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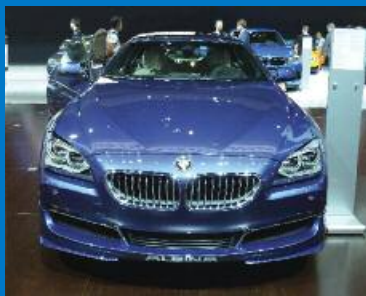
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Cover: The Alpina B6 xDrive Gran Coupe, pictured at the 2015 Los Angeles Auto Show. See article on page 32. Photo: James Chew.

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



President's Message

I'm back again for another term as Chapter President and looking forward to a great 2015 for the NCC. Your chapter leadership has spent the last few months planning this year's events and once again our calendar will be filled with a ton of fun things to do. We'll continue to do our regular events like track days, autocross, tours, and DIYs, and we're always looking to expand to newer ventures. For example, we're teaming up with the Nittany chapter to throw a huge BMW car corral at the Carlisle Fairgrounds this spring. This event continues to draw several thousand car enthusiasts each year and we're committed to increasing our BMW presence. More details are coming soon, but it promises to be a great day for roundel fans.

Some of the other big events planned for this year are another exciting trip down to the Tail of the Dragon this summer, the Rockville Antique & Classic Car Show in the fall, and our BMW car corral at the Tudor United SportsCar Race at VIR in August.

While I'm sure I just blew your mind with those great announcements, let me highlight the absolute BIGGEST event you'll want to schedule your vacation around, Oktoberfest 2015! This year's 46th annual event will be held from Monday, September 21st to Sunday, September 27th and just a few hours away in South New Jersey. Hosted by the luxurious Stockton Seaview Hotel and the famed New Jersey Motorsport Park, this promises to be a weeklong celebration of BMW CCA. With a jammed packed week of high performance driving, concours, tours, and numerous social events, why wouldn't you want to be there? Registration is scheduled to open in April and we are hoping for a HUGE NCC turnout. Ask those who have attended O'Fest in the past and they'll have plenty of great CCA stories and memories (mostly great of course, but probably some embarrassing ones too). This may be the closest Oktoberfest will ever be to our area, so please make plans to join us for an outstanding time!



46th Annual Oktoberfest Presented by Michelin

SEPTEMBER 21, 2015 TO SEPTEMBER 27, 2015



FromThe Editors

Welcome to 2015! I know, I know, this is the March/April issue, but it is the first chance we have had to write in 2015.

The club has started out in fine style with the Annual Meeting and Holiday Party in mid-January. We had our own mini auto-show with previews of i8s and i3s. The Board (Paul Seto, Algie Livingston, Gina Hector and Richard Kempf) was successfully elected through the new on-line balloting procedure through MotorsportReg. There is a write-up in this issue.

Perusing the calendar will show many more exciting events in the coming months. Most events that we host may require some planning, but are basically "register, show up, and participate." One that requires a bit more planning is the Deutsche Marque Concours in early May. If you plan to participate, start now.

Please make sure we have your correct email address. It is used to send the monthly email blast of upcoming events and to notify members when event schedules change. If you have not received

one of these recently, then we do not have it. It can be updated at the www.bmwcca.org website.

We are trying out a new (to us) feature this month: QR codes. In articles that reference a web-site, we will place a QR code nearby. This allows readers at home to browse and those using smart-phones an alternative. The first of these will be for Oktoberfest.

Finally, think forward to Oktoberfest. This year it will be nearby and well worth attending.

2015 Oktoberfest in Galloway, NJ

The 46th Annual BMW CCA Oktoberfest Presented by Michelin offers the same exciting automotive experience as previous Oktoberfests, enhanced by the dining, shopping, and attractions offered in the local area. Whether for the turn-of-the-century host hotel, the car shows and driving tours, the meals and social events with fellow members of the BMW enthusiast community, the numerous specialized vendor booths of our sponsors, the four days of intense, track-focused, high-performance driving, 2015's

Oktoberfest looks to be a week of excitement and fun for any BMW enthusiast.

Oktoberfest will run from Monday, September 21 through Sunday, September 27, 2015, and will feature many of the events that longtime attendees have become familiar with at previous shows, including the renowned Pirelli Concours and the BMW CCA Foundation-sponsored golf tournament. Other events like the Pirelli Throwback Thursday dinner and the gymkhana precision-driving course will return as

well, each with new themes related to the event's new location. Oktoberfest's signature rallies and street driving events return, along with the Bridgestone Autocross, local area tours and activities in nearby Cape May, tech talks, dinners, and social events such as the German biergarten.

Oktoberfest registration and the host hotel room block will open in April.





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CALENDAR OF EVENTS

January

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

February

- 1 15th Annual Super Bowl Karting Grand Prix
- 5 NoVa Social @ Jaleo in Crystal City
- 8 NCC Karting 2014-2015 Winter League
- 11 Board Meeting/Social @ Mi Rancho in Rockville
- 12 Columbia Social @ Corner Stable in Columbia
- 15 NCC Karting 2014-2015 Winter League
- 19 MoCo Social @ Pizza CS in Rockville
- 21 2nd Annual NCC Chili Competition

March

- 1 Karting 2014-2015 Winter League
- 5 NoVa Social - TBD
- 8 NCC Karting 2014-2015 Winter League
- 11 Board Meeting/Social @ Mi Rancho in Rockville
- 12 Columbia Social @ Corner Stable in Columbia
- 14 Autocross Novice School #1 @ Bowie Baysox Stadium
- 5 NCC Karting 2014-2015 Winter League
- 19 MoCo Social @ Pizza CS in Rockville

- 21 DIY @ BMW of Annapolis
- 28 Autocross Test & Tune #1 @ Regency Furniture Stadium
- 29 NCC Karting 2014-2015 Winter League

April

- 2 NoVa Social - TBD
- 8 Board Meeting/Social @ Mi Rancho in Rockville
- 9 Columbia Social @ Corner Stable in Columbia
- 10-12 HPDE @ Summit Point Jefferson Circuit
- 11 DIY @ Martin Motorsports
- 16 MoCo Social @ Pizza CS in Rockville
- 18 Autocross Points Event #1 @ Regency Furniture Stadium
- 25 DIY @ At Speed Motorsports

May

- 1-5 2015 Spring Tour 2015 @Nemacolin Resort, Falling Water & Flight 93
- 3 32nd Annual Deutsche Marque Concours d'Elegance
- 9 ///M Club Day Driving School @ the BMW Performance Center
- 10 NCC Autocross Points Event #2 @ FedEx Field
- 16 DIY @ Chapman Auto Werks
- 29-31 HPDE @ Summit Point Main Circuit
- 31 Autocross Test & Tune #2 @ Regency Furniture Stadium

June

No events scheduled

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

Sunday, March 1, 2015

Allsports Grand Prix, 45915 Maries Rd., Dulles, VA 20166

Racing on Different Track Configurations, and three Weight Classes:

Member Rate - \$70/event,

Non-Member Rate - \$75/event

Member registration begins Monday night prior to the event. Non-members may sign up at the same time but will initially be waitlisted. After 48 hours of member registration, if spaces are still available, non-members will be placed on the confirmed list in the order in which they registered.

Event Format: 3 x 20 lap races

Overall Point Championship Trophies (1st - 3rd), trophy Awarded in each Weight Class, trophy for Lady Racer of the Year (Sabine Schmitz Award), trophy for Rookie of the Year.

Come join us for the most fun, competitive racing in the D.C. 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 point totals. At the end of the season each racer will be allowed to drop one event from the totals 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.

All Start times are 2:00 p.m., and we must complete our event by 4:30 p.m. That means we must be ready to go on track AT 2:00! 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!

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. Newcomers learn very quickly and do very well in the NCC League. For more information is at www.allsportsgp.com.

NoVA Social

Thursday, March 5, 2015

Location to be determined

NCC Karting 2014-2015 Winter League

Sunday, March 8, 2015

(See event of March 1, 2015)

Board Meeting/Social

Mi Rancho, Rockville, MD

Wednesday, March 11, 2015

Come join us at our great board meeting location, Mi Rancho, located on the Pike in Rockville, MD. We'll have our own private area in the back to discuss club business and plenty of chips/salsa/margaritas to go around.

Social starts at 7 p.m. and the meeting will start promptly at 8 p.m.

Our Board meetings are open to ALL MEMBERS and this is a great opportunity to see what goes on behind the scenes in the club. Our volunteers put a lot of time and effort into planning all of our member events, so for those interested in getting more involved, this would be a great place to start.

Please note that alcoholic beverages are paid for individually (not by NCC) and that there will be a nominal \$\$ cash contribution to offset the cost of dinner/gratuity.

Columbia Social

Thursday, March 12, 2015

Corner Stable, 8630 Guilford Rd C 10, Columbia, MD 21046, (240) 755-0188

Autocross Novice School #1

Bowie Baysox Stadium

Saturday, March 14, 2015

Autocross is a safe, low-speed motorsport where competitors drive against the clock to turn in the best times as they navigate a driving course defined by orange parking cones in a large, open lot. Our NCC Autocross school is the best way for new and budding autocross participants to learn more about autocross and improve their driving performance through in-car instruction by some of the best instructors in the Washington, D.C. area.

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

NCC Karting 2014-2015 Winter League

Sunday, March 15, 2015

(See event for March 1, 2015)

MoCo Social - Pizza CS, Rockville, MD

Thursday, March 19, 2015

DIY @ BMW of Annapolis

Saturday, March 21, 2015

The Do-It-Yourself (DIY) program allows our car club members to work on their own cars under the supervision of expert mechanics and technicians provided by the DIY Sponsor. The purpose of the DIY is to learn and practice proper maintenance and repair techniques that can routinely be completed within a two-and-one-half-hour (2.5 hour) time period.

There are typically several NCC members who can assist you when an extra pair of hands or advice is needed. We are happy to show newcomers the joys of working on your own car. Most events start at between 8 a.m. and 9 a.m. and typically finish at 3 p.m. Lunch for the event is provided by the club.

Autocross Test & Tune #1

Regency Furniture Stadium

Saturday, March 28, 2015

This event is limited to a maximum of 30 participants!!

The event will begin at 8:30 a.m. and run until 4:30 p.m. Each person will be required to work two 45 minute sessions throughout the day. Please choose your work assignment. 6 persons per work assignment so first come, first choice.

Registration from March 1, 2015 to March 27, 2015 or until the event is full.

This is not a novice school!!

NCC Karting 2014-2015 Winter League

Sunday, March 29, 2015

(See event on March 1, 2015)

NoVA Social - location to be determined

Thursday, April 2, 2015

Board Meeting and Social

Mi Rancho in Rockville

Wednesday, April 8, 2015

Columbia Social

Corner Stable in Columbia

Thursday, April 9, 2015

HPDE at Summit Point, Jefferson Circuit

Friday, April 10 through Sunday, April 12, 2015

The National Capital Chapter (NCC) operates three to four High Performance Driving Events (HPDE) each year at the Summit Point Raceway. The methods of instruction and the target audience for these schools share a common goal of providing the opportunity to develop and improve your skills as a driver and to strengthen your knowledge of your car's abilities so that you will be prepared for any situation you may encounter on the highway.

Our HPDEs are not racing schools. Our focus is on skills, not speed, and our overriding concern is with your safety and that of your car. We select our school instructors very carefully, not simply for their technical knowledge and accomplishments as drivers, but also for their abilities to impart that knowledge to their students in a clear, concise, and professional manner.

BMW is an amazingly capable car. At a National Capital Chapter HPDE, you will be able to realize your car's capabilities, learn the limits of those capabilities under controlled conditions and practice the skills needed to control your car safely within those limits.

Classroom instruction is interspersed with on-track experience

DIY @ Martin Motorsports

Saturday, April 11, 2015

MoCo Social @ Pizza CS in Rockville

Thursday, April 16, 2015

Autocross Points Event #1

Regency Furniture Stadium

Saturday, April 18, 2015

NCC Autocross would like to announce our first points event of the 2015 autocross season.

Registration opens on March 21st, 2015 and closes 12:00 p.m. on April 17th, 2015.

DIY @ At Speed Motorsports

Saturday, April 25, 2015

Looking ahead: most of our events are arrive and drive. However, there is one that must be started well ahead of time, so please note the

32nd Annual Deutsche Marque Concours d'Elegance.

Sunday, May 3, 2015

Obituaries.

These past few weeks, we lost two members of our Car Club family. As people age, this is an expected outcome, and it brings sadness when it happens. To lose a family member in the prime of life is a tragedy of a greater order.

Both families would appreciate it if you could keep them in your thoughts and prayers.

Michael A. Leeper

Mike Leeper died on December 18, 2014, at the age of 72, after a long illness. He was one of the BMW CCA "old guard" (member number 636) and a founding member and past president of the National Capital Chapter. Mike is survived by Paulette, his devoted wife, Rebecca and Carl Locken, his loving sister and brother-in-law, two yellow labs (Ratchit and Blinker), and many, many dear friends.

Mike grew up in Ashburn, Virginia, and attended Loudoun County High School. He graduated from the College of William and Mary, earning a bachelor's degree in English (although he claimed to have majored in bridge) in 1965. He served in Vietnam, taught school in Fairfax County, Virginia, was a sound engineer and then a service writer, parts counterman, and, finally, parts manager for Heishman BMW, later BMW of Arlington.

Mike was a master rallyist, rallymaster, and tourmeister. He rallymastered many events sponsored by the National Capital Chapter, including the Oktoberfest 1976 and Oktoberfest 1996 rallies, as well as the Washington Rally Club and the Morgan Car Club. He is famous for inventing the "off-course cookie break." He competed in area rallies for many years, on SCCA National and Divisional rallies, on the MG International 1000 rally, and on Oktoberfest rallies. As the left half (driver) of the Friday Afternoon Rally Team, he won numerous Catocin Monte rallies, the Trail of the Lonesome Pine SCCA National rally, and the Oktoberfest 2009 rally.

Mike and Paulette were involved in other activities of the National Capital Chapter as well. In the 1990s, they were a part of the core team that made the NCC drivers' schools the success they are today.

Mike loved vintage cars, particularly race cars and BMWs. He often traveled to historic gatherings such as the Lime Rock Vintage Festival, the Pittsburgh Vintage Grand Prix, Vintage at the Vineyards, and the Monterey Historics. During his adult life, he owned a 2002, two 2002tiis, an E12 528i, an E28 535i, and an E39 530i, as well as two Triumph TR-3s, a Ford Cortina GT, and a Subaru WRX. His last BMW CCA event was Oktoberfest 2013 in Monterey, where he and Jim Miner (another NCC veteran) won the TSD rally.

He loved the American West. He and Paulette toured there many times, and he hosted tours of western Colorado (including the Alpine Loop, out of Lake City, Colorado) and of the Utah National Parks for a group of BMW CCA nitwits known as The Derelicts.

Mike was a kind and generous friend, a loving husband and brother, a master of the shaggy-dog story, a very good photographer, a lover of music, a curmudgeon, and an excellent driver. The world is a smaller place without him.

- David Roach



Paulette and Mike Leeper

Evan Williams

We miss them when they pass away, whether older or younger. On December 12, 2014, my son was found dead from a gunshot wound lying in a river in Baltimore County. He was headed home from watching a Thursday night football game with his buddies. He stopped to change a flat tire, but made it no farther.

Shocked, saddened, sickened are words that fail to capture the heartache my wife, Evan's mother of 28 years, and I feel. He was way too young, it was far too tragic.

Evan was my buddy, a gear head bigger than me. He was lover of all things with a motor. Known to his buddies as Revvin'Evan. He made his way through life with his love of BMWs, riding four-wheels, dirt bikes, racing sport bikes, and building a 1985 Toyota rock crawler that would crawl with the big boys.

Evan was with me in late 1999 when I laid eyes on our first 2002tii in Martinsburg, West Virginia. He was 13. He helped me pull the motor and do all things mechanical we could do to get it ready to go to 02-02-02 in Spartanburg, South Carolina. He named it Pikachu after the yellow Pokemon character. When I upgraded to a new body for Pikachu he went with me to pick it up in North Carolina, title in the glove box. I left the check close by. He was amazed at the trust we had among us 2002 owners. He helped me hide it at friend's house until I could break it to my wife that my addiction for 2002s was getting worse. Evan helped me drill out the hundreds of spot welds to carry out the sunroof swap. He stayed with me through the P2 build, the name for the revised Pikachu.

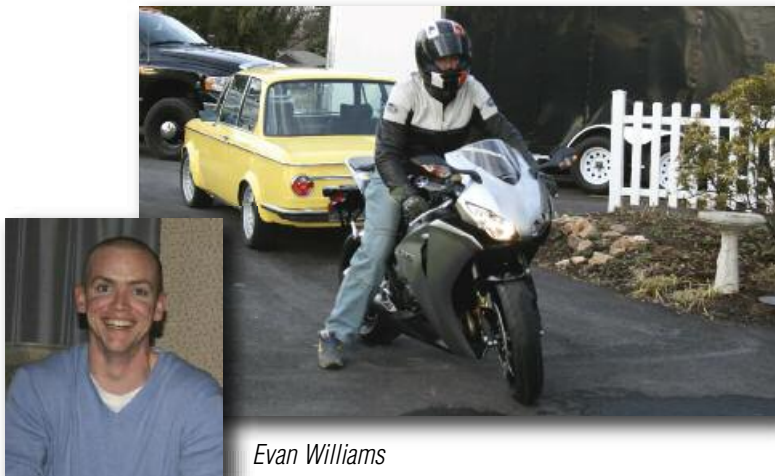
We got the touring's body back from the body shop 30 days before we wanted to show it in a Connecticut BMW car event. Soon after the body came back, he had a very bad motorcycle accident due to an inattentive driver putting him in Shock Trauma for nearly two weeks. Caring for him slowed my progress of putting the touring together. So after his discharge from Shock Trauma, with two weeks left to go, he would hobble on crutches to the shed and do what he could to get the car ready to go to Connecticut. We got it ready, though he did not make that trip. He went back to work to catch up on lost income. That was the kind of kid he was and grew to be even a finer man.

Last summer he asked if he could use P2 to run a few SCCA autocrosses. He bought his own tires so not to wear mine out. Always raising the boys that there is a work component to all fun, I asked him to adjust the valves before he took P2 to the track. He asked me if they needed adjusting, I said no. He did and he knew why he had to.

Ruth and I miss Evan as any parent would miss a child. Many of you knew our Evan. An occasional visitor at the Vintage in North Carolina and often seen under the wheel of one of the tiis. One of them went on dates and proms with him and sometimes he would just go out gallivanting in one of them. I always let him have it. I could trust him.

Many of you miss him too. Thank you to those that showed us your kindness in showing up in your caravan at his life celebration.

- Bill Williams



Evan Williams

Jefferson Circuit Expansion

April 11-12 HPDE

By Woody Hair | Photos by Etechphoto

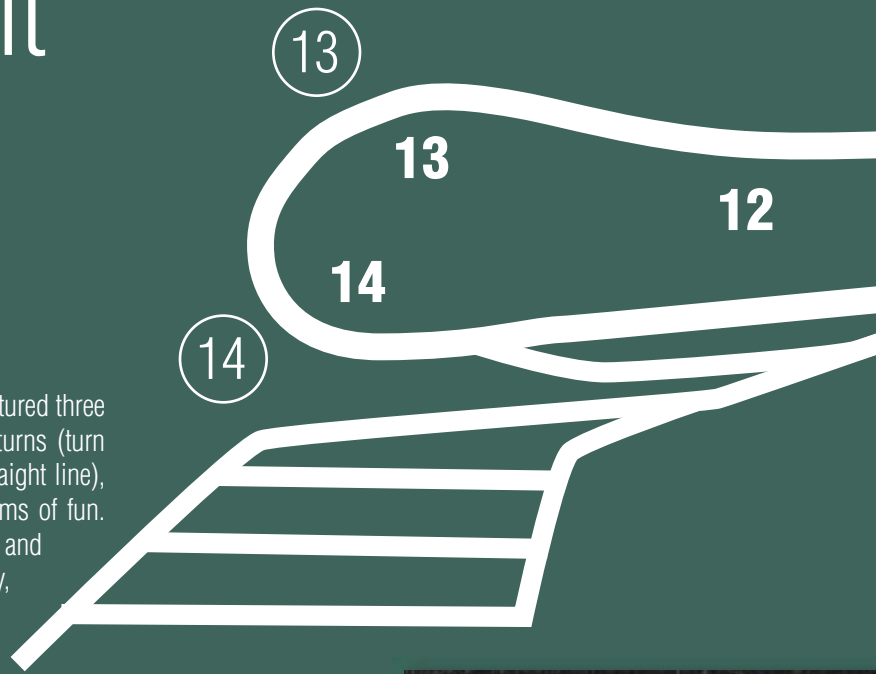
For many years now Summit Point Motorsports Park has featured three entirely separate road circuits. At only 1.1-miles and 6 turns (turn number 6 was the slightest of kinks that was taken in a straight line), most considered the Jefferson Circuit the least desirable in terms of fun. The JC did have the advantage of being usable in either direction, and each of the turns had more than the normal amount of difficulty, but some of our regular HPDE participants have been avoiding this track. Starting last summer, that perception should change.

By eliminating the sweeping turn 4, and adding 7/10ths of a mile with seven new turns, the expanded Jefferson Circuit is now longer than Lime Rock Park and has more turns than the full circuit at Watkins Glen. It is now only usable in the anti-clockwise direction, but continues to feature a wide variety of turns, none of which can be considered generic.

After going through the old turns 1-2-3, the driver by-passes the left hand entrance to the old increasing-radius turn 4 by staying straight a little longer before dropping slightly downhill and accelerating into a sweeping left-hander with a late, blind apex. The reason for the late apex becomes apparent as this is followed by the even faster right-hand sweeping turn 5. This ends with a short rise that levels just as you tap the brakes for a -steeply rising left that is turn 6. The apex is blind, as is any part of the track that follows this turn. Tracking out to the right edge puts you on a short straight run before entering the 180 degree decreasing-radius, off-camber, late blind-apex turn 7. If you think that sounds difficult, you are right. I did not see any consensus for the ideal execution of this turn. This is followed immediately by the right-hand downhill turns 8 and 9 that can be done with one constant radius. From there it is an immediate transition to the slightly climbing turn 10 left hand sweeper. This leads back onto the old track and the straight over the hill before braking for turn 11 (the old turn 5). Done correctly, one is accelerating from the apex of 8 all the way to the braking zone for 11 and one must be aware of how much faster you are approaching 11.

Obviously the new turns 4 through 10 offer a different learning experience for veterans of the Jefferson Circuit, but the expanded JC has the benefit of providing five familiar turns during the same lap. The new section has several opportunities to experience braking, throttle application, and car balancing in a variety of turns with elevation changes.

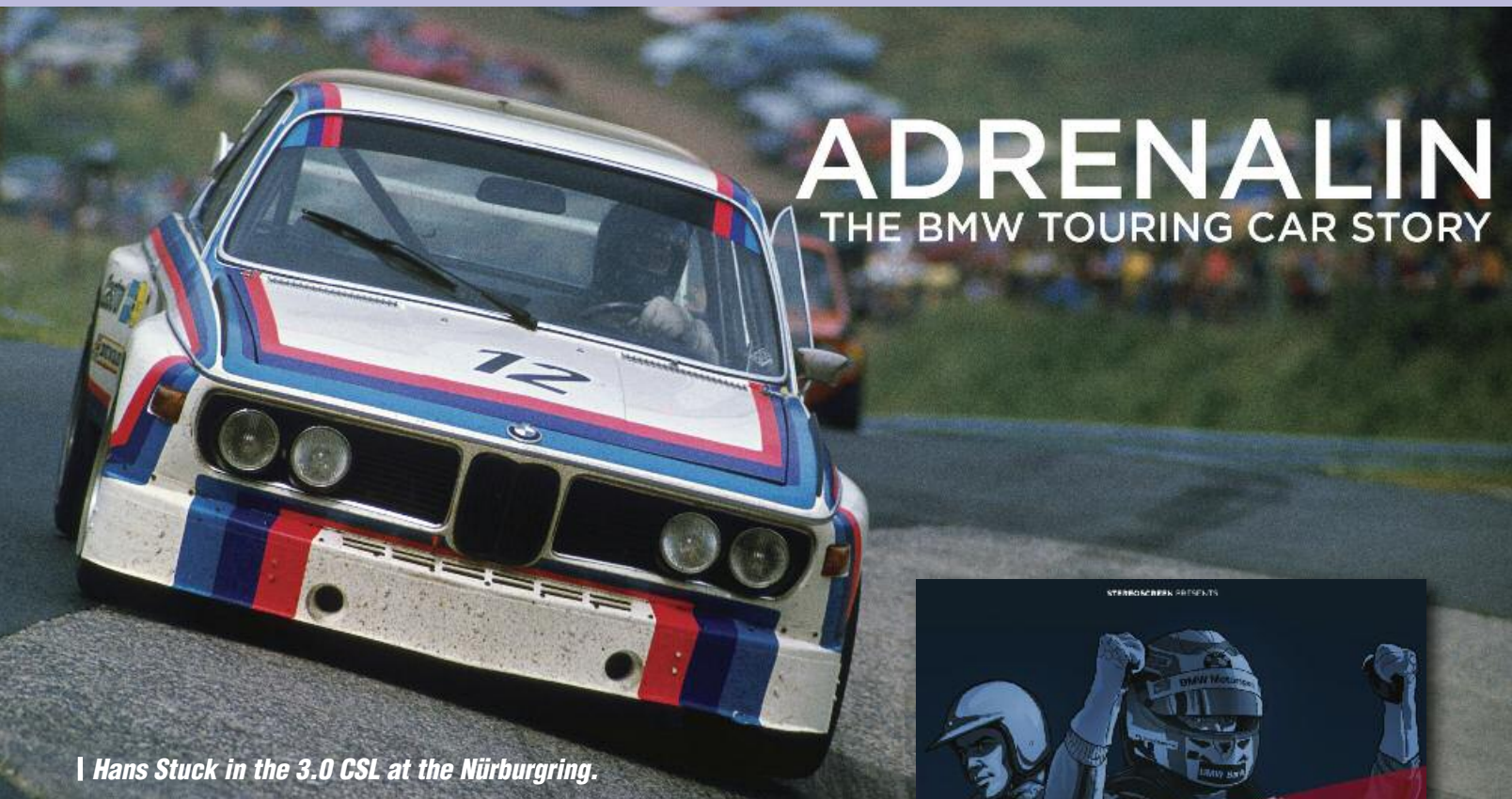
The chapter's first High Performance Drivers Education event of the season is April 11 and 12 on this "new" track. We encourage first-timers and veterans alike to sign up for this new learning experience.



Corners 4 and 5



Corners 5 and 6



ADRENALIN

THE BMW TOURING CAR STORY

| Hans Stuck in the 3.0 CSL at the Nürburgring.

By Steve Tenney

On March 2012, the National Capital Chapter held a screening of the film "24 Hours One Team One Target." This film was the first full-length video produced by the German video production team Stereoscreen, a collaborative effort by brothers Tim and Nick Hahne. They have specialized in motorsports-based subject matter and initially started producing short subjects before moving on to completing a full-length effort. They have produced a number of shorts for BMW; the most notable is "24 Hours in 19,500 Frames" which is the story of the 2010 Nürburgring 24-hour race that was won by BMW. This 13 minute video tells the story of the race in 19500 frames. I highly recommend looking it up on Google. It can be viewed on YouTube and Vimeo.

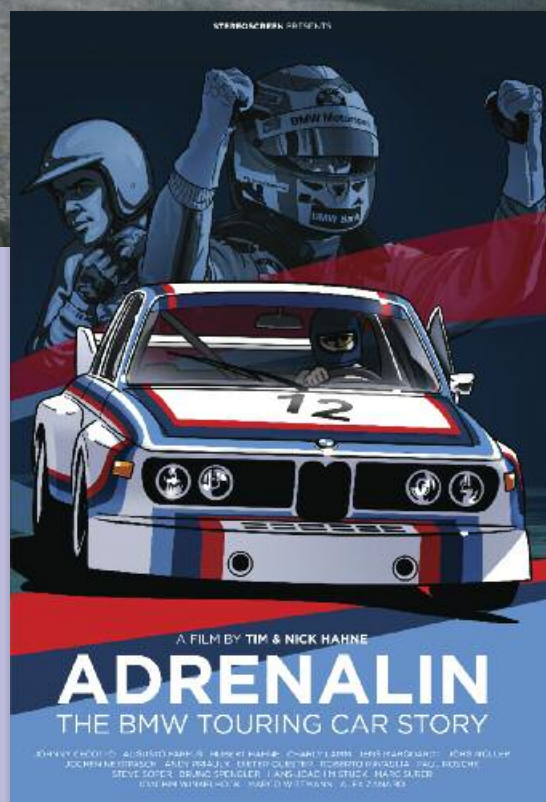
With our showing of "24 Hours" in 2012 we developed a relationship with Tim Hahne. So in mid 2014, Tim sent me an email suggesting that their latest production, Adrenalin, would be something that our folks would enjoy and we might want to look for the trailer. I had seen some of the teaser photos and when the trailer came out it was obvious to me that we would enjoy this film. Chapter President Paul Seto and I set about trying to obtain a copy of the video and some extra copies to offer for sale to chapter members, as well a venue where to screen the film to a reasonably sized audience. The screening DVD arrived from Europe without delay and Paul found a suitable venue.

The extra copies that we planned to sell took a little longer to arrive. They, too, eventually arrived and were eagerly snapped up interested club members.

On December 13, 2014 we held the NCC screening of Adrenalin for an audience of over 50 people. We held a Cars & Coffee at the Doubletree Hotel near BWI, followed by lunch and viewing of the film. Some fifty club members attended.

Adrenalin is an extremely well done account of the racing exploits of the BMW brand, starting with sedan racing in the '60s and the start of the DTM, to modern sedan and touring-car racing in which BMW has been heavily involved in, and on to the modern Deutsche Tourenwagen Meisterschaft (DTM). The brothers Hahne did a wonderful job crafting a story using old film clips, interviews and more recent television coverage, not only to show the changes in motor racing over the years, but also how BMW racing has fared throughout.

The story starts with racing at the Nürburgring in the early '60s and chronicles the beginning of BMW Motorsport in 1973. We see the 3.0 CSL and Hans Stuck and the successes BMW Motorsports achieved during the mid-'70s under the leadership of Jochen Neerpasch. We see the leaping CSLs at



the 'Ring, or as they were called; "Nuts in their flying machines." We see the unique training that was employed and the renowned "Junior Team" – all of whom ended up eventually racing in Formula 1. Hans Stuck recounts stories about Dieter Quester and the practical jokes that were played during the training programs. Although these racers were rivals, they had a lot of fun together. The story is interspersed by interviews with the drivers in the present day recounting their exploits and experiences.

The Pro Car program was a unique experiment during its time though it had a difficult start with



Lamborghini's many production problems. Lamborghini had made arrangements to produce the chassis for the BMW M1. Pro Car racing was run as an adjunct to a selection of the Formula 1 races at that time. The Formula 1 drivers would compete with others in more or less equal cars. As the story is told, Niki Lauda took this so seriously that he bought his own M1 in which to compete. Sadly the Pro Car series did not last.

The E30 M3 played a significant role in the beginning of the DTM, beginning a run for BMW in Germany's most popular race series. This marked the beginning of BMW M marketing – the "race car for the street" concept – that has continued with various M models for over 25 years. BMW left the DTM for a period to return just a few years ago and win the championship.

Adrenalin follows this thread through the various leading drivers of the time. Names like Johnny Cecotto, Steve Soper and the stories of their season struggles were compelling. German TV coverage and behind the scenes interviews

with the protagonists made for an insightful look at these developments.

We also see successes in the European-Touring-Car and the World-Touring-Car Championships with Andy Priaulx. Victories for the E46 M3 V8, and the E92 M3 at two Nürburgring 24-hour races were covered.

BMW returned to the DTM and won the Driver, Team and Manufacturer's Championships in the first year, which was spectacular. In 2014, Tim Whitman took the latest driver's championship in the new M4, bringing the film to a positive conclusion.

Adrenalin is a well-crafted film that primarily chronicled the progress of BMW's European racing programs. It only just touched on racing in the U.S. We learned from Tom Plucinsky, PR and Marketing Director of BMW NA at the recent chapter annual meeting and holiday party, that BMW North American is completing its own supplement to Adrenalin to cover the racing program in the U.S. We look forward to seeing this film once it is released.

Our showing was very likely the North American debut of Adrenalin, so we have that special distinction. It was gratifying to share this very special creation to our club members. If you were not present, the film can be rented for on demand viewing at Vimeo (<https://vimeo.com/ondemand/adrenalin>). It can also be purchased through the club (hopefully we have some extra copies left over!) I highly recommend finding a way to see this video, if not owning a copy of it. It is one of those videos you will want to see over and over again.



(Above) Cars & Coffee before the video showing. (Left) Lunch served before the showing.



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Sixteenth Great Pie Run

November 22, 2014

By Anna Maripuu | Photos by Anna Maripuu and Kelsy Hill

The first thing Tourmeister Mark Rosenberg said to me when I pulled up next to his car at the Chili's in Eldersburg, Maryland was "Did you get up at 4 am in order to get here on time?" Mark knows I live in D.C. — so his estimation was only slightly exaggerated. A few intrepid souls (five cars to be exact) met at 7 am in order to drive back roads to the Catoctin Mountain Orchard (CMO) — our first destination on the Pre-Thanksgiving Run.

I regularly complain about having to get up early for Club events. But I secretly adore waking up while the world is still sleeping. I get my gear together in the dark morning hour and head off on nearly empty roads before the sun has even



(Top and above) One of the most famous cars in the Miller collection, the Purple People Eater, a 1959 Chevrolet Corvette MKIII.

had a chance of thinking about rising to witness the world slowly awakening. That early morning hour is simply magical. As the light dawns,

I can make out large flocks of migrating birds or herds of deer grazing in pastures. And the road is just a smooth ribbon of pavement

unwinding under my tires.

Our early-morning caravan set off by following Tourmeister Mark on small routes such as MD-854, MD-407, MD-31, MD-194, MD-550 and MD-77 in order to finally hook up with US-15 just near CMO. Early in our adventure, we stopped behind a pickup truck to witness a man trying to loosen a portion of wire fencing for a rather hysterical deer. The deer had made several desperate attempts to find a way through, around, or over the fence only to become increasingly agitated with each failed attempt. We waited patiently with our hazards blinking while. Just as our good Samaritan loosened a portion of fencing, the deer managed to take a high graceful leap and disappear across

the fence into a field.

Mark is an outstanding driver and I was lucky to be positioned directly behind him. Anticipating his moves was easy. Mark pushed the pace along the narrow roads. There was barely time to take in the beauty of the rural western Maryland countryside as it rushed by in our peripheral vision.

Arriving early in the parking lot of the Catoctin Mountain Orchard, we positioned our vehicles neatly side by side and facing forward. We waited until the doors of CMO were unlocked promptly at 9 am whereupon several people "rushed the facilities."

People also rushed the pies. Club members who had not pre-ordered pies were not out of luck. CMO had plenty of all flavors to sell: peach, strawberry/rhubarb, pumpkin, apple, blueberry, mixed berry, pecan and more. Also available were freshly baked apple donuts, varieties of crisp apples, pears, jellies and jams, nuts, cheeses, apple cider, and assorted fresh veggies (one club member bought several large bags of



wonderful looking blue kale to cook and serve for thanksgiving dinner). I personally bought about a dozen pies (I went a little crazy).

Most club members were prepared with coolers and bungee cords to store and secure the pies so that they wouldn't end up as pie-mush



during all the crazy driving coming up. Not I. But thankfully I was provided with several flat cardboard boxes in which to position my boxed pies. I laid the boxes flat in the trunk as

if they were puzzle pieces. Thus I secured my pies for the "run."

A rather large group (some forty-six people) gathered in the parking lot for the tour briefing. Mark and Algie Livingston explained that we would caravan by taking back roads from CMO to our luncheon destination, a restaurant located in Boiling Springs, PA. The town is known for its artesian springs that seem to "boil" from deep underground. These springs are the largest in Pennsylvania and the

third largest in the United States, producing some 23 million gallons of water daily.

During the driver briefing, it was noted that the caravan usually ends up splitting into three groups: a leisurely group, a medium-speed



(Top) One of Chip Miller's favorite cars, the 1960 Cunningham Le Mans Corvette No. 3 which starred in the documentary film called *The Quest* and made a parade lap at the 24 Hours of Le Mans in 2010. Note the decal signed by John Fitch, Lance Miller and Briggs S. Cunningham. (Left and above) The 1983 Volkswagen GTI Callaway Turbo edition that Lance Miller told us he just had to have, along with a rare red Ferrari 328 GTB.

group (the majority), and a fast group, otherwise known as the “hair-on-fire” group. There was no guarantee that there might not be speed traps or police lurking along the route. Drivers were cautioned to not exceed their comfort levels in terms of the capabilities of their cars. We were advised to position our cars in roughly the group we thought we would be driving in: slow, medium, or fast.

I jockeyed my car toward the front of the pack. As it turned out, I ended up being the sixth car behind a Z4. We were to zero out our odometers at the exit of CMO and follow the odometer cues for which roads to take. We were in for 48.9 miles of country roads and it would take us roughly 1 hour and 26 minutes of fast driving to reach our destination. Mark lead the fray. He seemed to drive harder and faster than during our early-morning mini-caravan ride from Eldersburg to CMO.

He had very helpfully pointed out places where there were major potholes with a warning to go slow. He had included other notations and landmarks on the cue sheet. Since I was only a few cars back, I felt I could probably keep up

with the “hair-on-fire group.” I did not want to rely on the odometer settings or navigation system or cue sheet. In fact, I was banking on keeping up with the lead group since I wanted to concentrate purely on the drive.

At a certain point, I did something bold. I noticed that the gap between the Z4 ahead of me and a red M3 in front of him was widening as we drove. I was afraid that this rubber band effect would mean that I would be unable to keep up with the leaders. At a strategic stop sign, I left-zipped around the Z4 and accelerated to catch up with the red M3. Now I was car number five in a group consisting of Mark at the front in his E93 335i, John and Gina in John’s blue M5, Algie Livingston in his E92 335i, and Mike Skalka in his Imola Red 2006 M3 coupe with SMG transmission, all stock, except for Bilstein struts.

Driving with the “hair-on-fire” group was a kick. I had no one to keep track of in my rear view mirror, so I concentrated solely on my apexes, tapping my brakes in the straight away before a turn (braking and entering), accelerating fast out of the turns, and keeping the



proper distance between me and Mike in his red M3. We slowed appropriately through all the small towns. There were a few interesting moments when the cars in front of me overtook slow moving vehicles and I had to hustle to keep up – overtaking when it was safe to do so. I enjoyed the challenge of keeping up with this fast-paced group. All in all, it was an amazing ride.

We reached the parking lot of the restaurant in Boiling Springs and eagerly compared notes about the drive. I started chatting with Mike, who I had been following these many miles but with whom I was not acquainted. He complimented my driving and mentioned that he had been a Porsche and BMW driving instructor – this made me feel pretty



good about my driving skills.

Lunch was a time to catch up with friends, eat a good meal, talk cars, and take in the significant historic ambience of the restaurant. The tavern was built in 1832 in order to provide people with a meal and lodging for the night. In the mid-1800’s it became part of the Kauffman Depot on the Underground Railroad. Men, women and children escaping slavery crossed the Mason-Dixon Line into Chambersburg, PA and



(Top) Custom built carbon fiber blue GT1 car sponsored by the Ford GT Forum which was one of four cars designed and built by Match Concepts in 2009 to compete at the 24 Hours of LeMans race. (Left) The 2001 yellow C5-R factory race car Corvette that had been driven in competition by Dale Earnhardt Sr. and Jr. This was another of Chip Miller’s favorite cars.

then trailed the South Mountain in Boiling Springs. The tavern provided shelter and protection to the run-aways before they headed into Carlisle, PA.

And that was our plan too – we were headed to Carlisle, PA.

We had been lucky enough to be invited to take an exclusive tour of Lance Miller's extensive private race car collection located next to the Carlisle fairgrounds. Lance is the son of Chip Miller, co-founder in the early 1970's of Carlisle Events which grew over the past two decades to host ten car events per season, including the world's largest Corvette show: Corvettes at Carlisle and the new Carlisle Car Auctions.

Lance took over running the show after his father Chip passed away in 2004 from a rare disease called Amyloidosis. Several of our club members made donations to the Chip Miller Charitable Foundation (www.chipmiller.org), which is a non-profit foundation that helps raise awareness of the disease and works towards finding a cure.

Lance's mom's low-slung ranch home sits across the street from the Carlisle fairgrounds where, when growing up, Lance had jobs ranging from cutting grass to going on garbage patrol eventually to moving into event management. The only clue that there might be something wonderful behind his mom's house was a beautifully paved driveway that curled mysteriously towards the back of the house. There, tucked away discretely, sat two rather nondescript looking garages.

Lance showed us the first garage, a two door holding a row of neatly arranged bicycles and toy cars. The garage held four "real" cars, stacked one on top of the other on Stinger car lifts. The first car Lance showed us was a seemingly ordinary white Volkswagen Rabbit. However, this was a 1983 Volkswagen GTI Callaway Turbo edition that Lance said he just had to have. Above this car was a rare red Ferrari 328 GTB.

The neighboring garage had three garage doors, and upon opening the door one could see that it

was three cars deep! There were seventeen cars housed in this garage which was spotlessly clean and decorated with car posters, neon signs, and a beautiful old Blue Sunoco gas pump.

There was an audible exhale and collective sigh by our group as Lance first rolled up the garage door and we got a peek at the riches tucked away inside. It was a virtual treasure trove of famous ex-race cars with incredible pedigrees.

Chip Miller particularly loved his Corvette Challenge cars, which he campaigned fiercely in various vintage-racing events, and several of these were on display.

One of the most famous cars in the collection was the Purple People Eater, a 1959 Chevrolet Corvette MKIII. The car had been literally unbeatable in SCCA B-Production racing in the late 1950's, winning every race it entered, except the last one. There were three Purple People Eaters built in 1958 and 1959 by a team at Nicky Chevrolet in Chicago. The car got its name from the fact that the original owner wanted it to stand out and, therefore, had it painted a metallic purple. Around the same time, Sheb Wooley's "Flying Purple People Eater" song was top of the charts.

This car had a 283-cu.in., 290 hp fuel-injected V-8 engine with a four-speed manual transmission. When Chip Miller bought it he did not realize its historical significance. Chip says that the car sat all weekend at the very first Corvettes at Carlisle event in 1974 with a \$1,000 price tag on it and nobody wanted it. On the



final day of the event, Ken Heckert and Chip Miller approached the owner of the car and made an \$800 offer. It was then lovingly restored.

There was a '01 yellow C5-R factory-race-car Corvette which had been driven in competition by Dale Earnhardt Sr. and Jr. This was one of Chip Miller's favorite cars along with the '60 Cunningham Le Mans Corvette No. 3, which has quite a story attached to it, along with its cousins, No 1 and No. 2, which were not part of his collection.

This trio of cars had been commissioned to race by American entrepreneur and sportsman Briggs Cunningham. They were entered at Le Mans in 1960 as a private effort during General Motors' self-imposed ban on racing. Cars No. 2 and No. 3 had been discovered and restored, while No. 1 went missing shortly after the race when it was sold off as a street car. Discovered in 2012 in St. Petersburg, Florida, the No. 1 Cunningham Corvette was the last of the three Cunningham cars to be located.

The No. 3, which is in the Miller collection, starred in a documentary film called *The Quest*, which documents the story of how it was the first Corvette to win in its class at the 24 Hours of LeMans race in France in 1960, driven by John Fitch. The film showcased Chip Miller's dream of finding, acquiring, restoring and ultimately returning the car to France



(Top right) A perfectly restored antique Blue Sunoco gas pump, one of the many pieces of memorabilia displayed along with the car collection. (Above left) A pyramid of pumpkins at the Catoctin Mountain Orchard. (Left) Tourmeister Mark Rosenberg and happy club members buying assorted pies at the Catoctin Mountain Orchard store.

with its original driver, to mark the 50th anniversary of the victory. With Chip's passing in 2004, it was up to Lance and the Miller family to return the car to France. In an emotional moment, John Fitch and Lance Miller drove the car at parade lap speed on the track where it all began.

My absolute favorite car was a custom-built carbon-fiber blue GT1 car sponsored by the Ford GT Forum that had raced in the 24 Hours of LeMans. Lance opened one of the doors to let me feel its feathery lightness. It weighed close to nothing. I was gob struck. This was one of four cars designed and built by Match Concepts in 2009 with the primary aim of competing at the 24 Hours of LeMans race.

What impressed Lance about these cars was their rich history at the 24 Hours of LeMans and in the FIA GT1 World Championship. Their history included an impressive 1-2-3 finish in the 1,000 kilometer Spa-Francorchamps in Belgium, as well as wins at the hands of Formula 1 driver Romain Grosjean at both Yas Marina in Abu Dhabi and Brno in the Czech Republic. The four GT1s had previously been owned by the highly successful European team, MarcVDS Racing from Belgium.

Their performance specs were just as impressive as their looks, with 650 hp delivered by a 5.3 liter V8 engine built by renowned engine builder Roush-Yates. Huge carbon brakes and a full carbon fiber body reduced the race car's weight to a mere 2600 pounds. Coupled to the engine was a 6-speed sequential gearbox, allowing ultra-fast gearshifts and propelling the car up to 200 mph.

All the cars in Lance's collection were decaled, meticulously clean and hooked up to battery savers. Lance explained that several more amazing cars were stored off site. One of my favorite moments was climbing a small yellow, metal spiral staircase tucked in the corner of the garage to get a top down view and photograph the "top layer" of cars.

It was a truly magical experience to hear the stories behind these cars and to get a feel for the passion for race cars that Lance and his father shared, and to catch a rare glimpse of a private car collection the likes of which one does not often have the opportunity see.

We are extremely grateful to Lance for sharing his time, knowledge and descriptions of the cars and fascinating anecdotes.

Participants came away from the Pie Run with great satisfaction. We had driven fun roads, eaten good food, partaken of great company, bought yummy pies, taken in the beautiful western Maryland and southern Pennsylvania landscapes,

and seen a very unique private car collection. What a day! Thanks to Mark Rosenberg for being an outstanding tourmeister and to Lance Miller for sharing his stunning racing machines with us.



(Above) My thrilling view from the top of the spiral staircase set in the corner of the garage. From here one could view the "top layer" of cars. (Left and below) Another older car in the collection was a beautiful blue AC Cobra.



Introducing the 2015 Autocross Season

By Sarah Abernethy and Christina Lam | Photos by Eric Hall



Carl Bauersfeld cruises the slalom in his Mini Cooper S at an event at Bowie Baysox Stadium.

The autocross season is rapidly approaching. Our first novice school event is only eight weeks away! The autocross committee is hard at work finalizing the upcoming season with new courses and plenty of opportunities for

novices to get seat time and improve their driving skills.

The autocross program is proud to announce several additions to the current committee. With the recent success and increase

in participants, we have new staff to help grow the program. Check our website at www.nccautocross.com or scan the QR code on the next page for more details.

Meet Your Autocross Committee

Phil Yates - Committee Chairman

Collin Smith - Co-Chairman and Timing Coordinator

Christina Lam - Public Relations Coordinator

Sarah Abernethy - Sponsorship Coordinator

Eric Hall - Social Media/Novice Coordinator

AJ Aviles - Course Design Coordinator

Jeff Noyes - Course Design/Safety

Steve Muth - Course Design/Safety

Bob Esser - Classing Coordinator

Okas Elam - School/Novice Coordinator

Adam Chelikowsky - School Coordinator

John Lattanzio - Registration Assistant

Jeremiah Anderson - Timing Coordinator

Kamran Bakhtian - Timing Coordinator

Tim Walker - Tech Coordinator/School Assistant

Marina Martin - New Member Liaison

Zach Pullins - NCC Board Liaison

Committee member, Collin Smith, takes a set in his BMW Z3 3.0i.



The season kicks off with the first novice school of the year on March 14th. The second school will be July 11th. The novice school is for drivers who have had fewer than two autocross experiences and would like to get personal instruction with an in-car instructor. It is a full day experience that is split between exercises in the morning and a full course in the afternoon.

The "test and tune" events give experienced participants an opportunity to gain additional seat time. Each event is set up so that each driver can get as many runs as possible during the assigned time slot. These events are a perfect way to fine tune your setup. Only thirty participants per "test and tune" so mark your calendars for registration!

The 2015 autocross schedule includes three

point-events at FedEx Field. This is an exciting addition to the schedule and will be the first time that the NCC hosts an autocross there. The schedule includes several events at Regency Furniture Stadium as well as Bowie Baysox stadium, both of which are great venues for a day of autocross. This season schedule would not have been possible without our 2015

title sponsor, Road Racing Technologies (RRT) Performance. The autocross team is excited to have them on board this season!



Phil Yates nails the apex to claim second place in MINI class at Regency Furniture Stadium.

Finalized 2015 NCC Autocross Schedule

March 14th	Novice School #1 Bowie Baysox	July 5th	Points Event #3 FedEx Field
March 28th	Test and Tune #1 Regency Furniture Stadium	July 11th	Novice School #2 Bowie Baysox Stadium
April 18th	Points Event #1 Regency Furniture Stadium	August 1st	Points Event #4 FedEx Field
May 10th	Points Event #2 FedEx Field	September 5th	Points Event #5 Regency Furniture Stadium
May 31st	Test and Tune #2 Regency Furniture Stadium	October 10th	Points Event #6 Regency Furniture Stadium

Jaime Harris hones his BMW M3 (E92) through some pointer cones at Regency Furniture Stadium in Waldorf, MD.



Traditions

BY	Mike DiAndrea
PHOTOS	Raine Mantysalo

Confessions of A Car Nut

I am a certified car nut. In the late 60's, I had been driving hand-me-downs since I was 16 and was dying to buy my first car. After saving every cent that I could from every pay-check, I finally did it.



It was 1969 and I placed a special factory order for my first new car – a Mustang 428 Super Cobra Jet.

I loved my Mustang. I made a habit of always parking it in the farthest space away in the parking lot. My apartment overlooked the parking spaces so I spent most of my time looking out the window making sure my car was ok. This obsession

included getting up occasionally in the middle of the night to check on it. If someone parked close to me, I would go out and move it. One day I saw this tan boxy car parked near me. I went out and of course moved my car. I had never seen this car in the lot before. It said on the badge that it was a BMW. I had never heard of BMW before and hoped I would never see this boxy car parked beside my Mustang ever again.

The next day it was back, again, parked right next to my car. I found out that it was there to stay.

Over the next few years the USA was hit with the oil embargo. Gas, if you could get it, jumped to 75 cents a gallon. Too rich for my blood especially when you drive a car that gets 8 MPG. My beloved Mustang had to go.

I spent the next several weeks looking for a replacement car and went to

a dealer in Fairfax to see what was available. I told him I wanted something sporty but with good gas mileage. He said he had just the car for me. He told me he would make me a good deal on this car that had just been repossessed. It was in the shop being cleaned and he would bring it right out for a test drive. As my fiancée and I waited in the lot to take it for a test drive, the salesman

drove up in a red BMW 2002. I told him I hoped this was not the car he was talking about. He just said “take it for a drive and see how you like it”.

Two hours later, we returned the car back to the dealer and I bought it on the spot. I was hooked. I put 90,000 miles on that car but soon wanted that new car feeling again. I had heard about a 2002 that was a little faster than mine. It was the 2002tii. I also found out that BMW was

going to discontinue them after 1974. I went out and special ordered a 2002tii even though my fiancée wasn't very happy with me spending that much money three months before our wedding. Several months later, the dealer called me and said the car was in. I arrived at the dealership and there was my beautiful 1974 2002tii in Amazongrün with a tan interior. I had fallen in love all over again.



(Top) A completely refurbished interior looks as good as the outside. (Below left) It is nice to have a license plate which matches the car. (Below right) Adding air conditioning controls to the tii's console adds complexity to the dash; still, it is much simpler than consoles in current cars.





(Top) This tii has an original "bus-type" wheel, while many tii owners have switched to an E21 320i sport steering wheel. (Middle and lower left) Restoration of the trunk and engine compartments attests to the attention to detail in this complete restoration. (Bottom right) A set of original-type Michelin XAS tires (available but costly) are mounted on optional light alloy wheels.

This car was my daily driver for well over two decades. I put 200,000 miles on it and probably 100,000 headlight flashes to other 2002 drivers. Back then you couldn't pass another 2002 without flashing your headlights. It was like having a secret handshake, and if you think about it, there weren't that many 2002's on the road so it was like belonging to a special club.

I drove the 2002 in every kind of weather imaginable. In the winter, I would swap out all four Michelin tires for four Vredestein winter tires, put some weight in the trunk, and drive it in snow, ice, and rain. The tii never let me down. It took my wife and I on vacations all over the USA, and in 1985, it took my wife to the hospital for the birth of our son.

It was the late 90's when I finally had to admit that my tii was no longer reliable. I could not trust it to get the family from place to place especially in bad weather. So I had to make the decision to stop driving it. I never considered selling it and I had dreams of returning it to its original condition. I parked it in the back of my garage, threw a cover over it and it sat for many years. I started collecting parts. Any time I saw parts on sale I would buy and store them away. During the next five to six years I had collected hundreds of NOS parts for my BMW but still didn't have the money to start a restoration. Finally, in 2004 I had the means to start on a full restoration. I commissioned Korman Autoworks in North Carolina to do the mechani-

cal and a shop in Georgia to do the paint and body work. Every part of the car was taken apart, reconditioned or replaced with original BMW parts. There was a different challenge every day dealing with the details and finally after three years the car was complete.

I am now having fun participating in various shows like the Deutsche Marque Concours, Chapterfests and local Cars & Coffee events. Recently a good friend of mine, David Landow, who has an award-winning '74tii himself, suggested that I enter my tii in the 2014 Antique Automobile Club of America (AACA) show at Hershey, Pennsylvania. It was the most intimidating thing I have ever participated in and it was even more

intimidating when my name was announced at the banquet that evening as the first place winner in my class. I was handed a beautiful trophy along with a National First Place Winners plaque, which I proudly display on my grill. This now qualifies me to enter the tii for the Senior AACA competition. I am looking forward to continuing this new journey with my car.

While I am sad that there are so very few 2002's to flash your headlights to these days, I still enjoy driving my car as much as the first day I picked it up at the dealership. While it is no longer my daily driver, it is still a member of our family and will be handed down to the next generation as the new caretakers of this great automobile.

(Below) The author with his fully restored tii. Though once a daily driver, it is now a fair-weather-only driver. They still participate in numerous auto shows.





November DIY at BMW Excluservice

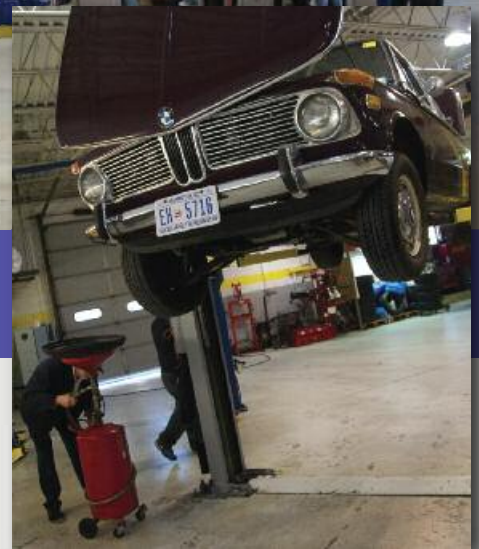
By Marc Caden | Photos by Eric Hall

A friend of mine recently listed his beautiful 1989 E30 325is for sale. The condition was better than most – a perfect black leather interior, strong maintenance history, a quality respray, and only 130,000 miles. However, the prospective buyer lived out-of-town and would only move forward with the purchase if my friend agreed to have the car inspected (at the buyer's expense) at a well-respected

independent shop specializing in BMW repairs and service.

The pre-purchase inspection (PPI) had to be very detailed because the buyer planned to purchase the car without ever test driving or seeing it in person. In essence, the shop performing the PPI would be serving as the lone surrogate for the buyer.

I suggested that my friend bring his E30 to



BMW Excluservice in Rockville for the PPI and that he ask if Jim Rando could be assigned to conduct the inspection. Jim is a senior technician with at least two decades of experience, and

(Top) Practically clean enough to eat off the floors, BMW Excluservice provided 7 lifts for members to use. (Above) Eric Upton changed the oil on his '70 2002. (Below from left) Eric Hall takes an unintended coolant shower while changing the fluid on his '04 330i ZHP as Technician Sam grabs the catch pan. First Lady of the Chapter, Kendra Seto, and Excluservice Owner Stephane Grabina check the belts on her '00 Z3 M Roadster. Kendra Seto inspecting the brake pads on her M Roadster.





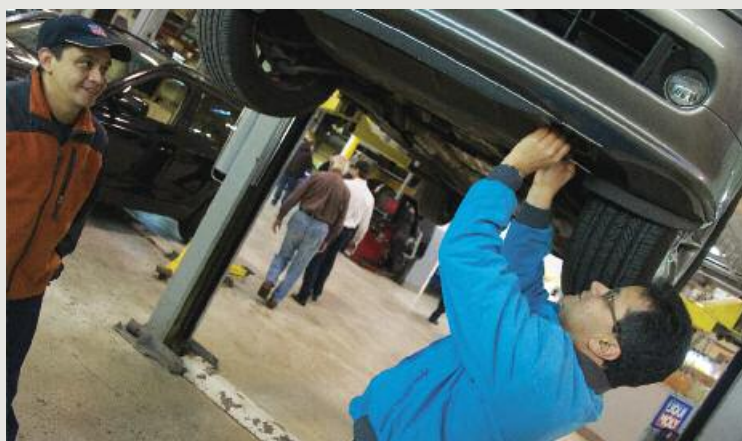
he owns several E30's himself including his daily driver (a 1991 318is) and an E30 M3 that is currently undergoing a Corvette engine transplant. I have known Jim for several years through our DIY program, and he knows these cars inside and out.

My friend emailed me shortly after the PPI occurred to let me know that the sale was moving forward. Although the PPI revealed several issues not realized by either party, the buyer was so impressed with Jim's thorough inspection that he felt assured that no small details had been missed and that there would be no surprises presented by the car. In short, BMW Excluservice's high attention to detail sealed the deal and made both parties feel confident about the transaction.

Our DIYs at BMW Excluservice have always proven to be popular events and this one reached maximum capacity within twenty-four hours of opening registration. BMW Excluservice is a Bosch authorized service center and a certified Dinan dealer. They are a Tire Rack installer and can



(Top) Phillip Cummings (foreground) and Stephane Grabina (background) greet participants and review safety procedures. (Above) Patrick Pannet draining the differential fluid from his '10 X5 35d. (Right) Eric Upton changing the oil on his '70 2002. (Below from left) Lav Gandhi removes the splashguard from his '03 525i. Working on your own BMW can improve your life and make you a happier person – just ask Patrick Pannet, seen here using a pneumatic fluid evacuator on his X5 35d.





(Above from left) Clarke Thomason and his son Wells replaced two oxygen sensors on their '03 540i with M Sport Package. Doug Verner torques down the center nut on the new M Sport steering wheel on his '99 M Coupe.

perform road force balancing with force matching. They have a large state-of-the-art facility that accommodates seven lifts and six technicians. Discounts are offered to all club members and repairs are warrantied for either three years or thirty-six thousand miles. BMW Excluservice's owner, Stephane Grabina, is an extremely active club member and a car enthusiast himself. He also regularly contributes technical articles and advice to both *dB* and *Roundel*.

With winter fast approaching Chapter



President Paul Seto smartly removed his summer rubber for winter wheels/tires and quickly replaced the brake pads on his 2011 M3. A couple of bays away our Chapter's First Lady Kendra Seto, was completing an oil change and replacing a blown turn signal bulb on her 2000 Z3 M Roadster. The father and son duo of Clark and Wells Thomason replaced two oxygen sensors on their 2003 540i with the M-Sport package. DIY regular Patrick Pannett replaced the differential fluid and installed a high flow air filter and JBG performance chip on his 2010 X5 3.5d.

Doug Verner took on one of the more involved tasks by replacing the steering wheel on his 1999 M Coupe with a beautifully rewrapped leather M-Sport wheel. The replacement steering wheel was sourced from Germany through an eBay seller whose work has received very favorable comments from other users. Richard Smith replaced the transmission bushings on his 2005 330ci ZHP, which sees regular

time at the track. Eric Hall received an unwellcome bath in warm BMW blue coolant upon replacing it in his 2004 330i ZHP. John Walker did an oil change and replaced the washer fluid pump on his 2005 745Li.

BMW Excluservice was kind enough to provide us with doughnuts and coffee for breakfast. As usual, DIY coordinator Phillip Cummings ran a terrific event and provided a nice pizza lunch. We hope your New Year's resolution will include joining us at a DIY event in the coming year. Wishing you and your BMW a very happy and healthy 2015!

(Below from left) Richard Smith and Stephane Grabina discuss how to replace the transmission bushings on his '05 330ci ZHP. Zach Pullins lends a hand changing the brake pads on Paul Seto's '11 BMW. Without spilling a drop, Frank Kapitan replaces the transmission fluid on his '05 X3 3.0.



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NCC Holiday Party and Annual Meeting

By Perlita Aliga Jones | Photos by Steve Tenney and Walter Jones

A stunning, gull-winged, ionic-silver 2014 i8 prominently parked near the entrance signaled we were in the right place, the Gaithersburg Hilton, for the annual NCC holiday party and annual meeting on January 17. It also hinted that Kelsy Hill, our social-media outreach person, had arrived. She drove this show-stopping work of art, courtesy of Tom Plucinsky of BMW North America, to the event, the largest gathering of the NCC year after year. Inside, the place was rocking with the winter chill dissipating. Most of the car-club members attending had arrived by 6:30 pm and were now registering, exchanging new-year greetings and pleasantries, enjoying cocktails, and savoring hot hors d'oeuvres.

Greeting everyone with his inimitably gregarious flair was Zach Pullins. He sets the jolly tone for any car-club event, pleasure- or work-oriented. This was going to be another fun evening with friends - old, long-missed, and new! In this car club, there are no strangers; just friends we have not yet met.

It was good to see Bob Stern, our beloved tourmeister emeritus, and his wife Miriam! It was just like old times. We've missed them and hope to see them at coming events.

Margaret Hartka, bless her heart, arrived with a big bag of her delicious, homemade short-bread-and-chocolate cookies with a roundel motif. I told her I thought of her superb confections while getting ready for the evening, and she said she would not dare come to the holiday party without her cookies to share.

Welcoming the crowd of 130 club members were Kendra Seto, Angelo Dzuro-Quick, Millie Spencer and Anna Maripuu. Leave it to these lovely ladies to conduct a well-orchestrated event.

The evening was officially opened by James Laws, chair of the membership committee, who welcomed all of us and urged us to introduce ourselves to one another. Two long-lost cousins found themselves at my table (no kidding!). Lively conversations permeated throughout the banquet room.

We were presented with a sumptuous buffet consisting of tomato-and-buffalo-milk-mozzarella salad; Mediterranean salad with feta, cucumber, olives, and red onion; steamed broccoli; baked vegetable strudel (someone joked to watch out for the huge, hidden confectioners- and granulated-sugar content; another asked, "Where's the caramel sauce to drizzle over it?"); roasted red potatoes; chicken champagne and artichoke; and London broil, mushroom, and demi-glace.

The array of exquisite desserts was just as inviting and impressive: Bourbon pecan pie, Buche de Noel, caramel apple pie, and an assortment of holiday cookies. Someone worried that the bourbon pecan pie was so popular that it might be all gone by the time he finished his dinner. Not to worry - and kudos to the attentive Gaithersburg Hilton staff - dessert was replenished as needed.

Our meeting, emceed by James Laws commenced. First up was Zach



(Above) Paul Seto, our newly elected president, talking about the NCC.



(Left) Not a typical sight on a hotel parking lot; an E36 convertible, E9 and E24 coupes and a Z8 roadster, parked together in one location.

Pullins to announce the volunteers being honored for outstanding service this past year. He presented an award of a large replica of a roundel to Phil Cummings for his outstanding work with the DIY program. Next, Doug Verner, chair of the BMW Performance M School events, swore in the new board of directors: Paul Seto, president; Algie Livingston, vice president; Gina Hector, secretary; and Richard Kempf, treasurer.

Paul gave the president's address, exulting in the enthused crowd by citing that our club is the biggest, with a membership of 6,000 strong, and most active in the country. Other clubs check on what we are doing, look to us for direction, and even ask permission to reprint some of the articles from our club mouthpiece, *der Bayerische*, co-edited by Anna Maripuu and Walter Jones. Paul asked club members to attend a most-anticipated event — this year's Oktoberfest in New Jersey.

James Laws cited the

sponsors who have provided invaluable support this past year. He acknowledged the largesse of BMW Performance Driving School, BMW of Silver Spring, Blipshift, Micky London, Capitol Shine, and Radial Tire Co.

Driving 500 miles to grace our occasion were two guest speakers, Tom Plucinsky, Public Relations, Product and Technology with BMW North America; and Mike Renner, instructor and Corporate Sales, BMW Performance Center. They said they would not drive that distance for just anybody!

Tom is a new face for us, so he started out with an introduction of himself and his evolution to BMW. He began his career with Ford Motor Company as a general "get-it-done guy." He then moved to BMW in public relations. He is the public face of Team RLL, which is the racing team of BMW. It began 40 years ago with just seven members. It now consists of 35 drivers and support crew. He showed several videos of the exploits of Team RLL. He then introduced Mike Renner by talking about a common project they have. Tom saved an E92 M3 GT2, which they named Joy, and Mike turned it into a heck of a race car, the credo of Joy being "Never say never." Mike showed some awesome video of Joy drifting around the Greer track.

Mike continued with an overview of the Performance Center and some of exciting things that are done to improve people's driving skills. After looking at the various track configurations (some new and some not yet finished), he focused on the skidpad. The skidpad is a short circular track where drivers can learn about oversteer and understeer. It is run both dry and wet. One anecdote Mike recounted was while Danica Patrick was employed by the Performance Center, she tried the skidpad, and the first couple of times spun the car out. He commented that Danica is a small lady with a huge vocabulary!



(Left) Ionic silver i8, courtesy of BMW NA.

Tom and Mike's videos were fascinating, some of them worthy of America's Funniest Videos...but certainly not World's Funniest Fails! (Bimmers never fail, right?)

In the question-and-answer session after the remarks, Tom and Mike were asked about manual transmissions and why more models did not have them. Tom's response was that there are very few orders. Indeed, the only part of the world that orders stick shifts is the U.S. Everywhere else, SMG and automatics are preferred. In Germany and Europe in general, people are getting rid of manuals left, right, and center. BMW does not sell enough of them to justify the expense of certifying stick shifts in the US. And when Mike was asked what his favorite tires are, without missing a beat, he replied, "New ones!"

The last part of the evening that never fails to garner everyone's rapt attention was the raffle. The first prize was a one-day event at the BMW Performance Center. This was won by Nellie Bratman, she of the stick-shift fame. Tom said a day at the Performance Center will certainly convert her to the automatic side! Second prize was a two-for-one purchase of any set of four tires, sponsored by Radial Tire and won by Chuck Grafton.

There were numerous other desirable prizes, including pieces of

luggage, Shell gift cards, computer bags, a BMW solar charger, computer mouse, gift certificates of the car-club store, a BMW duffel bag, Red Door spa certificate, a BMW sport back pack and umbrellas, a car-cleaning kit, coffee tumblers, Blipshift shirts, hats, tank tops, and neckties.

Another fun club event has come and gone. A good time was had by all. We met new friends who will become lasting ones. "Talk to a friend you haven't met," James Laws suggested. I did, and now my new Bimmer friends will also be my new Zumba friends!



(Top) Tom Plucinsky of BMW NA, public relations. (Center left) The author with our newly elected vice-president, Algie Livingston. (Center right) The organizing committee: top left to right, Gina Hector, Angie Dzuro-Quick and Anna Maripuu; bottom, left to right, Kendra Seto and Millie Spencer. (Right) Doug Verner swearing in the newly elected board, Paul Seto, president, Algie Livingston, vice-president, Richard Kempf, Treasurer, and Gina Hector, secretary.

HOLIDAY PARTY



(Top left) Nellie Bratman, winner of the //M Club Driving School grand prize with Mike Renner presenting the certificate. Our guest speakers, Mike Renner of the BMW Performance Center (Above) and Tom Plucinsky of BMW NA, public relations (Below) .



(Top right) Chuck Grafton receives the Radial Tire prize from James Laws. (Center top) Zach Pullins presenting the "Volunteer of the Year" Award to Phil Cummings. (Center bottom) Angie Dzuro-Quick and Kendra Seto. (Above) Six shortbread roundels by Margaret Hartka.



It's BMW.

By James Chew

"We missed you yesterday!"

It was hard to believe that my presence was missed at BMW's Los Angeles Auto Show Press event. Having read all the BMW Los Angeles Auto Show press releases and not having a good excuse to say "hello" to the BMW North America leadership, I chose to stay away from the press release circus and attend the following day in order to spend more "quality" time at the BMW exhibit.

That strategy paid off. It was much easier to photograph the vehicles and spend quality time with the featured products. Much to our delight BMW decided that for the Los Angeles Show, the "M" products were to be featured.

The new X5 M and X6 M debuted. As expected, both are "proper" M models, with powertrain, chassis, exterior, and interior design modifications that are unmistakably "M."

Both feature a 567 horsepower, 553 foot-pounds of torque twin-turbo V-8. Our time in the 2014 and 2015 M6 Gran Coupe made us big fans of this engine. The engine power is transmitted to all four wheels (they're X-drive, remember?) through an all-new 8-speed Steptronic automatic transmission. This transmission has been calibrated to shift like the wonderful 7-speed dual clutch transmission.

In my humble opinion, the most significant feature of these two new M models is the tires. Both have Michelin Pilot Super Sport UHP 285/35 R21 Y in the front and 325/30 R21 Y in the rear. Definitely NOT run-flat tires. Perhaps the BMW chassis engineers have realized that even with the considerable progress made with run-flat tire engineering and construction, the Ultimate Driving Machine chassis simply performs better with non run-flat tires!

I'm not a fan of the X6 (or the X4 for that matter). Based on what I believe to be very limited North American focused market appeal, I can't imagine the numbers used to close the business cases for either vehicle. Resources used for the development and marketing of these niche vehicles could have been better spent on making the current 3 Series drive like the E36 (has anyone else noticed that the 3 Series is no longer one of *Car and Driver's* Ten Best vehicles?), making the current 5 Series drive more like the classic E39, or making the competitive with the new S-Class

now woefully out-classed 7 Series or the A8.

No doubt Honda quickly launching the Acura ZDX as an X6 competitor gave the Munich and Westwood product planners some encouragement.



(Top and above) The 2015 X6M and X5M – the BMW stars of the 2015 LA Auto Show.



(From left) X model owners may want some of the X5 M interior features in their vehicles! Yes, those are 21 inch NON RUN-FLAT tires on the X5 M and X6 M! (Below) The new M4 exterior colors show that Bavarians just want to have fun.

Likewise, Honda killing the ZDX in 2014 should have given the BMW product planners some pause. With Mercedes launching their version of the X6 (the GLE coupe), one can't help but think this will lead to more poor BMW product development decisions.

Having driven the X6 a number of times, it is a worthy Ultimate Driving Machine. And there's no doubt in my mind that X6 owners are quite happy with their vehicles. From a business viewpoint, I doubt the wisdom of developing a BMW for every purse and purpose at the expense of keeping the core products the benchmarks in their respective market segments. That being said, the X6 M will appeal to X6 owners that want their vehicle to "go to 11."

As a happy 2007 X5 owner, I found the X5 M to be overwhelming and ridiculous. We own an X5 because we wanted a family vehicle that drives like a BMW. And while I've taught a few non-respectful muscle cars and sport cars lessons in my X5, I would never imagine driving an X5 on the Willow Springs, Summit Point, or Laguna Seca race

tracks. There is no doubt in my mind that if one bolted a roll cage in to this vehicle, the X5 M would win every NASCAR Sprint Cup road race and do it in style.

Every X5 owner will be immediately envious of the X5 M's interior. The "M" front seat design is very attractive and are as supportive as

they look. The refinement, fit and finish, and materials used would make a Rolls-Royce owner envious (is it a coincidence that BMW owns Rolls Royce?). The X5 M's interior color selections, interior features and driver controls make it apparent that you're not in a "run of the mill" X5.

The X5 M has a starting price of

close to \$100,000, while the X6 M pricing starts at over \$100,000. This significantly limits the addressable market for both products. However both should not have an issue meeting the sales projections while enhancing BMW's image as an "Ultimate Driving Machine." Based on market response, don't be



surprised if M-sport versions of the X5 and X6 are offered within the next model year.

Other than the X5 M and X6 M, the rest of the BMW exhibit seemed to be a bit subdued. The “i” products were quite popular, especially the i8. There were several versions of the 2, 4, and 6 Series on display. The BMW faithful attending the LA Show would be pleased to see manual transmission versions of the 2 and 4 Series (see the comment about manual transmissions in the Holiday party article), as well as an Alpina version of the 6 Gran Coupe. BMW Motorrad was also represented with the new S1000 R.

There was only one 3 Series on display – a 328i. Seems odd that after only two years, the 3 Series seems to be considered second-hand news.

The M235, which *Car and Driver* named as a “Top Ten” Car ending the 3 Series streak as the BMW representative, was quite popular. Having driven the M235 with the 6-speed manual, the wonderful product reminds me of the first time I drove a BMW (it was in 1985 with a new 325e) and the many times I’ve driven the U.S. E36 M3. I have no doubt that the M235, which comes in a X-drive version, will become a popular daily driver for the BMW faithful. If the BMW engineers could make the current 3 Series have a more engaged driving feel like the M235i, the 3 could again be a *Car and Driver* “Top Ten.” More important, the 3 would again be an “Ultimate Driving Machine” rather than the drive with the disengaged feel from a computer enhanced interpretation of a sports sedan.

After I inspected the new S-Class Maybach model and the A8, it was clear why BMW decided not to have a 7 Series on display. The current F01/02 model simply doesn’t have the presence of the E32 and E65 models. The 6 Gran Coupe seems to feel more like BMWs flagship sedan than the 7 Series. The 7 Series needs some immediate attention and



based on the Audi A8 and the new Mercedes S-Class, this will require a major effort on the part of the BMW designers and engineers.

Product was not the big news from BMW at the LA Auto Show. Sales was the big news, in particular the fact that BMW was on a trend to capture the U.S. luxury sales crown from Mercedes. This will be a quality win for BMW. Mercedes won the luxury-car sales and luxury-sales crown last year by flooding their dealers with “entry-level” CLAs. The front-wheel-drive CLAs may contribute to Mercedes North America sales and revenue, but they significantly dilute the U.S. Mercedes brand image.

BMW’s sales victory is driven by the core 3 and 4 Series products. Having recently tested a 320i, even though it’s considered by BMW as the entry-level 3 Series, it seems to drive more like the classic E36 than the more expensive models.

The North American Auto Show will feature a freshened 6 Series line, including the 6 Gran Coupe. It’s not yet been announced what BMW will debut at the Chicago and New York shows.

As one of the BMW faithful, I hope that this lack of new product introductions this sales years means major product introductions next

year. The competition is getting even better. I saw the new Cadillac ATS-V, which will present some very tough competition to the BMW M3 and M4. Both Mercedes and Lexus are introducing as many new models as possible to cover the entire luxury performance car market landscape. Audi is the one luxury performance brand that continues the tradition of using racing to improve the breed. This shows no sign of letting up.

We hope BMW has also noticed these market trends. Perhaps next year, we’ll have a new 7 Series that will be the undisputed benchmark in its class.

(Above) The X5 eDrive’s launch may depend on the strength of the U.S. i3 sales. (Below) The unmistakable front end of the M6 Gran Coupe.





NEW MEMBERS

Through January, 2015



National Capital Chapter now has 5,919 members of which 665 are associate members (who share in all of the benefits of being an NCC member), as well as an additional 61 who are dual members. We continue to be the largest chapter in the U.S. and add memberships every month.

Do you know someone who owns a BMW, but is missing out on the rewards of belonging to the BMW CCA? They probably don't even realize what

great benefits they are missing, including parts discounts at local BMW dealerships and select independent service centers, the *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!

To our newest members listed below, you

joined the club, now join the fun! Check out our Web site at www.nccbmwcca.org for the 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. For those whose membership is about to expire, it's easy to renew online at this Web site as well.

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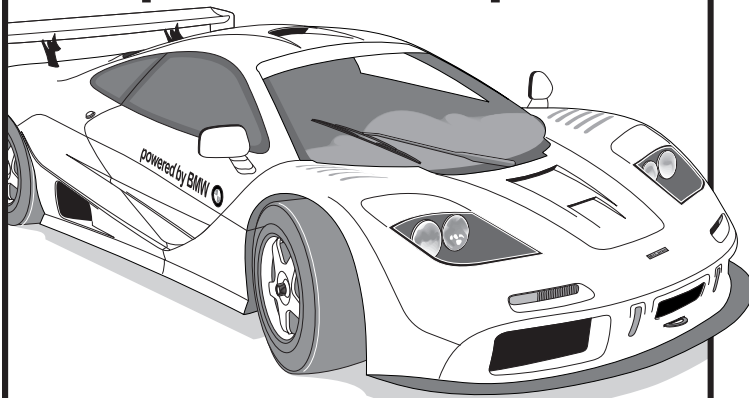
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