

Magazine of the National Capital Chapter BMW Car Club of America

July/August 2015

derBayerische



**Original BMW Parts
& Accessories**

bmwofsilverspring.com
301-890-3010



**The Ultimate
Driving Machine®**



WE'RE ON YOUR TEAM

PROUD SUPPORTERS OF THE NATIONAL CAPITAL CHAPTER OF BMW CCA

Original BMW Parts & Accessories

BMW of Silver Spring

3211 Automobile Blvd.

Silver Spring, MD 20904

Parts Direct: 301-890-3010

Visit us on Facebook: [bmwofsilverspringretailparts](https://www.facebook.com/bmwofsilverspringretailparts)



Cover: John Harvey's flared Colorado Orange 1969 BMW 2002 at the Vintage in Winston-Salem, North Carolina. Article on the event on page 20. Photo: Marc Caden.

Magazine of the National Capital Chapter BMW Car Club of America

derBayerische

VOLUME 45 | NUMBER 4

2 PRESIDENT'S MESSAGE

3 FROM THE EDITORS

4 CALENDAR OF EVENTS

4 COMING EVENTS

20 TRADITIONS

31 NEW MEMBERS

32 ADVERTISERS INDEX



5 Do You Have a Need for Speed?

BY JONATHAN SCHWARTZ

6 A Chance to Drive New BMWs And a Racetrack — Enough Said

BY MARC CADEN



8 Something Old, Something New: The 32nd Deutsche Marque Concourse D'Elegance

BY JOHN MCWILLIAMS



13 Keeping Their Powder Dry: The 2015 New York Auto Show

BY JAMES CHEW

18 An Unusual Conversation Has A Shiny Finish

BY BOB AND MIRIAM STERN



20 The Vintage at Winston-Salem Always Delivers

BY MARC CADEN



26 The 2015 428i xDrive Gran Coupe: The Practical BMW

BY JAMES CHEW

National Capital Chapter BMW Car Club of America

Chapter Officers (Please call 7:30 p.m.-10:00 p.m.)

President

Paul Seto president@nccbmwcca.org 301.908.1928

Vice President

Algie Livingston vice-president@nccbmwcca.org 202.498.7452

Treasurer

Richard Kempf treasurer@nccbmwcca.org 703.455.8210

Secretary

Gina Hector secretary@nccbmwcca.org 202.570.4462

Membership Chair

James Laws membership@nccbmwcca.org 240.424.5380

Social Chair

Paul Seto social-chair@nccbmwcca.org 301.908.1928

Driving School Coordinator

Matt Oleksiak ds-coordinator@nccbmwcca.org

Concours Chair

John McWilliams concours-chair@nccbmwcca.org

DIY Chair

Phillip Cummings diy-chair@nccbmwcca.org

Webmaster

Steven Schlossman webmaster@nccbmwcca.org

Autocross Committee

Phil Yates info@nccautocross.com

Baltimore Activities

Billy Dixon billy.dixon@nccbmwcca.org 410.802.0188

PR & Community Engagement

Kelsy Hill kelsy@nccbmwcca.org

der Bayerische Staff

Co-Editors

Walter Jones db-editor@nccbmwcca.org

Anna Maripuu db-editor@nccbmwcca.org

Production/Layout

Raine Mantysalo db-production@nccbmwcca.org 301.318.9949

Advertising Manager

Steve Lim db-advertising@nccbmwcca.org 240.888.8943

Contributing Writers

Marc Caden, James Chew, John McWilliams, Jonathan Schwartz,

Bob and Miriam Stern

Club Address

NCC BMW CCA, P.O. Box 685, Arlington, VA 22216

National Membership Toll-Free Number

800.878.9292

der Bayerische is the official publication of the National Capital Chapter of the BMW Car Club of America, Inc., and is not in any way connected with the Bayerische Motoren Werke AG or BMW of North America, Inc. It is provided by and for the Club membership only. The Club assumes no liability for any of the information, opinions or suggestions contained herein. No factory approval is implied unless specifically stated. Modifications within the warranty period of a vehicle may void the warranty. All articles to be considered for publishing must be received by the 21st of odd-numbered months (January, March, ...) and are subject to editing. Please send all submissions to the *dB* editors at db-editor@nccbmwcca.org. Send all photos and all links to photos to the Production Manager at db-production@nccbmwcca.org. For placement of commercial advertisements contact the Advertising Manager at db-advertising@nccbmwcca.org. Contents may not be reproduced without permission in writing except by the BMW CCA and its Chapters.

© 2015 NCC BMW CCA

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



President's Message

We're smack dab in the middle of car season and off to a great start! Both the Spring Tour to Nemacon and our BMW corral at Carlisle were awesome. We've had two HPDEs, several autocrosses, ///M School, and our Deutsche Marque Concours, all within the last few months and it just keeps getting better. This year promises to be one of the best ever with several big car club events coming up. Registration just opened for our VIR corral for the Tudor USCC races, another Tail of the Dragon trip, and our annual Oktoberfest celebration in New Jersey. Hopefully you've saved a few vacation days to come join the fun. Members from all over the country will make the trek to these events and our chapter will be right there enjoying every minute. Join us.

Finally let me welcome all the new members to BMW CCA. After reading *der Bayerische*, you will notice we do a lot in this club. Many of these (see acronyms above) will be new to you. If you ever have any questions, you can always reach out to me or any of our Board members. More importantly, be active! Get out and do something you've never done before. We are all BMW enthusiasts and we know how to have a good time. If you need a mentor or someone to help you become acclimated, we can do that. Make the most of your membership and we promise you will get hooked.

Please make sure we have your correct email address.
It can be checked and updated at the www.bmwcca.org website.



Spec R53 Get Fast(er)!

**Track-Worthy Brakes
Suspension Upgrades
Video & Telemetry**

BMW, MINI, & Porsche
Parts + Car Care Products

SpecR53.com | info@SpecR53.com | 240-367-5008

46th Annual Oktoberfest Presented by Michelin

SEPTEMBER 21, 2015 TO SEPTEMBER 27, 2015



FromThe Editors

The spring/summer season is in full bloom. Despite the rather cool and wet weather we have been having, the club is motoring on. There are many events planned to encourage enjoyable driving and socializing, come rain or shine.

Autocross, Karting, Golf and many others. Well, golf is not a classic driving event (though some of us try); it is just a fun time to hang out with other like-minded members of the car club. Speaking of social events, if you have never attended one of the NCC socials, try it. They are low-key affairs, and you have a chance to trade tips and insights and, of course, admire new car purchases. Everyone is

hoping to share the latest modifications to his or her chariot. Generally, there are three each month – one to the north in Columbia, one in the middle in Rockville and one in the southern end in Virginia at BJ's though not these next two months.

For those who want to get into the nitty-gritty of the club, we hold a Board meeting once a month. At these get-togethers, you will learn more about the inner workings of the club.

There is one article of particular interest in this issue, and that is Johan Schwartz's article entitled "Do You Have a Need for Speed?" The most important tip is looking where your car is going

rather than where it is. This makes for better (more precise) turns and less wobble on the interstates. These tips are a concise summary of what is taught in driving school but they need to be practiced daily and not just at HPDE. Far too many drivers let their eyes drift down, especially to check the speedometer, and never return to the path the car is taking. There are several technologies which are becoming common. A big one is having a "heads-up display" so that the speed is visible without having to lower the eyes to the dashboard, thus improving driving.

So, happy and safe driving.

2015 Oktoberfest in Galloway, NJ

The 46th Annual 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 community, the vendor booths of our sponsors, or 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 Monday-Sunday, September 21 - September 27, 2015, and will feature many events with which longtime attendees have become familiar, including the renowned Pirelli Concours, the CCA Foundation-sponsored golf tournament, the Pirelli Throwback

Thursday dinner, the gymkhana precision driving course, and Oktoberfest's signature rallies and street driving events. There will also be tours and activities in nearby Cape May.

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



FAIRFAX SERVICE CENTER
Quality Service Since 1978



Authorized Dinan BMW Performance Center

Phone: 703-560-1700 • Fax: 703-641-0763

2850 Prosperity Ave. Fairfax, VA 22031

Mon-Fri 7:30 am - 6:30 pm Sat 8:00 am - 3:00 pm

Fairfaxservicecenter.com



Independent Service Center Exclusively for BMW & Mini Cooper

- Family Owned and Operated Since 1978
- Our Mission is to Provide Every Customer the Highest Quality of Service and Satisfaction
- Fast Turnaround
- FREE Shuttle Service to Dunn Loring Metro
- Loaners Available with Service Appointment
- Pre-Purchase Diagnostic Service
- Factory Trained Technicians
- State-of-the-Art Equipment
- No Appointment Necessary for Oil Service
- VA Inspection, Emission Test & Emission Repair Facility



CALENDAR OF EVENTS

May

- 1-3 Spring Tour 2015 @Nemacolin Resort
- 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
- 13 May Board Meeting/Social - Brio Tuscan Grille in Rockville – new location
- 14 May Columbia Social @ Greene Turtle in Hanover
- 16 BMW CCA Car Corral at Carlisle Fairgrounds
- 16 DIY @ Chapma1n Auto Werks
- 22-24 The Vintage (Winston-Salem)
- 29-31 HPDE @ Summit Point Main Circuit
- 31 Autocross Test & Tune #2 @ Regency Furniture Stadium

June

- 4 NoVa Social @ BJ's Restaurant & Brewhouse
- 6 BMW CCA Cars & Coffee @ BMW of Sterling
- 6 DIY @ BMW of Sterling
- 6 Spring 2015 New Member Reception
- 10 Board Meeting/Social @ Brio Tuscan Grille
- 11 Columbia Social @ Greene Turtle in Hanover
- 11 June Columbia Social @ Greene Turtle in Hanover
- 14 NCC Roundel Karting 2015
- 18 June MoCo Social @ Pizza CS in Rockville
- 20 Summer Pie Run
- 28 Euro Marque Golf Outing

July

- 5 NCC Autocross Points Event #3 @ FedEx Field
- 8 Board Meeting/Social @ Brio Tuscan Grille in Rockville
- 9 Columbia Social @ Greene Turtle in Hanover
- 11 Autocross Novice School #2 @ Bowie Baysox Stadium

- 12 NCC Roundel Karting 2015
- 16-19 Pittsburgh Vintage Grand Prix
- 18 ///M Club Day Driving School @ the BMW Performance Center
- 19 NCC Golf Outing

August

- 1 NCC Autocross Points Event #4 @ FedEx Field
- 1 BMW CCA Cars & Coffee @ FedEx Field
- 12 Board Meeting/Social @ Brio Tuscan Grille in Rockville
- 13-17 2nd Tail of the Dragon and Waterfalls in Asheville
- 13 Columbia Social @ Greene Turtle in Hanover
- 22-23 VIR TUDOR Corral
- 22-27 47th Annual Oktoberfest in Monterey (Not a chapter event)
- 29 NCC Crab Feast

September

- 5 NCC Autocross Points Event #5 @ Regency Furniture Stadium
- 13 NCC Roundel Karting 2015
- 21-26 46th Annual Oktoberfest (Galloway, NJ)
- 23 NCC Roundel Karting 2015
- 26 DIY @ BMW of Annapolis

October

- 10 NCC Autocross Points Event #6 @ Regency Furniture Stadium
- 11 NCC Roundel Karting / SK League Qualifying #1
- 16-18 HPDE 2015 @ Summit Point Shenandoah
- 17 Rockville Antique and Classic Car Show
- 24 ///M Club Day Driving School @ the BMW Performance Center
- 25 NCC Karting School / SK League Qualifying #2

COMING EVENTS

Autocross Points Event #3 @ FedEx Field

Sunday, July 5, 2015

Board Meeting/Social @ Brio Tuscan Grille in Rockville

Wednesday, July 8, 2015

Columbia Social @ Greene Turtle in Hanover

Thursday, July 9, 2015

Autocross Novice School #2 @ Bowie Baysox Stadium

Saturday, July 11, 2015

NCC Roundel Karting

Sunday, July 12, 2015

Pittsburgh Vintage Grand Prix

Thursday, July 16, 2015 through Sunday, July 19, 2015

The Pittsburgh Vintage Grand Prix has been held on the city streets in and around Schenley Park in Pittsburgh, Pennsylvania since 1984, and has grown into an exciting, multi-day event that draws in a 2,000-vehicle car show, 200,000 spectators, and a field of over 180 historic race cars.

It has grown from a one-day private race to an event exciting to any enthusiast and benefitting both the Autism Society of America and the Allegheny Valley School.

The BMW CCA's portion of PVGP has grown, too;

the event is no longer a two-day car corral, but a complete four-day program that offers something for every BMW enthusiast and includes driving tours, dinners, and charity hot-lap rides thanks to the BMW Performance Center.

In 2015, the Allegheny Chapter will feature M cars in the Schenley Park corral overlooking Turn 13 and are inviting all M car owners to join them. For online registration or for more information, visit PVGP.org/bmw



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

Saturday, July 19, 2015

NCC Golf Outing @ Raspberry Falls Golf Course in Leesburg, VA

Saturday, July 19, 2015

NCC Autocross Points Event #4 @ FedEx Field

Saturday, August 1, 2015

BMW CCA Cars & Coffee @ FedEx Field

Saturday, August 1, 2015

Cars & Coffee will run parallel to our Autocross event #4.

Board Meeting/Social @ Brio Tuscan Grille in Rockville

Wednesday August 12, 2015

2nd Tail of the Dragon and Waterfalls in Asheville, NC

Thursday, August 13, 2015

We will tour and eat lunch at the Biltmore Estate, drive some great back roads as we tour a few waterfalls and lastly drive the Tail of the Dragon and surrounding roads a time or two or three or four. This is not a "show up and drive" event. Everyone who wants to attend must register.

Columbia Social @ Greene Turtle in Hanover

Thursday, August 13, 2015

VIR Tudor Corral

Saturday, August 22, 2015 through Sunday, August 23, 2015

NCC Crab Feast

Saturday, August 29, 2015

This year we will venture over to the Eastern Shore to Fisherman's Crab Deck on the Kent Narrows waterfront. This is the Saturday before the Labor Day weekend when blue crabs are biggest of the season. For the seafood-challenged, there will also be burgers, hot dogs, chicken, and lots of sides, so no one will leave hungry. At Fisherman's Crab Deck, 3032 Kent Narrow Way S, Grasonville, MD.

Do You Have a Need for Speed?

Efficient Driving Is the Answer!

By Johan Schwartz

Whether you are a professional race car driver or an HPDE enthusiast, everyone can use tips to improve driving. As a professional driver and coach, I have seen some common core mistakes that can be addressed by first realizing you are making them, and second, practicing to correct them.

Low Eyes. You may have heard it before and may be tired of hearing it, but this is the number one cure to most bad driving! If there is only one tip you take in, it is “look where you want to go.” At slower speeds this is not so much of an issue, but as speed increases it becomes more and more important. The eyes tend to drop as it becomes uncomfortable to continually look far ahead. The more you practice “eyes-up” the more comfortable and second-nature it will become. Practice this all the time (even during your street driving). Looking into the corner will help you with proper turn-in, brake release and unwinding of the steering wheel.

Early apex – a very common mistake. Early turn-in can lead to early off the track. A common mistake that the brain makes when speed increases is to tempt us to apex early because the big starting radius feels good in the beginning – there is little drama, but the drama may come shortly thereafter – such as going off the track, or worse, hitting something. Again, looking into the corner will really help with a proper and later turn. Work your way up to the best apex by going in late to begin and then turning earlier and earlier until you track out properly at exit.

Not using the brake hard or quickly enough for a full threshold brake corner. I often see drivers “casually” take their foot off the gas pedal and then slowly depress the brake pedal. That is a lot of time lost when you could have stayed on the gas longer and then gotten to threshold by braking as quickly as possible. I’m not talking about multiple seconds here but up to a second – but think about how far you travel in one second. All this should be done while having your eyes on the apex so that you can release the brakes properly. Don’t try to do this next time you are at the track. Work up to it, so you can get to quick threshold braking. Keep in mind that proper brake release is more important for achieving overall speed, so you don’t want to sacrifice that.

Getting on the gas too soon and too hard. Being progressive with the throttle is very important when exiting a corner. Although it has saved many spins and crashes, having traction control turned on can be a downfall. Drivers become too dependent on the system and think it is alright to floor it when getting on the gas and have the computer take over. Believe it or not, having the computer as your aid is still slower than if you drive the car right before the aid kicks in. Often when the stability control system kicks in, it overcompensates and dials back and takes away the power and speed needed to come off the corner strong. Work on being sensitive to the feedback the car is giving

you and work the car right to its limit.

If you constantly have the urge to get on the power too soon and potentially pick up understeer, try releasing the brake a little sooner (trail braking) in order to carry a little more rolling speed into the apex. That should take away the temptation to get back on the gas too soon. The cause for wanting to get back on the gas is often due to over-slowng the car at turn-in.

Not using all of the track. Most drivers don’t use the entire track available. Using the entire track gives you a wider radius and the ability to carry higher speeds through the corners. You have to balance this since using the entire track could potentially make you drop a wheel. As a good friend of mine who has won many pro-races once said, “If you are not dropping the outside rear tire into the dirt, then you are not going fast enough”. But for most HPDE drivers that would not be smart. It’s high risk and could lead to damage to the car. However, when I am on a qualifying lap, I use every inch of track available including the curbs as long as it does not upset the car. It’s a good idea to keep this in mind, but always use caution. However, I often see drivers who have two feet or more of pavement left over on the outside of the turn-in.



Turning the steering wheel too fast on initial turn-in. A tire needs to build up slip angle, so initially turning should be slow and after that hand speed should accelerate to maximum steering input. The same thing is done when unwinding. The mistake of turning the wheel too fast on turn-in can be fixed by keeping the eyes up and avoiding being surprised when the apex shows up. You may also have heard the expression “slow hands.” Let the car/tires know what you intend to do and build up the slip angle of the tire.

Many times while working on technique, you know you are doing something wrong, and there is a consequence, but sometimes you don’t know why. Hopefully you will be able to use some of these tools to help you drive faster and safer on the track. A coach is great, but it is even better when you can be your own coach and work on improving your driving by giving yourself correct feedback.

Johan Schwartz races for Chevrolet in a Chevrolet Sonic in World Challenge. He is also in the 2015 Guinness Book of World for the longest continuous drift. He kept a BMW M5 going sideways for 51.28 miles at the BMW Performance Center in Spartanburg, SC. Johan also works at the Center as one of the lead instructors. He offers driver coaching at the track and one-on-one coaching at the BMW facility, teaching car control and keeping a car drifting on the skid pad. Maybe you can be the next holder of the Guinness Book of World Records Longest Drift.

*Website: www.JohanSchwartz.com email: Johan@JohanSchwartz.com
Follow on twitter @JohanCSchwartz Facebook Johan Schwartz Racing*



Fifty lucky club members and their guests were invited by BMW of Silver Spring to attend a half-day of driving at Summit Point Motorsports Park on May 27, 2015.

A Chance to Drive New BMWs and a Racetrack – Enough Said

By Marc Caden | Photos by Marc Caden, Anna Maripuu and Paul Seto

The invitation provided the opportunity to drive new BMWs on the Shenandoah Circuit, ride with a professional instructor on hot laps, and maneuver through a short autocross course. The event occurred on a weekday, meaning pretty much everyone had to be willing to trade a day at the office for a free day at the track – this would not be one of life's difficult decisions, right?

After a short classroom lecture, we were divided into two groups either to drive the track or the autocross. My blue bracelet meant that I would be starting on the Shenandoah Circuit, a 2.2 mile road course that first opened in 2005. At the track, we received the opportunity to drive a variety of 6 and 7 Series vehicles. Typically, three or four cars at a time would be brought onto the track by an experienced instructor who then led us through the circuit at a controlled pace. The instructor gave us tips and guidance

using walkie-talkies placed in each car. Traction and stability control were enabled, and we were reminded of safety first – hooligans would be shown the door.



(Above) Getting to drive a bunch of new BMWs at Summit Point has Kendra Seto all grins.

My first lap was in a 640i cabriolet during a pretty severe downpour. Although the rain made the track fairly slick, our groups easily exceeded normal highway speed limits on the bridge straight and back straight. However, as the day progressed and the weather improved, our speeds seemed to creep higher and higher.

In addition to the 640i convertible, I also got to drive the 640i and 650i xDrive versions of the Gran Coupe and even the 740Ld. The biggest surprise to me was how much I enjoyed driving the Gran Coupe on the track. Despite weighing over 4600 pounds, it felt like a precise instrument and was very easy to place in the corners. Additionally, when the go pedal was smashed to the floor the car took off with abandon and easily



registered more than 400 ft-lb of torque several times on the central instrument display. Although I prefer cars with three pedals, putting the car into manual mode and using the paddle shifters was far more engaging than I expected.

When it was time to drive the 7 Series on the track, I wondered what the heck to expect. The long-wheel based version is almost three feet longer than my E30 325is and weighs close to two tons. The back seat area is cavernous and even has integrated foot rests. The front seats had more positions than the Kama Sutra and better yet, they were cooling seats! While the output of the diesel six-cylinder was a little underwhelming at 255 horsepower, the 414 lb-ft of torque more than made up for that. While it wasn't nearly as engaging to drive as the Gran Coupe, I feel pretty certain that I could have blind folded and buckled a couple of corporate executives into the backseat and they wouldn't have been able to distinguish the track from the Beltway. The car was smooth, quiet, and sublime at speed, and with an EPA rating of 31 mpg on the highway it was also the most efficient of the fleet.

We got our first taste of the M cars on the autocross course. Each participant had an opportunity to drive two laps on the course with a driving instructor. The first lap was in an M4 and the second lap was in your choice of either an M5 or M6 Gran Coupe. All of the cars had DCT transmissions and several of them had the sports package that included carbon ceramic brakes. The opening straight allowed everyone to see just how blindingly fast these cars accelerate from 0 to 60. But perhaps more impressive was their

ability to rapidly shed speed and then navigate the short series of "esses" on the second portion of the course. After this experience, I think several people drove home in personal cars that left them wanting a little more performance. Our driving instructors then ferried everyone on hot laps around the Shenandoah Circuit in either a new M3 or M4. The capability of these slightly detuned race cars in the hands of a professional instructor is simply stunning. With four people in a Yas Marina Blue M4, our instructor still managed to hit almost 120 mph on the back straight and finding grip never seemed to be an issue.

By the end of the day, I had personally driven in a series of new BMWs that cumulatively were valued at over a half million dollars! That's right — a value that would easily exceed the cost of buying a new Ferrari 458 or Lamborghini Huracán. On a personal level, I am also able to say that I have now driven every generation of M3. To say this day was a privilege is really an understatement.

In one final act of gratitude, prior to leaving, all attendees were treated to a nice dinner and given a gift bag containing a handsome BMW keychain and thermal mug. Our deepest and sincere thanks go out to BMW of Silver Spring for hosting this incredible event for our club members. Specific thanks go out to General Sales Manager Nan Wong for making this invitation and to New Car Sales Manager Bulent Inal for coordinating the event and attending in person to make sure everything went smoothly. Longtime club members and BMW of Silver Spring employees Mo Abbassi and Mike Mills also participated in the day's events.



(Above) A display area near the entrance to the Shenandoah Circuit had several new BMWs mixed in with some club members' cars, including an i8.



(Above left) A group of new 6 and 7 Series cars were lined up in the pit lane ready for the Shenandoah Circuit. (Above right) Club members were able to drive one autocross run in an M4 and then could choose between either a M5 or M6 Gran Coupe for their second run.

THE 32ND DEUTSCHE MARQUE CONCOURS D'ELEGANCE

Something Old, Something New

By John McWilliams | Photos by Raine Mantysalo



Judges' Choice Wayne Watkins' 1966 2000CS and Brandon Wheaton's 1989 M3 (Best of Marque 2014).

Without the usual threatening skies on the day of the show, the annual Deutsche Marque Concours had a great turnout from local club members. The gathering at Vienna's Nottoway Park marked the 32nd time that the local chapters of the Mercedes-Benz Club of America and Porsche Club of America came together with our National Capital Chapter.

BMW of Fairfax was our club's grand sponsor, displaying new Sapphire black examples of the M235i, M5, and M6 Gran Coupe. Chip Geppi, the dealer's pre-owned sales manager, brought his M4 in Laguna Seca Blue, one of just three Individual models in the US.

Many familiar faces and cars were present, but we had a great turnout from first-time concours entrants. Quite a number of members elected to participate in the Display, or non-

judged, class. 1980s and 2000s cars were in the highest concentration this year.

Judges' Choice went to one of Wayne Watkins' vintage collection, a red 1966 2000CS. The later E9 coupés, including the 3.0CSL, were based on a stretched 2000CS chassis. People's Choice balloting chose Jahan Mohandesi's equally-red modified 1974 2002 "ti" fitted with dual side-draft carbs.

None of the awards were more closely contested than the top prize, Best of Marque. This one is given to the car with the highest point total, based on interior, exterior, engine and storage compartment judging. Bonus points are earned based on the car's age and mileage. This year's winner, Jeffrey Lees' 2007 328i, edged out Stephen Di Giulian's 2002 M5 by one-tenth of a point!

Many thanks to the judging teams that took their time to assist with the event: Glenn Fong, Chip Geppi, Sid Han, James Laws, Bob Stern and Peter Swiek.

Additional thanks go to the event sponsors:

- BMW of Fairfax
- Mercedes-Benz of Tysons Corner
- Porsche of Tysons Corner
- Capitol Shine
- DentMasters
- D&V Autobody
- Harrells Miniatures
- Odds and Ends Detailing
- Shane Reeder - Compass Real Estate
- Speed Freak Detailing

2015 Deutsche Marque Concourse D'Elegance Results

Classics

1. Wayne Killen 1973 3.0CS
2. Tom & Sue Baruch 1971 3.0CSi

2002s

1. Buck Cording 1973 2002tii

Modern 1980s

1. Tom Kapikian 1988 535is
2. Michael Powers 1991 325i M-Tech cabriolet
3. Marc Caden 1987 325is

Modern 1990s

1. Raine Mantysalo 1999 M Roadster
2. Thomas Cavey 1999 M Roadster
3. Don Noveau 1997 Z3

Modern 2000s

1. Stephen Di Giulian 2002 M5
2. Rhonda Powers 2003 540i
3. Fred Newcomb 2001 740i Sport

Current models

1. Jeffrey Lees 2007 328i
2. Mark Elie 2007 X5 4.6is
3. Alfred Lawrence 2006 330i

Meister class winner:

Glenn Fong 2002 Z8

People's Choice

Jahan Mohandesi 1974 2002 "ti"

Judges' Choice

Wayne Watkins 1966 2000CS

Best of Marque

Jeffrey Lees 2007 328i



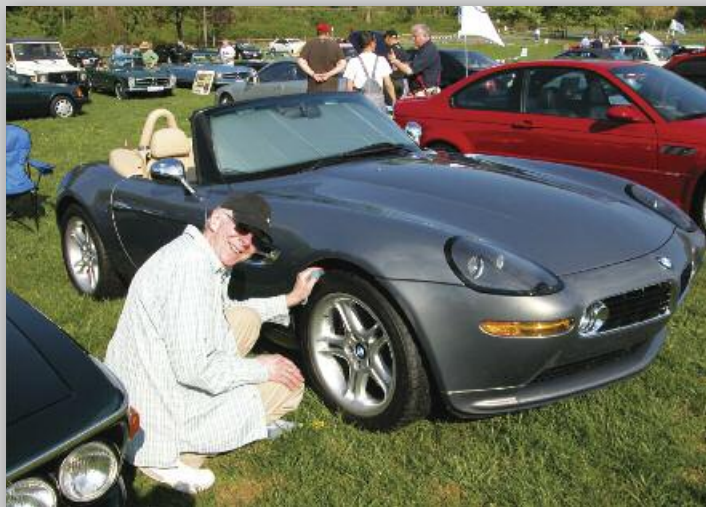
THE 32ND DEUTSCHE MARQUE CONCOURS D'ELEGANCE



(Above left) Tom Kapikian puts the final touches on his 1988 535is. (Above right) Mike Powers' limited production 1991 325i M-Technic cabriolet. (Center) Some of the many cars in this year's Display Class. (Bottom) Buck Cording's 1973 2002tii ready for the judges.



THE 32ND DEUTSCHE MARQUE CONCOURS D'ELEGANCE



(Above left) Doug Dolan tends to his Z8's tire treads. (Above right) Jeffrey Lees and his top-prize 2007 328i. (Center) Sue and Tom Baruch with their 1971 3.0CSi. (Bottom) People's Choice winner Jahan Mohandesi's modified 1974 2002.



MARTIN'S

AUTO SERVICE

BMW SPECIALIST

- Factory Trained Master Tech
- Over 28 Years of Experience
- Factory Scheduled Maintenance
- Free Shuttle Service to Metro between 8 a.m. and 5 p.m.
- Free Tech Inspection for Driving Schools
- Superior Service at Competitive Prices

DAN MARTIN
MASTER TECHNICIAN

301-926-8977

8100 H Beechcraft Ave.
Gaithersburg, MD 20897

in the Montgomery County Airpark
www.danmartinsautoservice.com

Northern Virginia's most
comprehensive, experienced,
trusted wheel repair company



703.817.7720

Wheels Done Right...The First Time!™

14506 Lee Rd., Unit K
Chantilly, VA 20151

info@alloywheelsolutionsinc.com

www.alloywheelsolutionsinc.com

OG RACING

Your Source for Motorsports Safety Equipment

Supporting the BMW Racing
Community Since 1990

• Same Day Shipping

• Knowledgeable Staff

• Competitive Pricing

• Over 60,000 Customers
can't be wrong!

Sign up for the
OG Racing E-mail
Newsletter to receive
up-to-date product news,
SALES, CLOSEOUTS &
SPECIAL OFFERS!
Visit
www.ogracing.com
today!



Visit: <http://www.facebook.com/ogracing>
Product News, Event Updates & Free Stuff!

online catalog: www.ogracing.com toll free: 1.800.934.9112
visit our showroom: 22585-D Markey Ct. Sterling, VA 20166

Keeping Their Powder Dry

By James Chew

40
YEARS of The Ultimate Driving Machine



This year, I was prepared. I wore warm dress socks and a winter-weight suit. I installed the thermal liner in my winter raincoat and brought my gloves.

And all this preparation resulted in New York having a perfect Spring day, just as it doesn't rain when one brings an umbrella. In fact, the weather was so delightful that I didn't mind my self-inflicted detour for my walk from Penn Station to the Jacob Javits Convention Center.

The unexpected delightful spring weather added to the normally relaxed atmosphere of the New York Auto Show. As the last of the U.S. major shows, attending the Media Days feels much like the last weeks of the school year — everyone is loose and happy. And our friends from BMW NA were even more so — they had no scheduled press event. Instead of executing the stressful tasks of herding cats (e.g., the BMW AG and NA executives as well as the throngs of global media that expect access to these executives) our BMW PR and Marketing friends were quite busy quietly chatting with members of the media on current and upcoming BMW NA events. I did see Dr. Ian Robertson, Head of Sales and Distribution for BMW AG, when he quickly stepped out of the “invitation only” room to grab some refreshments. I guess I know where the “cool media kids” are allowed to hang out!

Frankly, BMW NA didn't need a major press event for their major

announcement. Their large sign said, “40 Years of the Ultimate Driving Machine.” Many of the BMW faithful don't know or don't remember that it was some guy named Bob Lutz, then the Vice President of Sales and Marketing for BMW AG, who was tired of Americans thinking that BMW stood for “British Motor Works” and awarded the BMW U.S. Advertising account to the upstart advertising firm of Ammirati and Puris. They developed the “Ultimate Driving Machine,” which Lutz approved. And the rest is history.

One could feel the envy from the other manufacturers — no other brand has had a marketing slogan that lasted even a quarter as long. And when BMW tried a quick deviation to the ill-advised “Joy” co-slogan (this is what happens when bored, underworked and uninspired marketing staffs feel that they have to do something), more mature heads prevailed and the “Ultimate Driving Machine” was restored as the sole BMW brand slogan.

The iconic 1600/2002 were the featured U.S. BMW products when “The Ultimate Driving Machine” slogan was launched, which was quickly followed by the first generation of the modern 3 Series. And for the 2015 New York Auto Show, BMW NA strategically selected from their impressive line-up appropriate product representatives of the modern interpretation of the “Ultimate Driving Machine.”

Featured to the left of the front podium were the 40th anniversary of the 12 hours of Sebring BMW racecars, and to the right, the ground-breaking i3 and the very popular i8. Front and center was the quintessential modern interpreta-

tion of the Ultimate Driving Machine, the Alpina 6 Gran Coupe, as well as the restored 1970 BMW Alpina 2002ti race car.

BMW clearly wanted to reinforce the racing heritage that provides the foundation of all their "Ultimate Driving Machines."

Of course, there were M vehicles on display. The X5M and X6M as well as an M3 sedan were the featured vehicles in the "M pavilion." The 7 Series and 5 Series were represented with their diesel models.

The X4, which is selling as well as the X6, was on display, as well as the new X5 xDrive40e – a plug-in hybrid that features the twin-turbo 4-cylinder engine and an electric motor that when combined, produces 308 horsepower and 332 foot pounds of torque. Incidentally, the X5 xDrive 40e has an "all electric" range of 13 miles.

A 4 Coupe and a 2 Convertible rounded out the BMW display. Upon reflection, it was clear that in 40 years, BMW has come a long way in the United States, from one featured vehicle to a vehicle for almost every purse and purpose.

After admiring all the vehicles, we had quality time with many of our BMW NA friends. We discussed the upcoming X7 and the opening of the new BMW Performance Center in Palm Desert, California. One of the more interesting discussions was whether or not BMW NA would bring over more 2 Series products to compete with the Mercedes CLA, GLA, and Audi A3. At this point, BMW NA is quite happy with the competitiveness of the 320i against the CLA and A3. But if the CLA and A3 continue their average U.S. monthly sales rate of 2000 units that will catch Dr. Willisch's and Dr. Robertson's attention.

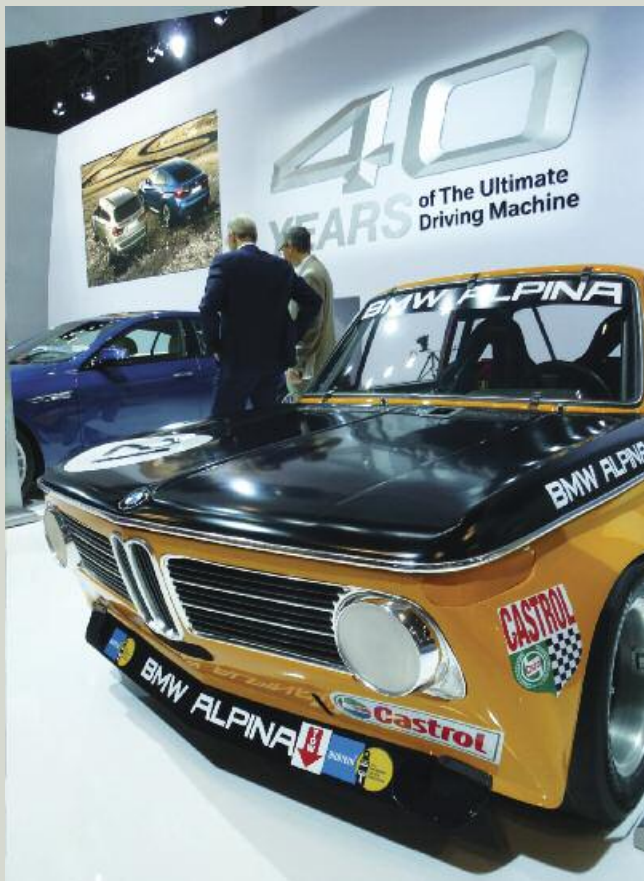
Not having to cover a major BMW media event allowed us to spend

more time at the rest of the New York Auto Show displays. Some of the key competitors that we inspected were:

– Mercedes: After launching the GLE, their answer to the X6, it was inevitable that Mercedes would develop an AMG version of that vehicle to "compete" with the X6M. This will give the "buff book" boys a few interesting cover stories. Even Dan Neil may come down from his throne to review both. However, it would be more interesting to review the business cases for both the X6M and the GLE AMG, just to review the numbers that would justify developing a niche sub-brand of a niche vehicle! That being said, the PR staffs had a clear message to the press – Mercedes was prepared to do whatever it took to be the number one selling luxury brand in the US.

– Audi: They are on a roll. Their effective "Truth in Engineering" slogan has given them a "high technology" image that the other luxury brands envy. They are continuing to expand their A3 line with the A3 Sportback. A very nice product, but I wonder if the outstanding Golf GTI and Golf R will blunt the sales of this product. No doubt, the advocates at BMW NA for bringing over the 2 Series Active Tourer will be closely monitoring the U.S. sales of the A3 Sportback.

– Lexus: The Lexus management seems to be running out of patience. They are not seeing the desired results of their current youth-oriented "We're a driving machine too" marketing and product strategy – their buyers are still the "white shoe, white belt" and "upper middle class housewife" crowds. So they've decided to launch their own brand of tuner parts – just in case someone is so inclined to tune their overpriced Toyota. Oddly enough, the Lexus PR people gave the media the same message



(Above) Alpina has been part of the "Ultimate Driving Machine" since the beginning.



(Below left to right) Products that show how 40 years has evened the "Ultimate Driving Machine" – the 6 Series xDrive convertible and the popular i-Series.



as Mercedes – they were willing to do whatever it took to be the number one selling luxury brand in the U.S.

– Cadillac: The CT6 is a very, very, very nice car. Rather than trying to be a direct BMW and Mercedes competitor, the CT6 is an outstanding statement of modern AMERICAN performance luxury. If Cadillac markets this correctly and the Cadillac dealers actually try to sell the CT6 (Want to have a quiet place to hang out? Go to any Cadillac dealer show room.) Cadillac will no longer be identified as the “Escalade car company”.

– Lincoln: Ford has finally broken the code for having a successful concept car – you just do it and show up. The new Continental

show car, while it looks production ready, is a concept car. The vague statements about powertrain, whether it's a front-, rear-, or all-wheel-drive platform, Maybach/Rolls-Royce like rear seats, and the vague statements about price point are clear signs that Lincoln is trying to see if the auto market is ready for another Continental. Just the fact that they're eliminating the silly “MK” product names and dated front-end styling is progress. I'm sure the Lincoln product planners appreciate the high bar that has been set by the luxury competition. And it's not just BMW, Mercedes and Audi. We recently spent some time with the Kia K900, the Hyundai Genesis and the Hyundai Equus. These three cars are



(Above from left to right) From a niche brand to a full line of “Ultimate Driving Machines”: The 7 Series shows it's new diesel option. The new X5 e-Drive catches the attention of the EV/HEV crowd. The offspring from the 1975 BMW race cars: the M3 sedan, the M235 convertible, M4, and 6 Series M sport coupe - or is this a BMW enthusiast's idea of their dream garage?





(Top and right) The Cadillac CT6 is the new American performance luxury sedan benchmark. The CT6 front does seem to look a bit "Mercedes-ish". (Above) The F-series sedan tried to show that Lexus is not just an "upscale suburban Mom crossover SUV" brand. (Right) The Mercedes S-class sets a very high bar for the new 7 Series.

give it a quieter ride than any Lexus. The K900 looks like a Jaguar, drives like a Mercedes, and is priced like the Lexus ES. The Hyundai Genesis and the Hyundai Equus are an impressive "one, two" punch in the luxury market. The Genesis will put any Lexus "F-sport" sedan to shame, while the Equus will make anyone question the value of the Lexus LS. So while Cadillac has staked out their ground in terms of American luxury, Lincoln faces the difficult task of "gerrymandering" some distinctive territory in this crowded market in order to be a relevant luxury vehicle brand. We wish them luck. Competition is good and it makes all products in that market



segment better.

- Hydrogen fuel cell vehicles: While the mainstream press has effectively convinced the U.S. public that electricity comes from a wall plug and that nuclear power is evil, the automakers appreciate the limitation of electric and hybrid electric vehicles. So they are aggressively developing and, in the case of Toyota and Honda, launching hydrogen fuel-cell-powered vehicles. GM, BMW, Mercedes, and VW are also developing fuel cell powered vehicles. In fact, some of you may remember the hydrogen powered internal combustion engine 7 Series experiment that BMW NA conducted

a few years ago. The major issue with any hydrogen powered device is the availability of hydrogen. The "Governator" couldn't muscle in a hydrogen infrastructure in California, and the sole Washington, D.C. hydrogen filling station, located in the worst part of town, finally closed. So Toyota and Honda are trying to expand the proton exchange membrane fuel cell market by showcasing their ability to supply clean household and portable power. Their current plan is to leverage the country's natural gas infrastructure to create "gas stations" that will perform on-site reformation. Toyota partner, Air Liquide, will have their first



(Left) The Continental Concept car shows that Lincoln is determined to be a relevant luxury car brand again.



natural gas reformation hydrogen station open in a year. This site is next to LAX, at a former Clean Energy compressed natural gas filling station.

We asked our BMW NA friends about their relatively quiet presence at the New York Show. Their response was interesting. Next year is the 100th anniversary of BMW and they are keeping their powder dry for what we think will be a tsunami of new production and concept vehicles unveilings. There were hints of the launching of the new 7 Series as well as a "significant" 3 Series freshening. You can be sure that the auto world will be watching. After all, in 40 years, BMW NA has gone from a niche enthusiast brand to the number one selling luxury brand!

November in Los Angeles will be an interesting time for us BMW faithful.



(Top left) The Maserati vehicles show why the Italians are still the car styling leaders. How did that VW model get my work jeans? Every year, the Audi products get more impressive. The Avenir Concept Car shows that Buick is continuing their product renaissance. The Viper shows what happens when the paint robots get a mind of their own and take over. (Right) The GT 40 is Ford's shot across the auto world's bow.

An Unusual Conversation Has A Shiny Finish

By Bob and Miriam Stern



While on vacation in February, we visited the local Ocean World amusement park. I had an unusual conversation with a 500-pound resident while he rested his head on Miriam's lap.

He said, "Bob, your car will always have a Parade Shine. It looks clean and shiny from 15 to 20 feet away. But, I see that you are making yourself sick trying to keep all the scratches and swirls off.

Car lovers, especially BMW owners, know that dark cars show every mark and scratch.

I am not lion when I tell you that, currently, the two cars with the softest and thinnest clear coat are BMW and Tesla.

You have two choices when you get home, replace it for a lighter color convertible or cover the clear coat with a harder material."

Several products on the market are advertised to improve the slickness, gloss, and hardness of automotive paint clear coat. Most are designed for do-it-yourself installation or by a detail shop. They promise one to two years of improved appearance and protection. You can even get a complete plastic cocoon. One product, Ceramic Pro, promises a longer life on the car but is only available for application by a licensed and trained detail shop. It's also the only coating reporting to have been tested for hardness, claiming a "9H" rating. The test they use would give a #2 pencil (for those of us who know what that is)

2H hardness. Computer screen protectors are 8H to 9H. It seemed my best choice would be a clear coat treatment based on this nano-technology.

All of them emphasize **a very critical installation requirement.** The paint on the car surface must be totally smooth and scratch free **before** the clear-coat is applied. Any mark or dust on the paint surface will be sealed underneath the new coating. That will make the damage or imperfections even more obvious to see and impossible to remove. To be real, if I had been able to make the paint surface swirl and scratch free, and keep it that way, I would not

be looking for an outside solution. Since I do not have a garage, this was definitely not a DIY project for me.

I decided to have the Ceramic Pro package applied. The closest franchised and experienced shop is Capitol Shine, located in Arlington, Virginia. A visit to Rob at Capitol Shine convinced me to take this chance.

Ceramic Pro is offered in several different configurations. I opted for the complete "lifetime" package that includes protecting everything on the interior and exterior of the car. The process is not fast. Rob told me the preparation of the paint

surface to remove chips and swirls on my 18-month-old 135i took more than 100 hours of labor. Then, many layers of the Ceramic Pro coating were applied. About one month later, a light topcoat was applied and the car was inspected for any areas that might require touch-up.

In my case, two particular areas could not be finished during the first session. Every six months I treat the top with BMW's "impregnating agent for the convertible soft top." This treatment apparently prevented the Ceramic Pro product from properly hardening. I will wait a year without additional BMW treatment and then Capitol Shine will attempt a top coating with Ceramic Pro. Rob's team also noticed some paint crazing on the wheels. This required repair by a wheel expert. Since the paint was fresh, application of Ceramic Pro to the wheels and calipers was done at the one-month checkup instead of during the first time.

So far, I am very pleased with the look and durability of the coating. I delivered all my buffing, polishing, and detail equipment to my grandson for use on his E39. Washing now consists of soaping the car, hosing it off,

and blotting or blowing it dry. Note I said; "BLOT dry". Never wipe water off a car, always blot it. When you wipe a car, any remaining dirt particles can become scratch marks.

Thanks to the suggestion from our wet friend, my 135i car cover is now for sale, as winter snow can do no damage. Birds can now only do damage

when the top is down...on me, not the car. Every part of the car has been coated, including the top, seats, calipers and wheels. I am sure I made the proper decision. I am still "anal" about the appearance, but know that it looks great and I am not killing myself getting it to meet my standards.

Naturally, everyone asks: "How much?" There is no fixed amount. The cost to complete the process is different for every car. Although the prices for the Ceramic Pro packages are published on the Capitol Shine web site, each car requires a

different amount of labor and associated cost for proper preparation. It is a costly and time-consuming decision, but, for me, a sensible one. Please contact me if you have any questions I did not answer. (bob.stern@nccbmwcca.org)



(Above) Note how an expert uses a blotting technique to dry the car – NEVER rub your car's finish. (Below) "Blue-Tang-O" is finally the way I want it, and staying a part of our family.



Traditions

BY Marc Caden

PHOTOS Marc Caden

The Vintage At Winston-Salem Always Delivers

Every year on Memorial Day weekend my wife and I attend "The Vintage" in Winston-Salem, North Carolina (see www.atthevintage.com). Simply put, this is the annual car event I enjoy the most. There are so many factors that make it special and I know my sentiments are shared by many others. In barely a decade since its conception, it has become the largest gathering of vintage BMWs in North America.



The event is three days of fun which start with a rally on Friday, with the main event on Saturday with all the cars on display, ending with a scenic drive on Sunday. In case you are wondering what qualifies a BMW as "vintage," currently any pre-war BMW all the way up through the E34 5 Series is eligible to register and attend. While the E36 3 Series does not currently qualify, it seems only a matter of time until it will. A record was set this year with 328 cars registered for the show. Although I don't have an accurate count, I would guess that E30s and 2002s accounted for at least 200 of the cars in attendance. Registrants came from as far away Nebraska, Florida, Minnesota, and Puerto Rico.

The town of Old-Salem provides a beautiful backdrop for the main car show on Saturday. It is a magnificently preserved 18th-century historic district founded by Monrovia settlers. The town's restored buildings are staffed by docents dressed in period-costumes who present a view of Monrovia life in the early years. There are shops, restaurants, and a bakery for those seeking a change of scenery. My wife always looks forward to the large farmer's market in the downtown area for opportunities to bring home local goods.

Some notable cars were displayed in an area located near the main entrance. Three of the display cars were intended to represent the evolution of the "big coupe" and all of them were owned by club members from our chapter. Wayne Watkins' beautiful Granada red 1966 2000CS was flanked by Doug Dolan's M5 powered 1972 3.0 Csi and Anita Patton's 1983 Alpina B9 3.5. Other interesting cars included some models never available in the U.S. market such as two 2002 Tourings and an authentic 2002ti.

(Opposite page) Dr. Prenard Mickens purchased his Fjord blue 1974 2002tii from a patient that was terminally ill. (Below) Wayne Watkins from our chapter does some final detailing before showing his Granada red 1966 2000CS at the main event on Saturday.

As great as the cars are, it is the people behind their cars that make the event so enjoyable. While swapping stories in the hotel parking lot on Friday night, I met Phillip Morris from Yadkinville, North Carolina (no I am not making his name up and, better yet, we met in a town named after two cigarettes). Back in 1976, Phillip was driving a three-year-old Buick Skylark that had broken down one too many times. Two of his friends drove 2002s and the little Bavarian sedan intrigued him. He made a snap decision to trade in his Buick at the local BMW dealer for a brand new 1976 2002 in Sahara Beige. Beaming with pride, he immediately drove his new car over to a friend's house to show it off, only to be chastised for buying a car in boring beige. His friends asked him what other colors were available on the dealer's lot and Phillip mentioned that one car being backed off the delivery truck was Inka Orange. At his friends urging, Phillip drove back to the dealer and swapped his car out for the one in Inka.

Phillip continued driving the Inka 2002 up until four years ago when he decided it was need of a complete restoration. Four years and some forty thousand dollars later, the car was now being shown at the Vintage for the first time. It was an impressive nut

and bolt restoration and his car looked factory new. He had kept it completely stock except for the wheels, which were from a 1974 2002 turbo.

Phillip introduced me to an endodontist from Greensboro, North Carolina, Prenard Mickens. After performing two root canals on one of his elderly patients, she asked whether



(Above) Phillip Morris' restored Inka 1976 2002 was all stock, except for a set of wheels from a 1974 2002 Turbo.





I also had a chance to catch up with resident car guru Rob Siegel, better known from his column in the *Roundel* as "The Hack Mechanic." For the second straight year, Rob drove his Bavaria to the event. I was hoping I might get to see the 2002tii he bought

a couple of years ago up in Maine. On the drive down, Rob received a distress call from a friend driving from Massachusetts to North Carolina. His friend's 2002tii was stumbling between 1000-4000 rpm, but seemed completely fine when kept revving above 4000 rpm. After a couple hours of troubleshooting a stumped Hack Mechanic was out of possible roadside

he might want to buy her car. She explained that she was hoping to find someone that could properly care for her beloved Fjord Blue 1974 2002tii. He purchased the car from his patient and promptly sent it off to the well-respected shop of Korman Autoworks for refurbishment and upgrading. The Kugelfischer fuel injection system was ditched for dual

side draft Weber carbureters. The air conditioning was upgraded and the interior was redone with some comfy looking sport seats. He had hoped that he could show the former owner the finished car and take her for one last ride, but she passed away one month before the car was finished.



(Top right): Left for years in a field and with an interior infested with jumping spiders, former chapter member Paul Wegweiser got his 1972 2002tii running in less than two weeks after bringing it home. The exterior has real character, the interior is perfect, and it is always a crowd favorite. (Bottom left) The German Biergarten featured live music and was a perfect place for a mid-day break with friends.

solutions and left his friend safely at a hotel parking lot near Winchester, Virginia. The 2002tii was later taken home on a trailer being pulled by a U-Haul truck.

Rob mentioned that he is working on his second book with Bentley publishers. If you haven't read Rob's first book, stop what you are doing now and go to Amazon and purchase it. If you ever get a chance to hear Rob speak at an event, do it because he is just as funny in person as he is on paper. He told me that his publisher has sworn him to secrecy about the new book. At a minimum, I did find out

that it will be about cars and that it will not follow the same format of his last book.

As always, there were too many people from our chapter present for me to list. Chris Wootton attended the event for the first time in his E28 and the large cooler of beer in his trunk marked "free" made him the very popular new kid. Other chapter members in attendance included Dudley Williams (2002), Jim Gerock (2002tii), Matthew Cervi (2002tii), John McWilliams (2002tii), James Laray (2002), Marshall Lytle (S14

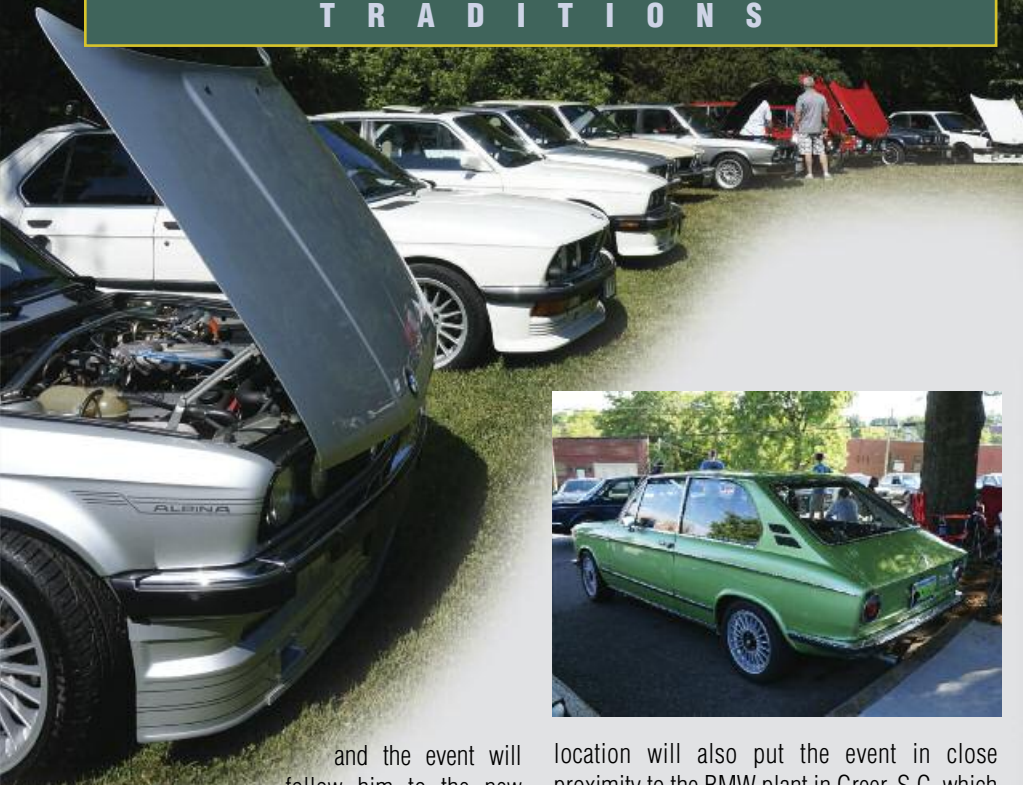
powered 2002), John and Carol Steers (E28 M5), Phil Ackley (2002), Chuck DeHaven (E30 M3), Brooklyn Taylor (E31), and Chuck Pompei (2002).

The event coordinator, Scott Sturdy, announced a major change during the closing ceremonies. He recently moved to Asheville, N.C.



(Middle right) The beautiful interior of Doug Dolan's 1972 E9 3.0CSi makes clear that driving a vintage car doesn't have to be an unpleasant experience.

T R A D I T I O N S



and the event will follow him to the new location. Fortunately, it is a wonderful part of North Carolina that offers fantastic roads for scenic drives and outstanding restaurants and breweries. This

location will also put the event in close proximity to the BMW plant in Greer, S.C. which houses the Zentrum. This means that next year's Vintage promises to be even bigger and better – so mark your calendar now and cross this item off your bucket list.



(Left) Ray Korman brought his IMSA Endurance Series 325e. The Korman Autoworks 325e was the most successful car in the entire 1986 Firehawk Endurance Series. The Korman E30 had five first place finishes, more than any other car in its class. The first overall victory in the Watkins Glen 24 hour race was the only time in the eight yearhistory of the series that a sports sedan class won first overall, beating out, among others, many Camaros, Porsches, Maseratis, Mustangs, and Firebirds. The car was driven by Ray Korman, John Andretti, and Ron Christensen.



EURASIAN
SERVICE CENTER

SINCE 1992

**SPECIALIZED BMW
DIAGNOSTIC COMPUTERS**

ASE MASTER BMW TECHS



703-893-3045

8501-2B Tyco Road
Tysons Corner, VA 22182

www.eurasianservicecenter.com

You Don't Have To Go Back To The Dealer

Independent **BMW Sales and Service** in Rockville

Why Scandinavian?

- BMW Factory Tools & Software
- 38 Years in Rockville
- Metro Shuttle & Rental Cars
- Competitive Prices & Helpful Staff

**Mention this "der Bayerische" ad
And SAVE \$25 On Your First Visit!**



SCANDINAVIAN IMPORT
S E R V I C E C E N T E R

Sales: 301-738-0077 **Service:** 301-340-7222

285 Derwood Circle | Rockville, MD 20850

ScandinavianImports.com



TOYO TIRES
DRIVEN TO PERFORM™

Enthusiasts in the know
choose

**Radial
Tire
Co.**

Featuring: TOYO Radial Tires

- ★ over 30 years in business
- ★ 6,000 tires in stock
- ★ specializing in high-performance tires
- ★ discounts for BMW CCA members
- ★ professional installation and balancing service
- ★ original equipment and aftermarket wheels
- ★ race tires
- ★ snow tires



Proxes T1R™

We stock the full line of TOYO Proxes tires including:

- ★ Proxes T1R High-Performance Tires
- ★ Proxes RA1 & R888 Race Tires
- ★ Proxes 4 All-Season Performance Tires
- ★ Plus TOYO's line up of Touring, SUV and All-Terrain Tires.

301-585-2740

www.radialtire.com

Conveniently located in Silver Spring near 495 and Georgia Avenue • 9101 Brookville Rd., Silver Spring, MD 20910
We accept VISA, MasterCard, American Express, Discover and Personal Checks.



The 2015 428i xDrive Gran Coupe

The Practical BMW

(Just Don't Call It a Hatchback)

By James Chew

A few issues ago, I waxed eloquently about one of my previous cars – a 1987 Shelby Lancer. Dodge Lancer sport sedans were shipped to the Shelby modification and assembly plant in Santa Fe Springs, California, where their transformations would take place. The famous 2.2-liter inline four-cylinder turbocharged engine was modified to include an intercooler and the engine electronics that resulted in a 20% increase in horsepower and torque. The suspension was modified with special shock absorbers and struts that featured urethane bushings, as well as special Shelby “basket” wheels with low-profile, wide, Goodyear “gatorback” tires. The interior modifications included a special, thick rim “Shelby” sport steering wheel, the first ever use of a Pioneer stereo radio CD player with multiband equalizer, and special leather and cloth seats – leather for the automatic transmission vehicles and cloth for the manual transmission versions. Available only in a special “Shelby Red” with black graphics, my Shelby Lancer was more than a match for any BMW 3 Series or Mercedes 190e during that era. Even the first generation M3s had

a hard time keeping up with the Shelby Lancer.

In my opinion, what made the Shelby-modified sports sedan better than any of the German vehicles was the rear hatch. The very attractive sedan profile cleverly hid this large hatch. When opened wide and with the seats folded, the hatch seemed to have a larger cargo capacity than today's compact sport utility vehicles.

But the Dodge and the Shelby modified Lancers, as well as the Chrysler version (LeBaron GTS) had a limited appeal. U.S. performance luxury sport sedan buyers equated hatchbacks with economy cars. And while these vehicles initially sold well, the total number of sales couldn't justify the funding for a redesign.

So I was rather surprised when BMW announced the launch of the all-new 4 Gran Coupe, which would feature a rear hatch. But after a week long, 1000 mile, Southern California evaluation of a 2015 428i xDrive Gran Coupe, I think I've found my next BMW.



and Economy) the 4 Gran Coupe exhibited an outstanding German sport sedan driving personality with predictable handling behavior and smooth riding comfort. Equipped with the now famous and proven twin-turbo direct-injection multi-valve four-cylinder engine and an 8-speed-automatic transmission with paddle shifters (there is no manual transmission option), the 428i xDrive Gran Coupe drove much like the E36 and E46 Series.

Part of this outstanding driving experience must be due to the BMW engineers continually tweaking the

engine and its electronics, the “auto stop/start” feature, the transmission shift modes, and the calibration of the electronic power steering.

The “auto stop/start” no longer acts or feels like previous “auto stall/shake start” and this feature helps with fuel economy. Even while driving in a mostly spirited manner, the car averaged 26 miles per gallon over a weeklong evaluation.

Having driven a DCT-equipped BMW for a few years, I found the 428i Gran Coupe’s 8-speed-automatic transmission delightful. Coupled to the 2.0-liter twin-turbo engine and

(Opposite page and above) Can you spot the hatchback? The moment you’re behind the wheel, you know you’re in a BMW.

While it shares the 3/4 Series chassis, the 4 Gran Coupe has a lower profile and is longer making the vehicle appear more sleek and upscale than its 3/4 brethren.

My favorite South Orange County hotel, the Aliso Viejo Renaissance, is also a health club and spa. Their local cliental drive Mercedes/AMGs, Ferraris, Audis S/Rs, Bentleys, Aston Martins, Porsches, Maseratis, and, of course,

BMW. During our week-long stay, our Carbon Black Metallic with Ivory/Black leather interior, M-sport packaged 428i xDrive Gran Coupe not only looked right at home next to these much more expensive vehicles, but the owners of the other vehicles asked many questions about the BMW. And when I showcased the hatch and the rear cargo area, they looked surprised and impressed (“it sure doesn’t look like a hatchback!”).

As expected, the 428 Gran Coupe drives like a BMW sports sedan. Testing all the driving configurations (Sport+, Sport, Comfort,



(Above and below) The BMW faithful may have just as many of BMW faithful attracted to its cargo area as its engine compartment!





(Above) I wonder if BMW will trademark the letter "M".

x-drive, I found myself attacking the very fun-to-drive Angeles Crest Highway and Turnball Canyon Road with vigor. Because of the responsiveness of the engine and transmission, I looked forward to the Southern California freeway on ramps.

The steering feel has greatly improved from the first generation systems. In my opinion, the difference in steering feeling between the E36/46 and the 4 Gran Coupe is imperceptible. The only reason the "buff book expert" will still criticize the steering is that (1) they refuse to believe that electronic steering will ever have the same (subjective) "feel" of the old mechanical systems and (2) the Lexus and Audi PR people are fighting hard for the loyalties of these journalists.

The window-frameless doors open wide to allow for easy entry and exit. The ivory/black leather interior makes the 428 Gran Coupe's interior feel rather roomy. The rear seating area is perfect for two adult passengers with a small child in the middle. An engineering Ph.D. leads seat design department. The resulting seat design, for both front and rear occupants, is impressive. The seats were simply a delight — they were "just right" in terms of support and comfort. I have no doubt that BMW's competitors are asking their seat suppliers to dissect the new BMW

seats to develop similar seats for their products.

While I do like the new "standard" BMW interior design, I really can't understand the use of aluminum trim. I think the BMW designers are trying to emulate a clean, modern look, but the material looks out of place. It will be interesting to review the sales data to determine the popularity of the aluminum interior trim, as opposed to the wood trim.

The 428i xDrive Gran Coupe has an upscale, sleek look and drives like a BMW. But it's the rear hatch that makes this BMW a top choice for a practical daily driver. The typical sport sedan design features a long hood and short rear deck. And while all sport sedans have roomy trunks, the sort rear deck results in a small trunk opening. All of us have had the dubious pleasure of almost climbing in to our BMW trunks to retrieve a small piece of luggage that has wandered in to the forward far



(From top right) The white ivory leather gives the interior an airy, roomy feel, enhancing driver and passenger comfort. The roomy and comfortable rear seating area features a very convenient folding center arm rest (with cupholders!). The 2.0 liter twin-turbo four-cylinder engine, which has the spirit of the S14 engine, is now much smoother. What's not to love about the cargo area! Note the fold-down rear seats.





(Above) The 6th generation 3/4 Series design looks right at home in upscale environments. (Below) Notice the side profile similarities between the 4 Gran Coupe and the (much) more expensive Mercedes CLS. Can you spot the \$20,000 difference?

reaches of the trunk.

The 428i Gran Coupe's hatch opens big and wide. Instead of bending over to gain access to the trunk, you simply stand over the 17 cubic feet of cargo space. Items can easily be placed and removed from the large cargo area. And when the rear seats are folded, the cargo space grows to 45.9 cubic feet. That's almost as much as the Lexus NX SUV.

Adding to the practical attractiveness of the car is its relatively affordable MSRP. Our test vehicle was equipped with the Dynamic Handling Package, the Technology Package that includes navigation and satellite radio, cold weather package (with front AND rear heated seats), premium package, M Sport Brakes, and side and top view cameras, totaling a little over \$57,000. That's about the same price as an equivalently equipped 3 Series sedan or 4 Series Coupe, but a little less expensive than a 3 Series Touring or 3GT. And as I said, the Gran Coupe looks sleeker and more upscale and has the practicality of that rear hatch. And for those of us who live in climates where all-wheel drive is not needed, the retail price would be

\$2,000.00 less.

It's been close to 30 years since the Shelby/Dodge/Chrysler hatch-back sports sedan was launched with a roar and cancelled with a whimper. And even though the BMW does manage to justify the X6, X4, 2 Series, and 3GT despite relatively modest sales, it will be interesting to see if the 4 Gran Coupe will appeal enough to today's performance luxury buyers to remain in existence. We'll know if this design is a sales success if and when Mercedes, Audi, Lexus, and Acura launch similar versions!

The BMW 4 Gran Coupe is NOT a scaled version of the 6 Gran Coupe. The 4 Gran Coupe has the 3/4 Series driving and performance characteristics, as opposed to the "Gran Touring" feel of the 6 Gran Coupe. If you're seeking to replace your 3 Series or 5 Series and would like the utility of a BMW SAV while still having the handsome design and driving performance of a BMW sedan, consider the BMW 4 Gran Coupe. My instinct tells me that this could become a very popular version of the 3/4 Series BMW.



For almost 40 years, BMW Car Club members have trusted their cars to Autoy and AutoWerke.



Why?

Factory-trained techs. Advanced diagnostic equipment. Pride in a job well done. A shop where things get done. Owner Dave Toy's pedigree as a BMW racer and fanatic.



That's the Autoy / AutoWerke solution for customer satisfaction and word-of-mouth referrals that keep us busy and you happy!

Autoy for accessories and parts. AutoWerke for service. The best for your classic, older, or newer BMW, MINI, Audi, and VW.



Always discounts for BMWCCA members. Free wifi. Shuttle to and from the White Flint Red Line metro.

Visit our website! Call us today!

Autoy / AutoWerke

11800 Coakley Circle, Rockville MD 20852
301.770.0700 autoy58@yahoo.com
www.autoy-autowerke.com



Recaro | Eibach | Michelin | Bilstein | Bosch | OEM parts



SERVING THE DC METRO AREA FOR 30 YEARS.

WE OFFER:

- FREE WIFI
- SHUTTLE SERVICE
- COMFORTABLE WAITING ROOM
- NEXT TO TWINBROOK METRO
- 3 YEAR 36,000 WARRANTY
- BMW CCA DISCOUNTS

GIVE US A CALL YOU WON'T BE DISAPPOINTED

Check out our reviews on:

- Google
- Angie's List
- Better Business Bureau

12224 PARKLAWN DRIVE ROCKVILLE, MD 20852

(301) 231-5400

www.bmwexcluservice.com

Follow us on Facebook, Twitter and YouTube



Northern Virginia's Premier BMW & Mercedes Service Center

23700 Overland Drive
Dulles, VA 20166



Latest Available Diagnostic Equipment
Touchless Tire Mounting
RoadForce Balancing
ASE Certified Technicians
Complimentary WiFi and Refreshments
Rental Cars Available through Enterprise
Third party warranties and insurance welcomed!



www.RRTptm.com

703.661.4222



NEW MEMBERS

New Members through April, 2015



National Capital Chapter now has 5,106 members plus 718 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. And, for those whose memberships are about to expire, it's easy to renew online at this Web site as well.

James Abbott	Timothy Burns	Jeffrey Geier	Joe Keech	Kelly Muechler	Sean Sharp
DeShannon Adams	Rich Campbell	Horay Gibson	Aaron Keeney	James Musgrave	Larry Silver
Keninde Adebayo	Steven Campbell	Rob Gill	David Keim	Michael Myronuk	Paul Simmons
Azrul Aksan	Nathaniel Carr	John Godfrey	Yusuf Khan	Daniel Ngo	Eliscia Smith
Paul Alger	Reginald Cathirell	Jason Goldsmith	Scott Kish	Sara Odioso	Pinto Soin
Paul Aliprando	Thomas Cavey	Matt Gooch	Justin Klaff	Al Oken	Carlos Soriano
Mark Amole	Daniel Cephas	Victor Grigorian	Robert Klinger	Kamaldeen Olatunji	Rudy Soriano
Robert Arman	Alan Cheng	Randy Gross	Hasitha Kuruwita	Brayan Oliva	Steven Spring
Boyer Ashley	Rico Clark	Lewis Halin	Pawandeep Lamba	Sanjeev Osuri	Joseph Swerbinsky
Timothy Astrom	Cindy Clayton	Ralph Hallow	Niokie Laws	Mihee Pansiri	Lee Tate
Tarek Azar	Kevin Coakley	Jacob Hammett	Mark Leckert	Terry Pao	Kevin Taylor
Harjodh Babra	Diana Cocke	Joseph Harkaway	Neil Lee	Juliana Park	Pantelis Theofanidis
Kyle Baca	DeRhonda Coleman	Christopher Harrison	Tom Lemen	Don Phattiyakul	Stefan Thonnard
Darla Back	Skyler Coles-Johnson	Sorin Hatnean	Paul LeVanis	Eric Pietras	James Tilley
Gregory Backus	Dennis Collins	McKinley Hayes	Lloyd Lewis	Michelle Poley	Kenneth Tolson
Bridget Baker	Colondra Cooper	Jeff Heinz	Brandon Lewis	Charles Porter	Carlos Toro
Scott Baker	Alex Cope	Arthur Hogan	John Lilyestrom	Ralph Portnoy	Daffeyo Tubman
Robert Baronner	Scott Crawford	David Holliday	Oliver Lippman	Fazle Rabbani	Michelle Tuggle
Christopher Beccles	Carlos Cruz	John Hopkins	Melissa Loiselle	Jennifer Rabin	Seth Turner
Praveen Bhasin	Zach Curry	Richard Htay	Nicholas Lucarelli	Anthony Radich	Mark Vachher
Amy Bobrick	Rick Daugherty	Martin Hudson	Kevin Lucas	Hunter Rawson	Danny Valladares
Timothy Bowers	Patricia Dean	Jacob Hunt	Brian Lynch	Rob Rawson	Javier Vasquez
Milton Harrison Boyd	Jason Deboe	Alisdair Hutchinson	Jeff Magee	Lee Raynes	Luis Velado
Jean Boyle	Thomas Denn	Tuan Huynh	Naeem Mahmood	Chris Redmon	Brian Walter
Patsy Bracy	James Detherage	Dave Isherwood	Marty Mahoney	Ralph Reeside	Gary Warren
Peter Bradunas	Dinesh Devairakkam	Fidrik Iskandar	Kay Malone	Alexander Reiser	Michael Wheeler
Matthew Brawner	Garvin Dhanooolal	Linda Jackson	Craig Marhefka	Bert Reiser	Ga Whitmore
Rob Brocato	Christopher Dixon	Eddie Javier	Richard Marietta	Brian Robinson	Mark Whittington
Michael Brown	John Doleman	Karren Jenkins	Ian Maxwell	Chris Rofrano	Chad Williams
Michele Brown	Gregory Dormitzer	J Johnson	Mike McKee	Jill Romanosky	Anthony Williams
Ross Brown	Kourosh Farshadfar	Harvey Johnson	Mark McNeil	Wids Romeus	Sean Wilson
Joseph Brown	Yan Feldblyum	Keith Johnson	Robert McNeil	Jitendra Sakhamuri	John Winstead
Dennis Bungato	Cynthia Fergus	Jimmy Jones	Alan Merenbloom	Saman Salih	Jon Winter
Jose Burgos	Michael Ferguson	John Jones	Brad Meushaw	Derek Scott	Yongliang Yang
Greg Burks	Todd Funkhouser	William Jorgensen	Eric Meyer	Stephanie See	Charles Yeh
Ian Burnett	Patrick Gaffney	Brian Kapuscinski	Paul Miller	James Sejd	Melanie Zalnasky
Paul Burnette	Jamie Gegerson	Zachary Keach	Phil Mitchell	Thomas Setz	Ali Zargarpur



CLASSIFIEDS

Classifieds — Due to space limitations this month, the classified advertisements are not included. They are still available on the chapter website: <http://classifieds.nccbmwcca.org/>

ADVERTISERS

Alexandria Bavarian Service.....	32
Alloy Wheel Solutions.....	12
AutoWerke & Autoy.....	30
BMW Excluservice.....	30
BMW of Silver Spring.....	C2
BMW of Sterling.....	C4
Eurasian Service Center.....	24
Fairfax Service Center.....	3
J&F Motors, Ltd.	32
Martin's Auto Service.....	12
OG Racing.....	12
Radial Tire.....	25
Reflections Auto Saloon.....	32
Road Race Technologies	30
Scandinavian Import Service Center.....	25
Signal Financial.....	C3
SpecR53.....	2

J&F Motors Ltd.

Service Phone 703-671-7757

Machine Shop 703-671-8507 Fax 703-671-0361

E-mail: JandFMotors1@aol.com

Our hours are
7:30AM to 6PM
Monday through
Friday.



We specialize in BMW
automotive service,
repairs and parts.
We also do general
service and repairs
on Mercedes-Benz
and Volvo.

4064 S. Four Mile Run Drive, Arlington, VA 22206-2307

WE COME
TO YOUR HOME OR OFFICE
AND CONVENIENTLY
DETAIL YOUR CAR.



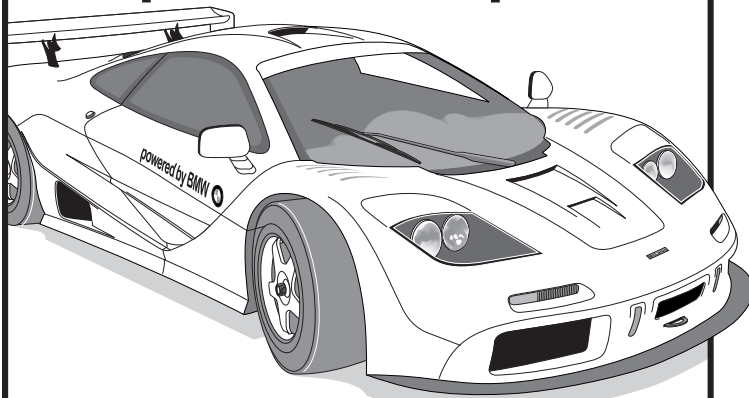
CALL US TO KEEP YOUR CAR
LOOKING GREAT!

571-233-7984



www.ReflectionsAutoSalon.com

**Alexandria
Bavarian
Service**
Independent Service for your BMW



416 E. Raymond Ave., Alexandria

One mile south of Porsche of Arlington, one block west
of the NTB, off of Jefferson Davis Highway (Rt 1)

703/836.2002

Open M-F 7:30am-6:30pm

MC/Visa/Discover/Amex Accepted - Shuttle to Metro

Auto Loans

as low as

1.49%^{APR*}

New. Used. Refinance.

All NCCBMWCCA members
are eligible to join the
credit union



*APR=Annual Percentage Rate. Certain restrictions may apply. 1.49% APR available for up to 36 months. The monthly payment on a \$20,000 loan for 36 months at 1.49% APR would be \$568.41. Rates are subject to change without notice. Your actual rate may vary based on your past and present credit performance. Not all borrowers are eligible for the lowest rate. Refinance offer is only for vehicle loans NOT currently financed with Signal Financial FCU.

IT'S EASY. JUST CALL
301.933.9100 x 105

OR APPLY ONLINE AT
SFONLINE.ORG

signalfinancial
Federal Credit Union

not-for-profit | member-owned | personal | business | mortgages
800.368.0108 • sfonline.org





National Capital Chapter of the
BMW Car Club of America

NCC BMW CCA
P.O. Box 685
Arlington, VA 22216



BMW of Sterling

21710 Auto World Circle • Sterling, VA 20166 - Service
21826 Pacific Blvd • Sterling, VA 20166 - Sales

Sales M-F 9:00am - 8:00pm Sat 9:00am - 6:00pm
Service M-F 7:00am - 8:00pm Sat 8:30am - 5:00pm
Parts M-F 7:30am - 6:30pm Sat 8:30am - 5:00pm

571-434-1944
www.BMWofSterling.com

Think We're Expensive? Think Again.
Quality Service & Competitive Pricing That's BMW of Sterling Value Service.

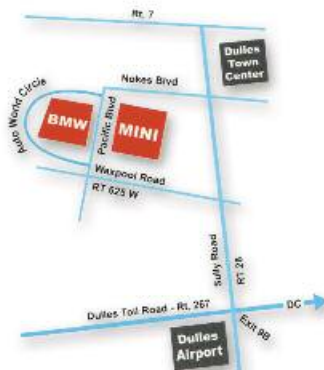


No-Cost Maintenance
1-4 years 50,000 miles

Maintenance Upgrade
4-6 years 100,000 miles

Value Service
For the Road Ahead

Call Today to Schedule an Appointment!



\$79.95 Oil Change

This offer is valid only for BMW 3 Series (E46) Sedan, Sports Wagon & Coupe (built from 2000-2005) & Convertible (built from 2000-2006). Offer not available on M models. Prices include oil, parts and labor.

\$171.95 Replace Brake Pads / Sensors Front

This offer is valid only for BMW 3 Series (E46) Sedan, Sports Wagon & Coupe (built from 2000-2006). Offer not available on M models. Prices include parts & labor.

\$245.95 Replace Brake Pads / Sensors Front

This offer is valid only for BMW X5 Series (E83) (built from 2004-2010). Prices include parts & labor. Fluids as well as taxes may be additional.

\$89.95 Oil Change

This offer is valid only for BMW 5 Series (E39) Sedan & Wagon (built from 1997-2003), BMW X3 Series (E83) (built from 2000-2006). Offer not available on M models. Prices include oil, parts and labor.

\$199.95 Replace Brake Pads / Sensors Front

This offer is valid only for BMW 5 Series (E39) Sedan & Wagon (built from 1997-2003). Offer not available on M models. Prices include parts & labor.

\$198.95 Replace Brake Pads / Sensors Front

This offer is valid only for BMW X5 Series (E53) (built from 2000-2006). Prices include parts & labor.

BMW CCA 10% Off All Parts, Labor & Accessories

