. (Top) Don Noveau at the helm of the REX (i3 with range extender), courtesy of BMW of Rockville. (Above) Fitting neatly in any parking spot, the i3 looks sleek with its distinctive rims and two color combination.

A Night out at



ALL AMERICAN DRIVE-IN THEATRE

By Anna Maripuu

Rules, rules, rules. The myriad of quirky rules posted everywhere at Bengie's Drive-In theater situated near Baltimore, Maryland are just some of the strange charms at one of the longest continuously running drive-in theaters around. Bengie's opened on June 6, 1956 and has been in operation ever since. As soon your tires crunch along the gravel through the gate to drive towards the big, blank, white screen, you feel as if you have driven your car into a time warp.

Our club has been hosting Bengie's outings for some time, so in the fleeting last days of summer, I felt it was my turn to attend a night at the drive-in. It was September 20, and the weather had just started to turn a bit cooler. The day had dawned sunny with a cerulean sky overhead and a twang of crispness in the air.

Club members congregated in a nearby shopping center parking lot around 6 pm in order to wait for stragglers before caravanning the short distance to Bengie's. A huge flock of migrating starlings decided to rest nearby as the evening hour

closed in. We socialized next to our cars, while the birds socialized nearby, chattering away happily in the few trees dotting the parking area. Every once in a while one of them flapped by above us.

The caravan made its way to Bengie's and paid for the evening's triple header at a bank of gates that looked like toll booths. Then we wound our way into the movie theater area, being careful to avoid pits in the soft gravel path. Once we had been waved through by the ticket attendant, we drove across the yellowing grass to prime spots in a front row. Our bimmers were lined up nicely, expectantly facing the blank white canvas.

Potus and Flotus, Paul and Kendro Seto, were primed with bug spray, folding lounge chairs, and blankets. During the first half of the first film, we sat among club members, enjoying each other's company, eating popcorn out of a huge bucket and borrowing squirts of bug spray. When the cool evening turned cold,

we retired to our cars to get warm. We tuned the radio to the correct frequency in order to hear the soundtrack and cranked our seats way back for comfort.

I can't say that the first film, *When the Game Stands Tall*, was riveting but I can definitely recommend taking a nap in a comfortable BMW at a drive-in movie theater. It's super relaxing. The second film, *Dolphin Tale II*, was interesting enough to watch. By the third film, *If I Stay* (a horror flick of some kind), it was almost midnight, so we decided to leave. A few die hard club members remained in the lineup.

Besides the drive-in movie experience, there were two things that were intriguing and fun about Bengie's – the incredible array of junk food available at the snack bar and Bengie's many, many RULES!

Let me address the snack bar first because I've literally never seen a more amazing assortment of tasty junky food at a movie theater. We dove into a big tub of popcorn,

freshly squeezed lemonade, and warm, yummy, gooey newly baked chocolate chip cookies. But there was so much more. The list included burgers, meatball sandwiches, egg rolls, hot dogs, chicken sandwiches, chicken fingers, soup, pulled pork sandwiches, and for the vegetarians, veggie wraps. Not to mention French fries, breaded mushrooms, onion rings, jalapeno poppers, mozzarella sticks, nachos, pickles, pretzels and various pizzas.

The beverage offerings included hot chocolate, coffee and different flavors of cappuccino, as well as soda floats, iced tea, fruit punch, orange soda, Dr. Pepper, and even Bengie's cola (diet or regular).

Dessert did not disappoint. There were caramel apples, sno-balls, assorted ice cream and an enormous assortment of candy. Hey...they should pay me for advertising their great snacks.

And now to the RULES. I've never seen anything quite like it. Apart from the experience of going to an old-fashioned drive-in as part of a

A NIGHT OUT AT BENGIES

caravan of beautiful bimmers (the guy at the gate greeted us with "Oh I love it when you guys come here. I love seeing your cars"), you have to experience Bengie's rules. They are priceless. Nothing is as dull as a long list in an article, but at the risk of boring you I'm including the list of rules posted on Bengie's website. On the premises they are plastered ALL over the place. Everywhere you went, you bumped into a rule..

- Violation of any rule WILL RESULT in expulsion without refund.
- RETAIN YOUR TICKETS. Do NOT discard stubs! There are no refunds, but they are proof of entry.
- If you leave the theatre, YOU MUST PAY TO RE-ENTER.
- The SPEED LIMIT is 5MPH, NO WARNINGS!!
- You MUST be in control of your Vehicle lights. If you cannot extinguish the light, you must cover it, and not remove the cover until you are at the exit gate. (We recommend that you bring some brown paper or newspaper and masking tape and carefully covering your lights before entering - please remember to remove the covering before you exit the theatre making sure that you are facing away from the giant screen when you are doing so). There may also be instructions on turning off your daytime running lights in your car's operating manual. We admit the vehicle at the box office only if the vehicle's headlights and daytime running lights are out (use parking lights only). If these lights come on ANYTIME AFTER ENTRY YOU MUST COVER THE LIGHTS.
- VANS, TRUCKS, HIGHTOPS & MPV'S must park in designated areas, or ramp 10, or even numbered rows BEHIND 10, DEPENDING ON WHAT IS OPEN.
- Lift gates & doors CAN NOT BE RAISED higher than the top clearance of the vehicle.
- Do Not Place Anything on top of your vehicle INCLUDING People.
- If you are enjoying the show outdoors please be courteous to other patrons and sit between the vehicle and the screen, Not beside it. (stay within your space)
- Each vehicle is entitled to one space. Please park CLOSE enough to a post to allow for another vehicle.
- Please Be CONSIDERATE of patrons who came to enjoy the show. Do NOT raise voices, radios, and cell phones to distract or annoy other patrons. Be Mindful that all

glowing devices are a distraction if you are using them without care.

- ALCOHOLIC Beverages are NOT PERMITTED on the premises.
- SHOES & Shirts MUST BE WORN AT ALL TIMES BY ALL PERSONS. NO EXCEPTIONS. Do NOT carry shoeless children.
- Obscene language or profanity WILL NOT BE TOLERATED.
- NO RUNNING. Go with the kids when they leave the car!
- The PLAYGROUND is CLOSED when the show begins.
- Outside food and beverages are restricted from the premises. We will offer this option: You must purchase a permit to bring outside food &/or beverage at the box office BEFORE YOU ENTER the theatre. As per conditions of the permit, You may not share food or drink with persons who came in other vehicles. PLEASE NOTE: The cost of the OUTSIDE FOOD AND BEVERAGE PERMIT is \$10.00.
- Do not EVER sound your horn. Flash your lights only when asked to do so. Never put a light of any sort onto the screen.
- LASER POINTERS ARE FORBIDDEN anywhere in this theatre!!!
- CARBON MONOXIDE is POISON. Do NOT leave your car engine running.
- You May not Cook, Grill, or in any way prepare food on the premises.
- NEVER Approach the Box Office on foot. Go to a Manager or our Field Crew.
- DO NOT SET the alarm system in your vehicle. If it sets automatically, you MUST disable the system. It disturbs the show & other patrons if it goes off.
- No Smoking in or within 15 Feet of the building. Smokers, Please have common courtesy for all patrons. Beware of your smoke troubling others.
- Bringing a PET requires adhering to special rules (See below).
- Common Sense prevails. (i.e. No Fireworks)

Lest this list turns you off, don't let it! I had a wonderful time at Bengie's and look forward to going again. The rules totally cracked me up, and honestly, they made sense. So go. Enjoy the movies, enjoy the food, ignore the rule signs but don't break any rules, and above all enjoy the experience of watching a movie all snuggled up next to or inside your car. After all, we love our cars and where else can we go to the movies accompanied by our beloved driving machine?



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Frostbitten

2015 M6 GRAN COUPE

By James Chew



It had been a full day for me in Washington DC. I spent as much time as I could with my family and made a last-minute stop to the office. During the non-stop flight to LAX, I occupied myself by catching up on reading magazine and journal articles. My reading stack included a number of reviews of the 4 Gran Coupe. When I finally arrived at LAX late Sunday night, this was the car I was expecting to receive at airport valet.

Imagine my surprise when an M6 Gran Coupe arrived.

The M6 Gran Coupe was a last minute substitution since there was a BMW NA sponsored 4 Gran Coupe event being held in Southern California that weekend. No true BMW enthusiast would look this 560-horsepower and 502 foot-pounds of torque twin-turbo V-8 gift-horse in the mouth.

It's no secret that the 6 Gran Coupe is one of my favorite BMWs. In my opinion, it is the spiritual descendant of the E32 7 Series. Ever since the Concept CS was introduced in 2007, I have eagerly awaited the production version of that

show vehicle. So when the 6 Gran Coupe was launched in 2012, my dream car had arrived.

As are most dream cars, the 6 Gran Coupe is priced well out of my comfort zone. It is simply one of those vehicles that you can't possibly order but fully equipped. And a fully equipped 6 Gran Coupe costs over \$100,000. A fully equipped M6 Gran Coupe costs close to \$150,000.

It is the type of vehicle I would buy only if I won a lottery jackpot — maybe. I'd still have a hard time owning a vehicle with a monthly lease or purchase payment exceeding that of an average mortgage. And this does not include registration, annual personal property tax, and insurance!

Thanks to our friends at BMW North America, I drove my dream car for a week in Southern California.

The amount of attention this frosted blue vehicle attracted was surprising. I'm not a fan of "frosted" paint finishes, but I must not be at the leading edge of fashion and culture. In Southern California, all sorts of people thought the





frosted finish ideally accentuated the Gran Coupe's sleek, seductive lines.

It is the seductive exterior design that speaks to the inner auto enthusiast. This design has a "chopped and channeled" vibe that connotes a custom car. Unlike the Audi RS7 and Mercedes CLS63 AMG, the M6 Gran Coupe's lines provide a sleek, distinctive profile. As noted in previous reviews, even with the optional 20-inch wheels, the 6 Gran Coupe appears to be a much smaller vehicle than its competition. Because I knew this vehicle attracted both wanted and unwanted attention, I was careful never to be the fastest driver on the roads. Trust me; it took quite an effort to restrain myself from teaching those drivers who wanted a manlihood competition on a stretch of the Golden State Freeway between San Clemente and Oceanside, a lesson. One look at the tranquil blue Pacific Ocean during that stretch of freeway provided enough incentive for me to slow down. During my previous time in an M6 Gran Coupe, this Central California segment of the Golden State freeway showed that this vehicle was quite the comfortable autobahn cruiser.

Sitting in an M6 Gran Coupe reminds me of being on a Gulfstream G6. The driver and the passengers are not left wanting. When viewed

from the outside the rear seat legroom looks a little tight. However, once seated, the rear is surprisingly roomy and comfortable.

Despite the car's low profile, its trunk space is quite large. It easily accommodates four golf bags or a week's worth of family vacation luggage. And the dual folding rear seats gave my wife an excuse to use the M6 Gran Coupe for her antique shopping.

In my opinion, Southern California provides a great driving environment in order to determine if the M6 Gran Coupe would be an ideal daily driver.

I've always felt that the ideal daily driver for an auto enthusiast is the car makes you want to take the long way to your destination. So, one of the first roads on which I drove the M6 Gran Coupe was the Angeles Crest Highway (California State Route 2).

My first experience driving the Angeles Crest Highway was when I was an undergraduate mechanical engineering student at Cal Poly Pomona. While I rationalized that it was the shortest distance from my hometown of Lancaster to campus, the real reason was that this road was about as close to driving on a professional racetrack as one could get. With its elevation changes and tight turns, this road tests the driver's skills as well as the vehicle's chassis and powertrain. Driving that road in a 70-horsepower, automatic-transmission Dodge Omni 024 made for quite a driving challenge.

This M6 Gran Coupe is equipped with BMW's outstanding 7-speed dual clutch transmission,

also known as DCT. After talking with the drivers of the BMW Team Rahal Letterman Lanigan (RLL) and spending more time behind the wheel of my 135i convertible (which is also equipped with the DCT) I've become comfortable using the DCT instead of a manual shifter. By using the paddle shifters I was able to ideally match the 560-horsepower

engine and handling to the road conditions. This is the type of road that asks you to switch the steering and the suspension to the "Sport Plus" setting. The best compliment I can give the M6 Gran Coupe is that when pushed to its limits, it actually feels like a much smaller vehicle. During my round-trip drive, there were times when the M6 Gran Coupe



(Opposite page top) Stare at this picture when it's cold and rainy outside (email me and I'll send it to you)! (Opposite page center) Cruising the San Diego portion of Historic US 101. (Fom top) The Gran Coupe is becoming the most popular 6 Series model. The Interior design looks at home in an ultimate driving machine or an executive business jet. The instrument panel reminds the driver that they are driving an Ultimate Driving Machine.



amazed how much the M6 Gran Coupe maneuvered like a smaller vehicle.

This "size illusion" came in handy when I briefly visited Disneyland to look for "Frozen" merchandise for my youngest daughter. The Downtown Disney parking lot can be a driving challenge. Not only are you maneuvering around families with small children and strollers, Disney has crammed as many parking spaces as possible into a relatively small area. Amusingly enough, a young man decked out in Mickey Mouse ears and a "Lightening McQueen" shirt insisted that my "Frosted" M6 Gran Coupe was a character from the Pixar movie "Cars"!

Thanks to the auto stop/start (which is so refined in the M6 Gran Coupe that I never felt it in operation); I achieved an average fuel economy of around 18 miles per gallon.

While I would never drive an M6 Gran Coupe in the snow, my previous experience with one during a rare statewide California rainy season showed that the M6 Gran Coupe didn't mind being driven through heavy rain and handled well.



My week spent in the M6 Gran Coupe increased my yearning for this vehicle. It's an outstanding daily driver. If I were to own one while living in the mid-Atlantic region, I'd drive the more interesting roads to Charlottesville as well as to the Blue Ridge Mountains. It would be my reason to drive the Tail of the Dragon.

If one day you see me grinning behind the wheel of a fully loaded Tanzanite Blue Metallic M6 Gran Coupe with a Sakhr Orange/Full Black Merino Leather interior, you will know who recently won the lottery jackpot!

And if an M6 Gran Coupe was the Grand Prize in the next annual BMW CCA raffle, there would be no doubt which member would purchase the most tickets!

In my humble opinion, auto journalists do the BMW M6 Gran Coupe, Mercedes CLS63 AMG, Audi RS7, Porsche Panamera Turbo, and Jaguar XJR a disservice when they perform a comparison test among them. These are the ultimate vehicular expressions of their respective manufacturers.

Dropping off the M6 Gran Coupe at LAX was such sweet sorrow. I had lived my dream in an ideal car for a week. It was time to return to face the harsh realities of the east coast winter. But I do I have a smile on my face. When I return to Southern California, chances are good that a 4 Gran Coupe will be available for further evaluation.

felt like my 135i convertible.

It is clear to me why the M6 Gran Coupe is one of Dr. Willisch's favorite BMWs!

While Southern California has many fun mountain/canyon driving roads, it also has "cruising" roads that allow one to take in the SoCal vibe. One of these roads is the Historic Highway 101.

Running from Oceanside to the Mexican border, the "Historic 101" is no longer officially part of the 101 Freeway. But it's a fun drive if one wants to immerse oneself in Southern Californian beach culture. The "Historic 101" follows the coastline, with many pleasant sights, restaurants, and shops along the way. One of the more unique businesses along that stretch is a German auto repair shop, located in Solana Beach.

With the steering and suspension in the "Sport" or "Comfort" settings, driving this route proved that in traffic, the M6 Gran Coupe was well behaved and civilized. Driving this route allowed me to test the M6 Gran Coupe's creature comforts.

Its handling and top and rear-view cameras proved quite handy for parallel parking. I was



(Top) Watching the sun set on another perfect day in Solana Beach. (Center) The tasteful M6 fender gill lights up. (Above) The heart and soul of the M6 Gran Coupe - the proven twin turbo 4.4 liter V-8.



NEW MEMBERS

September through November, 2014



Do you know someone who owns a BMW, but is missing out on the rewards of belonging to the BMW Car Club of America? They probably don't even realize what great benefits they are missing, including parts discounts at local BMW dealerships and select independent service centers, *Roundel*, the club's award-winning national monthly publication, the Membership

Rewards Program sponsored by BMW NA, and of course all of our local chapter activities. Please do them a favor and share this with them – after all, the more the merrier!

The NCC chapter of the BMW CCA now has 5,978 members. To our newest members, listed below, you joined the club so now join the fun! Check out our Web site at www.nccbmwcca.org

for our latest event details.

Note: If your name is spelled incorrectly, please use the address change form found under the "Join and Renew" menu item at www.bmwcca.org to correct it. And, for those whose memberships are about to expire, it's easy to renew online at this Web site as well.

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