

der Bayerische



**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: Joe Ajavon's 3.0 CSL Batmobile clone displayed at the Pittsburgh Vintage Grand Prix. Article on the event on page 20. Photo: Raine Mantysalo.

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

VOLUME 45 | NUMBER 5

2 PRESIDENT'S MESSAGE

3 FROM THE EDITORS

4 CALENDAR OF EVENTS

5 COMING EVENTS

20 TRADITIONS

35 NEW MEMBERS

36 ADVERTISERS INDEX



11

8 April DIY at At Speed

BY MARC CADEN

11 May DIY at Chapman Auto Werks

BY MARC CADEN

13 BMW of Sterling Cars & Coffee

BY JOHN MCWILLIAMS

14 Mid-Season Autocross Update

BY ERIC HALL

16 Tourmeisters Take Their Talents to Tuscany, Tend to "Tourists" . . . and Tie the Knot!

BY PERLITA ALIGA JONES

19 The 1st Annual Euro Marque Golf Tournament

BY DAVID COSTANZA

20 Street Circuit Racing at the Pittsburgh Vintage Grand Prix

BY MARC CADEN

26 The Ultimate Driving Experience: A Nice Weekend Drive

BY JAMES CHEW

28 A First Trip to the Performance Center West

BY STEVE TENNEY AND DOUG VERNER

32 Chasing "Chasing Classic Cars" Wayne Carini

BY MARC CADEN



14



16



20



32

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, David Costanza, Eric Hall, Perlita Aliga Jones, John McWilliams, Steve Tenney, Doug Verner

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

This is it. Your last chance. No more procrastinating. O'Fest is here! CCA members from all over the country will be making their trek to our annual BMW celebration in lovely Absecon, NJ. Only a short drive from D.C., you won't believe how much fun we'll have. Whether you stay the entire week or just a few days, make sure to take part in all the festivities you can. From the Pirelli Concours, the iconic rallies, our BMW NA Awards Banquet, or our nightly Biergarten, there are many reasons why members show up every year. But mainly, it's our family reunion; the one time of year where we all come together. This will be the closest O'Fest will ever be to our area, so join us for an awesome experience.

Finally, let me thank BMW of Sterling for their continued support this year. They opened their doors to us back in May by hosting an absolutely memorable day. Well, we're pleased to announce that they will again host another DIY/Cars & Coffee in early October as well as sponsor our final HPDE of the year on the Shenandoah circuit at Summit Point. It's very exciting to know that a dealership cares deeply about BMW enthusiasts and we look forward to more events in the future. Your continued support is truly appreciated!

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

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

FromThe Editors

Here we are, halfway through the year. I know what you are thinking – by the time you read this issue three quarters of the year will have passed. But I am writing in the here-and-now which is mid-July. However, as that famous philosopher, Yogi Berra said, making predictions especially about the future is difficult. So bear with me.

In this first half of the year, the club has been quite active. More than I thought. It hit me when articles began showing up for *der Bayerische*. And they kept coming. We have more than filled up this issue, so something will have to be pushed into the November/December issue. It will be a tough call, since most every article is time-sensitive. Oh well, that is the reason they pay us the big bucks (not!). The “dissed” authors have someone to complain at.

There have been two successful golf outings, the Euro Marque and the NCC Outing. Both were held at Raspberry Falls Golf course. At the NCC outing, someone forgot to turn on the air conditioning. It was punitively hot. Nevertheless, we had a good time. I drive a BMW, and sometimes a golf ball. The latter is more difficult.

There were four DIYs. For those who have not been to one, it is worthwhile. Even if you do no work on your car, it is interesting and instructive to see what others do. And peeking under the bonnet (my inner James Bond got the better of me) or up under the car will give you insights that are valuable in maintaining your Ultimate Driving Machine. As I said in a previous issue, if you have a trusted repair shop or dealer, then it is usually best to follow its recommendation on maintenance and repairs. Sometime, though, because of funding or time constraints you may not want to do everything at once. Knowing what goes on in a car gives one the chance to prioritize fixes. I can give a specific example. For reasons beyond comprehension, occasionally my CVJ (constant velocity joint) boots become dented and torn. Much better to repair immediately than to wait until the front axle has to be replaced, which is quite pricey.

Several events are free for spectators. The various Concours and the Rockville Autoshow for example.

Finally, I am not much into watching television, and I do not obsess over cars. For example, I do not

watch NASCAR sprint races nor the Daytona 500. But Marc Caden wrote about an intriguing series on the Velocity channel which he dubbed “Chasing Classic Cars” by Wayne Carini. It looks like a must-see, at least once.



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

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
- 1 Summer 2015 New Member Reception
- 6 NoVa Social - BJ's Restaurant & Brewhouse
- 12 Board Meeting/Social @ Brio Tuscan Grille in Rockville
- 13-17 Tail of the Dragon, BMW Factory tour
- 13 Columbia Social @ Greene Turtle in Hanover
- 20 MoCo Social- Pizza CS, Rockville, MD
- 22-23 VIR TUDOR Corral
- 22-23 Augustoberfest
- 29 NCC Crab Feast

September

- 3 Social @ BJ's Restaurant & Brewhouse
- 5 Autocross Points Event #5 @ Regency Furniture Stadium
- 9 Board Meeting/Social @ Brio Tuscan Grille in Rockville, MD
- 10 Columbia Social @ Bertucci's in Columbia, MD
- 12 Shenandoah Vineyards Concours
- 17 MoCo Social- Pizza CS, Rockville, MD

- 19 DIY @ BMW of Annapolis
- 19 Classics on the Green in New Kent, VA (*)
- 21-26 46th Annual Oktoberfest in Galloway, NJ

October

- 1 NoVa Social @ BJ's Restaurant & Brewhouse
- 3 BMW CCA Cars & Coffee @ BMW of Sterling
- 3 DIY @ BMW of Sterling
- 8 Columbia Social @ Bertucci's in Columbia, MD
- 10 NCC Autocross Points Event #6 @ Regency Furniture Stadium
- 10 Sunrise to Sunset Tour Chincoteague to Shenandoah
- 14 Board Meeting/Social - Brio Tuscan Grille, Rockville, MD
- 15 MoCo Social- Pizza CS, Rockville, MD
- 16-18 NCC October 2015 Summit Point Shenandoah HPDE
- 17 Rockville Antique and Classic Car Show
- 24 //M Club Day Driving School @ the BMW Performance Center

November

- 7 Cheesesteak Run IV & Eastern State Penitentiary "Terror Behind the Walls"
- 11 Board Meeting/Social @ Brio Tuscan Grille, Rockville, MD
- 12 Columbia Social @ Bertucci's in Columbia, MD
- 19 MoCo Social- Pizza CS, Rockville, MD
- 21 Great Pie Run XVII - Enduro Run Meat & Pie

December

- 3 NoVa Social @ BJ's Restaurant & Brewhouse
 - 9 Board Meeting/Social @ Brio Tuscan Grille in Rockville, MD
 - 10 Columbia Social- TBD
 - 17 Social @ Pizza CS in Rockville, MD
- (*) Not a chapter event

46th Annual Oktoberfest Presented by Michelin

There's going to be a big BMW party in South Jersey this September (21st to 27th) and we're expecting over a thousand participants over the seven-day event! BMW CCA's Oktoberfest 2015 is going to be a weeklong celebration of everything BMW!

There will be something for everybody at Oktoberfest, from car shows to road rallies, autocross, driver schools, and great evening parties! The host hotel is Seaview Resort in Absecon and the CCA will be using both tracks at New Jersey Motorsports Park for 4 days! We've listed some of the highlights below, but you can find the full schedule at <http://ofest.bmwcca.org/schedule>. There's no way to understand what O'fest is really about without seeing the schedule, so please take a look!

We're really excited that the week will feature a huge presence from BMW NA and other sponsors. BMW will bring a bunch of their historic race cars and offer laps around NJMP's tracks in exchange for a charitable contribution to the BMW CCA Foundation. Charity lap

drivers will include Brian Redman and Bill Auberlen, so maybe you can pick up some hot tips during your lap and then see how you do by participating in a driver school on the same track!

Brian and Bill will also be on hand Friday night at the closing banquet, which will be at Resorts International in Atlantic

a new X5 and a fabulous BMW i8! Proceeds go to the BMW CCA Foundation, and each participant gets a goody bag of great stuff and a \$1,000 certificate good for a discount on your next BMW! For more information go to <http://ofest.bmwcca.org/events/foundationgolf>.

We hope you stay the whole week to enjoy everything O'fest has to offer, but understand if you can only spend a few days at the event. You'll be happy to know that there are ala carte pricing options, so you can pick which events you want to attend! There is a basic registration fee, but once you've paid it you can attend all of the free events and pick which of the extra cost ones you want! Where you decide to stay will depend on which events you want to be close to. Seaview Resort and the surrounding area in Absecon and Atlantic City will attract the social set and the folks who concentrate on autocross, and many of the track junkies who just want to drive on a race-track are staying in the Millville area.

You can look at the full schedule and cost information and register at <http://ofest.bmwcca.org/>. Come down for a couple of days or the whole week, but make sure you register to join in the fun! Over 500 people have already registered, so don't miss out! Space is limited for some events so don't delay – see you in September at Oktoberfest 2015!



City. They'll talk about racing BMW's then and now. If you've ever heard either of them speak, you know it will be a very entertaining evening of tall tales and funny stories!

Things kick off on Monday the 21st with a charity golf outing at Seaview. Hole in one prizes include a two-year lease on

Tuesday features a Concours d'Elegance on the front lawn at Seaview. As the week progresses, you'll have a chance to attend informative seminars and participate in autocross, rallies, gymkhana, driver schools, and more. The Seaview Resort will be hopping every night with car talk and great times!

NoVa Social @ BJ's Restaurant & Brewhouse in Tysons Corner, VA

Thursday, September 3, 2015

Fifth Points Event of the 2015 Autocross Season

Saturday, September 5, 2015
Regency Furniture Stadium, 11765 St Linus Drive, Waldorf, MD 20602

Registration opens on August 5th, 2015. Register online and get a \$5 discount. Online registration is highly encouraged and saves waiting in line! Or, if it's a last minute decision, you can still walk-up. Walk-up registrations will be for PM session only! Registration closes 12:00 PM on September 4th, 2015 or whenever full. BMW CCA requires that all Autocross participants (for both events and schools) to be registered BMW CCA members.

Board Meeting and Social @ Brio Tuscan Grill in Rockville, MD

Thursday, September 9, 2015

September Columbia Social @ Bertucci's in Columbia, MD

Thursday, September 10, 2015
9081 Snowden River Pkwy, Columbia, MD

Come join us at our new location, Bertucci's Columbia, located in the Snowden Square Shopping Center in front of Home Depot. They have a huge parking area in which to hang out and a private room just for us.

Shenandoah Vineyards Concours

Saturday, September 12, 2015
Shenandoah Vineyards Inc., 3659 South Ox Road, Edinburg, VA 22824

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

The show starts at 10:00 AM, but you may arrive as early as you like. No entries will be accepted after 12:00 PM. Rags down/judging will begin at 12:00 PM. Awards will be presented for first through third places in various classes, with the car garnering the most points being awarded Best of Marque.

Registration is \$35, and includes a souvenir wine glass and one ticket for the wine tasting. Additional wine tasting tickets are \$10. To register, email John and Karen at: thestorm@shentel.net or Contact John Estep at 540-421-10950

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

MoCo Social @ Pizza CS in Rockville, MD

Thursday, September 17, 2015

DIY @ BMW of Annapolis

Saturday, September 19, 2015

Classics on the Green in Kent, VA (*)

Saturday, September 19 to Sunday, September 20, 2015

British and European Sports & Classic Car Show and Wine Festival. Sunday, September 20, 2015, at the New Kent Winery, 8400 Old Church Road, New Kent, Virginia. From 11:00 AM to 4:00 PM (rain or shine). 250+ antique and classic cars expected. The featured marque this year will be Morgan. There is also a full schedule of events on Saturday, September 19, 2015.



46th Annual Oktoberfest (Galloway, NJ)

(see the advertisement in this issue).
Monday, September 21, 2015 through Saturday, September 26, 2015

Drive-in Social III – Stephens City, VA

Saturday, September 26, 2015

We will take in movies at the Family Drive-in in Stephen City, VA



NoVa Social @ BJ's Restaurant & Brewhouse

Thursday, October 1, 2015

BMW CCA Cars & Coffee and DIY @ BMW of Sterling

Saturday, October 3, 2015
21710 Auto World Circle, Sterling, VA 20166

Come join the BMW CCA as we host our 3rd Cars & Coffee of 2015 at BMW of Sterling at 9am. With Cars & Coffee events popping up all over the area, this one is dedicated to both modern and vintage BMWs and their enthusiastic owners. Whether you've owned your BMW for 30+ years or just picked it a few days ago, we all share the love for the roundel.

Columbia Social @ Bertucci's in Columbia, MD

Thursday, October 8, 2015
9081 Snowden River Pkwy, Columbia, MD 21044

Come join us at our new location, Bertucci's Columbia, located in the Snowden Square Shopping Center in front of Home Depot. They have a huge parking area to hang out and a private room just for us.

Autocross Points Event #6 – Regency Furniture Stadium

Saturday, October, 10 2015

Sunrise to Sunset Tour Chincoteague to Shenandoah

Saturday, October 10, 2015

Join us for our first ever Sunrise to Sunset tour. We will watch the sunrise from Chincoteague, Va. Grab breakfast. Then head down US13 across the Chesapeake Bridge Tunnel to the Appomattox Court House. Then up to Charlottesville for lunch. The tour will end at a designated overlook on Skyline Drive for the sunset. Dinner is up in the air.

Board Meeting/Social @ Brio Tuscan Grille in Rockville, MD

Wednesday, October 14, 2015

MoCo Social @ Pizza CS in Rockville, MD

Thursday, October 15, 2015

HPDE @ Summit Point, Shenandoah Circuit.

Saturday, October 17, 2015 thru Sunday October 18, 2015
Cost is \$450 for both days.

Rockville Antique and Classic Car Show

Saturday, October 17, 2015



This annual show is presented by the Mayor and Council of Rockville and sponsored by the Rockville Antique and Classic Car Show Committee together with 31 local car clubs. It takes place each year at Rockville Civic Center Park. <http://www.rockvillemd.gov/index.aspx?nid=667>

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

Saturday, October 24, 2015

The National Capital and Tarheel Chapters are headed back to the BMW Performance Center in Greer, South Carolina on October 24th for our third and final ///M Club Day driving event of 2015. As always, the Performance Center provides current model ///M cars, instructors, gas, tires, lunch and a first-class facility for a fun-filled day at the track. Just show up ready to drive! The focus is on improving driving skills through a combination of driving exercises, classroom instruction and competitive events. No helmets or previous driving school experience is required. All skill levels are welcome and encouraged to attend.

Rockville Antique and Classic Car Show

By James Laws

The Rockville Antique and Classic Car Show is one of the oldest shows in the Washington Metropolitan area, drawing a unique and fascinating mix of antiques, classics, and historically significant vehicles. In addition to show vehicles, this non-judged show offers a flea market, and an area for vehicles which are offered for sale. This show is open to all motor vehicles up to and including the 1990 model year.

On Saturday, October 17, 2015 from 11am to 3:30pm, the grounds of Glenview Mansion in Rockville, Md. are transformed when more than 550 antique and classic automobiles will be on display.

This show is held annually and is presented by the Mayor and Council of Rockville and sponsored by the Rockville Antique and Classic Car Show Committee and the 30 plus regional car clubs. In addition to the National Capital Chapter BMW

CCA it includes the National Capital Region AACA, Mid-Atlantic Region Ferrari Club of America, Nation's Capital Jaguar Owners Club, D.C. Chapter of the Lotus Club, and Chrysler Product Owners Club, Inc. and is held at the Rockville Civic Center Park. The Antique and Classic Car Show Committee seeks to exhibit motor vehicles of the highest standards of preservation and/or restoration, and to continue to be recognized as a premier non-judged motor vehicle show.

As a member of the committee, the National Capital chapter will be afforded a designated parking area for BMW vehicles. This is a very special opportunity for our members and the BMW community in general to display their cars.

Please register early as parking spaces are allocated based on the number of vehicles registered for each marque.

About the Event

Date/Time: Saturday October 17, 2015 (Rain date Saturday October 24, 2015)

- 8:30 am - Field opens to show cars, flea, market, sale cars
- 11 am - All cars on the field, registration table and gates closed
- 11 am - Field opens to spectators. FREE ADMISSION for spectators
- 3:30 pm - Show closes

Location: Glenview Mansion at Rockville Civic Center Park, 603 Edmonston Drive, Rockville, MD

Registration:

Registration forms can be downloaded from the show website: www.rockvillemd.gov/carshow. Registrations may also be completed online (a service fee will apply).

Registration Type	Early Fee (prior to Sept.11)	Fee (after Sept. 11)
Show Car	\$10	\$20
Car Sale Space	\$30	\$40
Flea Market Space	\$30	\$40

Registration closes Wednesday, October 14 at 5pm.



BMW's of Marc Caden and James Laws on display.



**SPECIALIZED BMW
DIAGNOSTIC COMPUTERS**

ASE MASTER BMW TECHS



703-893-3045

8501-2B Tyco Road
Tysons Corner, VA 22182

www.eurasianservicecenter.com

NCC

Autocross.com

Sponsored by

RRT Performance, Tuning and Maintenance

RRTptm.com

Bowie Baysox Stadium
4101 Crain Hwy, Bowie, MD

NCC Race of Champions & 3rd Annual Swap Meet

10.25.15
9am to 4pm

Come see the season's best 10 drivers go head to head in the first ever NCC Race of Champions!



- *Cars & Coffee
- *Autocross
- *Swap Meet
- *Vendor Exhibitions

Questions? Email us at info@nccautocross.com

Come out for a day of fun!

- *Cars & Coffee is free and open to all BMW's, MINI's, & exotics!
- *Got stuff to sell? Our BMW Swap Meet is free and the perfect place to buy, sell, or trade BMW/MINI items among friends!
- *Want to squeeze in that final autocross of the season? Here's your chance!
- *As a thank you for a great 2015 we are offering discounted registrations of \$30 for AM/PM session or \$45 for all day session.

For swap meet registration and details go to nccautocross.com and click on the flyer.

Sponsored By

RRT Performance, Tuning and Maintenance

National
Capital Chapter

THAYER
MOTORSPORTS



April DIY at At Speed

By Marc Caden

Last fall, I sold my 2005 E46 330i ZHP in favor of an E46 M3 manufactured in the same year with precisely the same miles. My decision to exchange vehicles did not come lightly because I adored my ZHP and had lavished it heavily with doses of preventative maintenance. Importantly, the 330i had an extra pair of doors which made ingress and egress for my kids so much easier than any comparable coupe. The ZHP package also offered lots of goodies like staggered 18 inch style 135 M wheels, an Alcantara M sport steering wheel, an M sport suspension, and unique M body components. Heck, it had M badges all over the place, except in the one place I really wanted it – the engine. To me, the only important differences between the ZHP and the M3 were an extra set of doors versus about 98 extra horsepower. The debate was which I really needed more – the additional doors or horsepower? This

required some careful consideration and a "discussion" with my very loving and supportive wife (can't stress the loving and supportive enough!). Ultimately, I let my right foot make the decision and you know the rest, right?

When I saw the right M3 listed for sale last fall, I knew I must act quickly. The advertisement had only been posted for a couple of hours. It was listed by an original owner who was about to pick up his new Yas Marina Blue M3 at BMW's Spartanburg plant. He wasn't satisfied with

the low trade-in value offered by the dealer for his old M3, so he sought out a private party sale. He was the right kind of seller – a mature enthusiast who had never abused the car and he was, like me, merely seeking an upgrade in horsepower. I reviewed the vehicle's maintenance records, drove the car, and then we quickly agreed on a price. There was, however, one hitch – I wanted

(Above) Mike Painter inspects the brake pads on his son's 1988 325ic.

(Below middle) Doug Verner helps Chris Wootton replace a seat bushing on his M Coupe. (Below right) Zach Pullins' 2000 323i is approaching 400,000 miles.





(Above) DIY Coordinator Phillip Cummings and At Speed's owner Morgan Adams provide instructions to all participants.



(Top) Mark Shaffer replacing the front brake pads and rotors on his 5 Series. (Middle:) Frank Kapitan tightens the lug nuts on his X3. (Bottom) At Speed had to grind the areas of this E46 M3 exhibiting subframe cracks (see the arrows) in preparation for welding in a reinforcement kit.

a pre-purchase inspection (PPI) done prior to completing the transaction.

Even though I am familiar with the E46 chassis, in my mind there is no substitute for having a qualified professional examine a used BMW. I knew that a failure to diagnose a preexisting problem could prove financially significant and I wanted to go into this transaction with my eyes wide open. The seller wasn't opposed to a PPI, but I knew it had to happen fast.

One of the closest shops to the seller was At Speed in Hanover, Maryland. I called the owner, Morgan Adams, and asked if he could fit me in on short notice. With some shuffling around, he had my car on a lift the very next morning. The PPI was incredibly thorough and covered all of the important systems and other stuff like prior accident damage. They also checked for rear subframe cracks, a well-known problem endemic to the E46 chassis (see here for a discussion: <http://www.turnermotorsport.com/t-gallery-e46-subframe.aspx>).

I mention this experience by way of background because when we arrived at At Speed for our April DIY, the first car I saw on the lift was an E46 M3. I noticed that its rear

subframe was missing and so I asked Morgan what had happened. He led me over to the car and showed me some of the worst rear subframe cracks the shop had ever seen. This repair was no simple DIY project or shadetree mechanic's Sunday afternoon fix, but fortunately there are shops like At Speed competent enough to undertake such repairs. The rear subframe had been dropped, the rear subframe mounts were ground down, and new reinforcement plates would need to be welded in. Once complete, the car would be as good as new. No more than two weeks later I saw the same M3 back on the road at one of our club events.

The folks at At Speed are true BMW enthusiasts. Morgan drives a 5 Series, his father Bill drives a tuned 1 Series, and Rich, the senior technician helping me at the event, showed me his E46 convertible. While it is comforting to know they can handle the most extreme tasks involving engine rebuilds or welding, their mainstay is performing the routine maintenance that our cars require to stay happy and perform the way we expect. They have the most advanced tools and diagnostics available, but more importantly they are detail oriented, knowledge-

able, and know how to please even the most demanding car enthusiast. They are also one of the largest Dinan dealers and are adept in installing performance parts.

There were many of our DIY regulars on hand at this event. As Zach Pullins' car approaches the 400,000 mile mark (look for his odometer picture in an upcoming issue of the *Roundel*), he replaced a cracked and leaky valve cover, valve cover gasket, and spark plugs on his 2000 323i. Chris Wootten replaced a worn out front seat bushing on his immaculate 1999 Z3 M Coupe. Mike Painter did a brake pad inspection on his son's 1988 325ic. One bay over from Mike, I replaced the front convertible seal on my 1987 325ic.

Frank Aquino replaced a fuel filter and changed the oil in his 2001 325xit. Mark Shaffer replaced the front brake pads and rotors on his 2002 530i. Louis Mezo did an oil change and replaced a fuel filter on his 1998 528i.

As always, our DIY coordinator Phillip Cummings ran a terrific event that also included coffee and donuts for all attendees. Phillip also brought his classic E28 M5 which always brings a smile to everyone's face. Many thanks go out to

At Speed for hosting the club and providing their continued support and expertise to our events. Upcoming DIY events are listed on the club's calendar and we hope to see you at one soon.

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



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!*



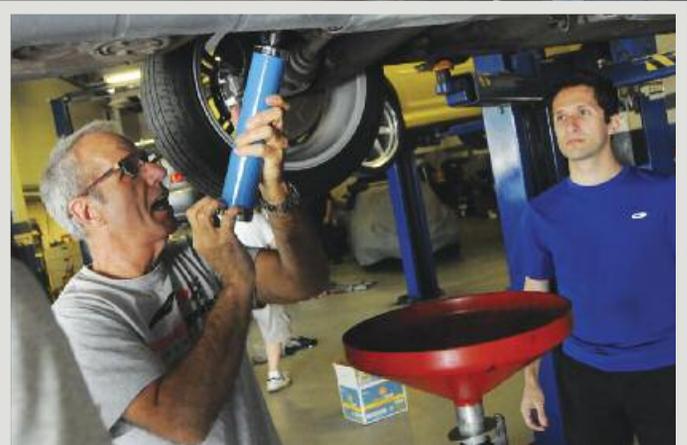
www.RRTptm.com

703.661.4222



May DIY at Chapman Auto Werks

By Marc Caden | Photos by Eric Hall



(Top) Vincent Meredith watches his beloved 2007 BMW Z4M take to the sky. (Above) DIY regular, Chris Wootten, fills up his '99 BMW M Coupe's differential with differential fluid.

One of my son's earliest words was "car." At first, all cars fell into this broad category, but he had a picture book showing a late-1970's Formula One car that he quickly realized was in a class of its own. Later when my son saw the rear-end of an air cooled Porsche 911 peeking out of a parking spot, he applied the word "racecar" to a real-

world street car for the first time. I guess that says a lot about the enduring design of the 911 and what it conjures up in the mind of a child.

As a byproduct of the late-1960s, I have always adored the shape of Porsche 356s and early 911s. Indeed, I can recite the various model codes for 911s (e.g., SC, Carrera, 930, 964, 993, 996 and so



Eric Upton's well-loved 1970 2002 draws attention as it rolls into the shop.

on) as well or better than I know the internal code letters/numbers for BMWs. I know that many of you feel the same way and some of you are fortunate to have both a BMW and Porsche in your stable. It is for this reason that the Porsche Club of America (PCA) regularly advertises in the *Roundel*, just to make sure you don't forget to join their club too! There has always been significant crossover between PCA and BMW CCA members and why shouldn't there be – both marques produce some wonderful cars.

Where I am going with this you might ask? Well, when I need a good referral for a shop, I naturally reach out to our club members, but I also consult the Porsche community. When my E30 325is needed its lower chin spoiler resprayed, I went to a bodyshop that came highly recom-

mended by the PCA community. There were six figure cars littered all over the parking lot and needless to say the respray came out perfect. When I needed a referral for a good detail guy, I consulted a friend who owns a 911GT2 and a Porsche Panamera Turbo. I figured that if my friend can trust his detail guy to handle almost four hundred thousand dollars worth of Porsche, that would be more than good enough for my wife's ten-year-old Toyota SUV, right? Porsche owners are a discerning group and its pretty common knowledge that if the recommendation comes from their community, you have probably found yourself a pretty good shop.

We are fortunate that a couple of shops that host our DIYs specialize in both BMW and Porsche repair, such as Chapman Auto Werks in

Sterling, VA. I take comfort when a shop specializes in both German marques. To me it usually means that the facility is equipped to handle any repair that my car could possibly require. My experiences at Chapman Auto Werks certainly suggest that they are up to any task. For example, on the work bench of Andrew Goodnight, the shop foreman, is an engine pulled from a water cooled Porsche 996 for disassembly and repair. However, don't let the Porsche engine fool you – Andrew is a true BMW aficionado. Previously, he owned a 1971 2002 and he is every bit the BMW specialist. His love of BMW's was probably inherited from his Dad (another enthusiast) who arrived at the DIY in a very rare six-speed manual transmission E61 530xi. Similarly, owner Taylor Chapman is an ASE certified mechanic with decade's worth of experience working on both Porsches and BMWs. Their shop has all the modern machines and tools available elsewhere, but it is the years of experience and personal attention to detail that sets them apart. While Chapman Auto Werks can handle complex tasks such as an engine tear down and rebuild, their primary focus is tending to the routine and preventative maintenance that our cars require to stay on the road and out of the break down lane.

Lots of routine maintenance items were accomplished by our members at the DIY event held at Chapman in May. Mario Rodriguez changed the oil on his beautiful Imola Red 2006 330ci ZHP. In preparation for a six hour drive to The Vintage BMW event in North Carolina, DIY regular Chris Wootten changed the oil and differential fluid on his 1984 533i. Doug Verner changed the oil and adjusted the parking brake on his Phoenix Yellow E46 M3. Doug's son, Austin Verner, changed the oil on his 2003 330ci. Vincent Meredith and Melinda Graves bled the brakes on his 2007 Z4 M Coupe. Mark Shaffer changed the oil and replaced the fuel filter on his 1995 325is.

Louis Mezo replaced the power steering reservoir on his 1998 528i. Eric Upton replaced the oil on his classic 1971 2002. Harsha Kiron replaced the brake pads and rotors on his 2007 530i.

Special thanks goes out to Taylor Chapman for letting us stay a little late, which was partially my fault. After bleeding the brakes and clutch line on my 1987 325is, I was left with a limp clutch pedal. After several attempts to get all of the air out of the clutch line using my

pressure bleeder, Taylor suggested that I simply allow the clutch line to gravity bleed itself. Sure enough, after a few cycles of gravity bleeding my clutch pedal came back from the dead and I was on my way. As always, DIY coordinator Phillip Cummings kept everyone moving on and off the lifts efficiently and provided a nice pizza luncheon.

So while my son first called a Porsche 911 a racecar, he now understands that the term can equally be applied to several different models

of BMW. He also knows that racecar spelled backwards is still racecar.



(Top) Doug Verner struggles to unstick a massive StopTech brake pad on his bespoke 2005 Phoenix Yellow Dinan S2 M3. (Middle) Mark Shaffer takes a break from his '02 BMW 530i to lend a hand. . . or rather a finger to Chris Wootten. (Above) Marc Caden and Vincent Meredith talk subtleties while admiring the S54 in Meredith's 2007 Z4M.

(Top) Shop Foreman, Andrew Goodnight, actuates the clutch pedal while Marc Caden bleeds the lines in his 1987 325is. (Above) Eric Harsha Kiron aligns one of four new rotors on his 2007 530i.



(Above) The author's 1974 2002tii. It is a very nice example of the 70s era BMWs.



(Above) A newer example demonstrates its owner's attention to detail.

BMW of Sterling Cars & Coffee

Saturday, June 6, 2015

By John McWilliams

While evening cruise-ins have been held for decades, the cars and coffee gatherings seems to have started very informally about ten years ago in southern California as a chance for locals to talk cars over a cup of Joe on a Saturday morning. I first heard about one of the local gatherings in Great Falls, Virginia, five years ago, but have so far not had an opportunity to attend.

BMW of Sterling gave the chapter a chance to have a BMW-specific cars and coffee event before the new members' reception on Saturday, June 6th. A parking lot was cleared for us (no small feat!) and cars began arriving before the 9 a.m. start time. Bob Platz of Precision Autoworks in Camden, NJ motored down in his perfect 1973 3.0 coupe. I had seen Bob and the car earlier in May at The Vintage gathering in Winston-

Salem, North Carolina. My 1974 2002tii was the second-oldest model represented, followed by an E21 3er. Other examples ranged from an 80s E24 coupe to current day cars still with temporary tags. The color palette in the lot reminded me of a jar of Jelly Belly jelly-beans! M-cars, modded E46 and E90 models, SAVs, to the 6er Gran Coupe all had owners as passionate and enthusiastic about their cars as those of us driving the old-timers. We easily took up the 60+ parking spaces and we'll return for another C&C and DIY tech session at Sterling on October 3rd.

Many thanks to Ryan Hoover (Assistant Parts Manager) and Stefan Vrabel (Service Manager) of BMW of Sterling for rolling out the red carpet for the chapter for this inaugural event.

(Below) The huge service area stayed busy throughout the DIY tech session.



(Middle) An M Coupe has its turn being serviced by a club member.



Mid-Season Autocross Update

By Eric Hall



Jeff Kalitan weaves through a slalom in the latter half of the July 11th Novice School #2.

Our July Autocross school was a tremendous success. Committee chair Phil Yates, called it “one of the best novice classes we’ve ever had” praising the group’s considerable talent and willingness to learn. There were students of all ages, every generation of BMWs, and in some cases, other parts of the club. Father and son team, the Kalitans, junior and senior, represented some much needed CCA cross-participation. “We found out about the autocross club through a gentleman named Eric at a DIY event at Martin Motorsport” said Kalitan, Sr. whose son was a novice participant. “We did the Street Survival school

and it was great,” Kalitan, Sr. he continued, “and that’s why we I wanted to take [my son] to Autocross so we could reinforce car control skills like counter steering or

threshold braking.”

Kalitan, Jr. drives an E36 generation 325is fitted with an AFE intake and Fortune Auto Coilovers. Kalitan, Jr. credits his instructor Adam

Chelikowsky for the vast amount of his improvements.

One of the many students piloting a different Deutsche marque was Matt Lynch in his wife’s 2013 Porsche Boxster. Matt himself drives an E92 M3, but he chose the Boxster for its lighter, more nimble attributes. Matt’s first autocross experience was at a bachelor party in South Carolina. “That was just a small course though,” Matt remembered, “this is much better.”

Although they’re at the school to learn, the rookie Autocrossers get to compete as well. Finishing third overall, Chris Schmitt attributed some of his success to instructor and



(Above) 3rd Place finisher, Chris Schmitt in his E46 M3 convertible tips a cone on his final run with instructor Okas Elam. (Below) The graduating class of 2015 Novice School #2 poses for a group photo. Well done, gentlemen!





(Above) Jeff Kalitan, Jr. and instructor, Adam Chelikowsky, talk strategy between runs over Jeff's E36 325is at Autocross School #2.



(From the top) Matt Lynch takes a solo run in his wife's 2013 Porsche Boxter. Kennard Harrigan hugs the corner of a decreasing radius right-hander in his blacked out 2007 BMW M Coupe. Event organizers, Alejandro "AJ" Aviles and Phil Yates, discuss last minute course change at the crack of dawn. Arda Selekler smokes the tires after an accidental slalom spin-out in his striking 2015 BMW M4.

committee member Okas Elam. "He was direct and helpful" Chris said. Another portion of his success comes from a new-to-Chris E46 convertible M3 with upgraded intake, exhaust, and suspension. When asked if he would recommend the novice school, Chris said, "Oh hell yes!" praising the fact that students get much more seat time than at points events.

The July novice school marks the midpoint of one of our most successful seasons to so far. Several events have sold out and the club has hosted two incredible events at the huge lots surrounding FedEx Field. The second half may prove to be even more exciting!

We are proud to announce that Thayer Motorsports will be joining us as a NCC Autocross sponsor. Thayer Motorsports will be providing a \$50 Gift Certificate to the fastest BMW of the day for the remaining three-point events. Thayer Motorsports is an enthusiastically run business specializing in both OEM and high performance part sales. Visit their website at thayermotorsports.com.

Finally we added a new event to our season! On October 25th, 2015 we will be hosting our very first NCC Autocross Race of Champions and Swap Meet. This event will feature this season's 10 fastest drivers going head to head for a prize (provided by RRT) while driving a mystery car of our choosing (provided by Thayer Motorsports). They will have only one practice run, and one competition

run to prove they are truly deserving of the title of NCC Champion. The day will also feature a Cars and Coffee, our annual swap meet, exhibition runs and discounted Autocross all day.

With three more points events and the Race of Champions remaining in the 2015 Autocross season, there's still plenty of time to get in on the action yourself.

2015 Mid-Season NCC Autocross Standings:

In M class, Kamran Bakhtian leads with a total of 30 points. Fraser Dachille overtook Mark Drew at the last points event in MINI class with 28 points. Maintaining his lead in NOVICE class, Ray Hagan has 23 points. Chad Williams leads PAX class with a perfect 30 and Alejandro "AJ" Aviles leads ProPAX with 29.

In BMW classes, Justin Ochoa and Michael Lumb are tied for S1 class with 10 points each. Eric Core continues to lead S2 class with 30 points while Eric Hall eked out a lead over Marc Caden with 28 points in S3.

In T1, Ivan Slavov maintains his 2-point lead over Jeff Noyes with 28 points. T2 sees Woody Hair leading out ahead with his tie for first with John Shipman, now holding 28 points.



Tourmeisters Take Their Talents to Tuscany, Tend to “Tourists”...and Tie the Knot!

BY PERLITA ALIGA JONES
PHOTOS FROM VARIOUS SOURCES

*B*oun Giorno!

This is a car-club magazine, whose pages are usually graced by articles about Bimmers and chapter activities. But in keeping with the magazine’s goal of diversifying its contents, we feature a special event that does not have anything to do with our cars, but involves two of our club friends and tourmeisters, our chapter vice-president, tour-and-chapterfest chairperson, Algie Livingston, and the former Angela Dzuro-Quick. Consider this a travel guide, a food-and-wine section featuring select pairings, and an arts-and-style page rolled into one, compliments of *der Bayerische*.

This is the latest chapter of Algie and Angela’s love story which, in their own words, began at Howard University. “A girl met a boy on her first day of college in 1999. He was known as “Hustle Man” because he always had some sort of hustle from installing “forgotten” cable lines in dorm rooms to renting videos (VHS tapes!) to a convenience store in his dorm room. After she bribed her friends with free snacks which required MANY trips to his convenience store, eventually a friendship blossomed. At the end of her freshman year, his sophomore year, they studied for an Algebra II exam together (she got an A...he didn’t) and eventually fell in love.”

Since then, they have been together. One of their favorite memories is an amazing European trip in 2007, which resulted in their immense love for Europe, especially Firenze (Florence) in the breathtaking Toscana region of Italia.

Tuscany was the couple’s hands-down favorite locale for their wedding. The preeminent *tourmeister* joining the outstanding organizer in matrimony made this event one to remember, an

enchanted wedding for them, and their families and guests alike, despite the hiccups that went with planning a special occasion abroad with different customs and requirements, and in a foreign language.

Just to give you an idea of the complexity of the process, the following is an introduction to a 5-page tutorial on how to get married in Italy, which the bride and groom kindly shared.

How to Get Married in Italy

This is not the same as having a civil ceremony in the United States and wanting a church ceremony in Italy. You were married in the United States and your license was issued by the State in which you were married. The process below is if you want your marriage license issued by the Italian government. Remember the Italian government offices we list are for marry-



(Above) Newly pronounced husband and wife are all smiles. (Below) The newlyweds against the backdrop of the magnificent Il Duomo di Firenze (Cattedrale di Santa Maria del Fiore).

ing in Florence. This is the process for getting married in Italy if you are not Catholic. The only religious marriage ceremony recognized by the Italian government is Catholic. Any other marriage performed in a non-Catholic ceremony can only take place after a civil ceremony in the local town hall. The reason for this is the priest at the non-Catholic church will require the paperwork from the town hall in order to perform the church ceremony. Don't try to bypass the civil ceremony at the town hall, unless you were married in the United States and have proof. You will be rebuffed at every turn.





See what I mean? But if *Tourmeisters* Algje and Angela planned, promoted, and implemented the daunting Tail of the Dragon for our club (2013) and have succeeded overwhelmingly, then planning, promoting, and implementing a Tuscan wedding should be a piece of cake, right? They dutifully followed all the instructions to the letter and withstood the challenges along the way. (If you ask them, they will regale you with amusing stories about how the world turns in an Italian town hall.)

Despite all the tasks that needed their attention, Algje and Angela made sure their families and guests were having a wonderful time once they reached Tuscany. The couple noted that “everyone took a different path to arrive in Firenze. Some guests flew into Venice first. Others traveled into Paris or Rome before continuing on to Firenze. One couple took automobiles, planes, boats, and trains to a new level. They took a car, a plane, a Viking ‘longship’ for a cruise down the Rhine River from Amsterdam to Basel, Switzerland, and a train through the Swiss and Italian Alps before arriving in Firenze. Another couple decided to see Germany, Austria, and Italy by car.”

Two days before the big event, with nary a tinge of pre-wedding jitters, Algje and Angela did something they do so well – arranged a bus trip and served as tour guides for their families and guests to some of Tuscany’s highlights, such as the Leaning Tower of Pisa, lunch at a farm-to-table restaurant and winery, and wine tasting at a hotel and wine resort. Traveling on winding roads along picturesque panoramas of verdant hills and dales dotted with the iconic needle-like upright juniper trees was reminiscent of our car-club runs and excursions, only this time no one was going 159 kilometers per hour (that’s 99 mph for us in the US)!

The Pisa complex presented a splendid sampling of Italy’s Romanesque architecture with its four imposing structures – the Tower, the Duomo di Pisa, the Baptistery, and the Camposanto. After Pisa, lunch at Fattoria Poggio Alloro (Bay Leaf Hill Farm) beckoned. The group was greeted by Sarah Fioroni, a fifth-generation descendant of the Amico Fioroni farming family, and chef, cooking instructor, *sommelier*, and hands-on manager of the family’s organic farm. The author of the acclaimed book, *A Family Farm in Tuscany*, she was just fresh off a book tour that took her to, of all places, Ellicott City, Maryland! Sarah welcomed everyone to what is one of the notable sights and sites of Tuscany. Standing at the *fattoria*’s scenic overlook, one could see historic San



*Cutting the torta millefoglie created on the spot.
First from the right is the father of the bride, who walked her down the aisle.*

Gimignano and its centuries-old towers rising above the rolling emerald hills some five kilometers in the distance. It was a gorgeous, picture-perfect spring day. This was Tuscany at its best!

Savored by the group at the *fattoria*’s panoramic terrace was a hearty lunch of foods grown and produced in the farm. It included *bruschetta al Pomodoro* (grilled bread rubbed with a cut garlic clove, drizzled with extra virgin olive oil, and topped with mozzarella, a juicy slice of tomato, and a leaf of basil; pasta with beef or tomato sauce; prosciutto, salami, and cheese; green salad; Vinsanto dessert wine with almond biscotti; coffee; and Vernaccia di

San Gimignano and Chianti wines. The visit to the *fattoria* ended at its gift shop, where the farm’s organic products are sold. The aromatic and delicious *miele millefiori* (“thousand-flower honey,” rich in flavors from the wide variety of wildflowers growing in the hundred-hectare farm) is one of its sought-after products; so is Sarah’s book.

Tuscan wines continued to flow at Villa Dievole Hotel and Wine Resort, its signature wine being Chianti Classico. From the scenic veranda, one could enjoy the astounding view of the vineyards and the deep forest below, punctuated by an inviting swimming-pool area rimmed with rose bushes in bloom. Guests tasted wines in the cellar while enjoying some homemade nutty and crumbly pecorino cheese.

The next evening, Angela and Algje hosted family and guests for more Tuscan-inspired fare in a beautiful, awe-inspiring, and palatial apartment in the heart of Firenze. The tall ceilings and wide walls that featured intricate and vibrant frescoes were a sight to behold. They harkened back to Michelangelo and Raphael’s works! Florence is the birthplace of the Renaissance, and the architecture and décor of its buildings and residences bear witness to that.

It was a joy to see Bimmer friends, such as chapter secretary Gina Hector and John Francis at the get-together. They had just driven from Rome.

The glorious day had arrived! The weather was perfect, just the way one pictures Tuscany in springtime. Angela and Algje’s civil wedding at Palazzo Vecchio was at noon, and their church wedding at St. Mark’s English Church was at 5pm. Shuttle buses from different pick-up points were arranged for all guests, an amenity that was very much appreciated. *Tourmeisters* do think of everything, don’t they?

The church ceremony was serenely elegant. It was set in a charming, old church (first opened in 1881) that is also a venue for



The gorgeous bride visits with Bimmer friends, chapter secretary Gina Hector and John Francis.



musical performances (operas and concerts) as well as artistic, literary, and academic events. This time it was for the most beautiful and joyous event of all: Angela and Algie's long-awaited Tuscan wedding. At the end of the aisle adorned with soft-white rose petals, the radiant bride met her handsome groom at the altar for a short and sweet ceremony, enthralling everyone.

Firenze caught a glimpse of the newlyweds as they joined townfolk and tourists at the brick steps of Piazzale Michelangelo, a favorite spot in that it offers a magnificent

panoramic view of the city. Cheers and applause broke out from the crowd as bride and groom walked up the steps and sat down to bask in the gentle, late-afternoon Tuscan sun.

From St. Mark's, the group was whisked eight kilometers up to quaint Fiesole, an Etruscan-Roman village that overlooks Florence and the Arno Valley. Riding along tree-lined streets afforded stunning views of monasteries, churches, and villas. The majestic Villa di Maiano, with its manicured grounds and flowering vines and bushes, was the milieu of the fabulous reception that will forever be etched in our memories. Its expansive terrace provides the best vantage point for spectacular views of Florence and its environs. Villa di Maiano was built in the 15th century and maintains its original charm. Famous movie directors, such as James Ivory (*A Room with a View*) and Franco Zeffirelli (*Tea with Mussolini*) have used the villa as the setting for their films.

An interesting variety of tasty hors d'oeuvres was abundant, as were Tuscan wines, all relished in the terrace and gardens.

In the villa's ornate ballroom bedecked with impressive, age-old tapestries, tables with exquisitely arranged settings exuded the elegance and mirth that pervaded this wedding. Dinner accompanied by an assortment of wines was *haute cuisine* personified: Caprese salad with Pachino tomatoes and cherry mozzarella with fresh basil and extra virgin olive oil; Cappellacci stuffed with ricotta cheese and spinach, creamed leeks, and black pepper; Tamburello of beef "in Sorrentinian way" with fresh oregano, small potatoes novelline, and baked onions; Prosecco-flavored sea bass with cherry tomatoes and oregano; and green beans with speck. Select wines included white Antinori, red Tuscan Chianti DOCG Tenuta Moriano, sweet Spumante, and Villa Sandi Rose. Palates were very pleased.

Then came the *piece de resistance* – it was both an event and a dessert – the making and the cutting of the wedding cake! Everyone gathered around in rapt attention for the step-by-step demonstration of how to create a wedding cake on the spot! It was fascinating to witness



Villa di Maiano, shown at dusk, added charm to this fairy-tale wedding.

down her remarks because when overcome by emotions, she cannot talk extemporaneously; she cries at weddings, yes, but she also admitted she cries at supermarket grand openings!) Bottom line, the toasts' common thread was the love and appreciation everyone has for this lovely couple.

In their remarks, Angela and Algie expressed their "thanks to each of you for joining us in Tuscany as we start our marriage. We know it required quite a commitment from you, and we truly appreciate it. We hope you enjoyed your time here and have fallen in love with Tuscany as we did many years ago." Indeed, everybody did!

After their first dance, the newly minted *Signor e Signora* were joined on the dance floor by everyone and kept the animated dancing going into the night. There was music suited to everyone's liking. Hip hop, pop rock, the great American songbook, jazz, R&B/soul, Latin tunes, disco, 50's, you got it. At the festivity's end, the group rode back to Florence with full hearts. Taking in the cool evening's aura and the soft lights that are uniquely Tuscany, everyone shared special feelings about this fairy-tale nuptials, and agreed this was a wedding for the ages!

What a glorious week this was, thanks to the bride and groom – handsome couple, premier *tourmeisters*, and gracious host/hostess both! I came as a guest and left as family. I was on cloud nine from immensely enjoying the week's festivities." *Ho passato dei giorni bellissimi!* Yes, I had a marvelous time. There is

an expression to describe someone in such a euphoric state, and that is, "As happy and content as a woman who has just been to a fabulous wedding." In my case, I am happy and content...to the nth degree and still basking in the afterglow!

Grazie, Angela and Algie! Buona Fortuna, Signor e Signora!

Oh, and a club drive on the scenic, rolling roads of Tuscany? Why not? The idea is not far-fetched at all if we, chapter members, coordinate a European delivery of Bimmers. From Germany to Switzerland to Italy. It involves several overnights. And the exhilarating drive has to have a grand finale...in Firenze, of course! How about it, Algie and Angela? On your second anniversary?



The mother of the bride (left), aunt of the bride (middle), and Perlita Jones (author) at the pre-wedding get-together.

1st Annual Euro Marque Golf Tournament

By David Costanza

German cars and golf may not go hand in hand like mac and cheese, beer and brats, or Ben Affleck and women named Jennifer, but for the participants in the 1st Annual Euro Marque Golf Tournament and Concours, they went together just fine. On a recent, beautiful June afternoon, 11 NCC members figuratively carried forth the blue and white banner at the Raspberry Falls Golf & Hunt Club for Team BMW. Members from local chapters of the Audi, Mercedes, Aston, and Porsche clubs also competed.

A flurry of pre-event emails among NCC members about coordinating shirt colors resulted in Team BMW looking mostly uniform in their white golf shirts. Team BMW was “shamed” by the coordinated and customized shirts of Team Porsche although they did look more like printed pit crew member shirts than proper golf attire. Team Aston consisted of just two players in mismatched shirts but the fact that they were driving nearly identical and gorgeous silver-green Vantages made up for their lack of sartorial coordination. The rest of the teams apparently missed the matching color message.

The weather was perfect for the shotgun start, strongly indicating that our weather-challenged President was not the one primarily responsible for choosing the date. The golf course was in terrific shape and a total of 37 golfers representing the five marques made their way around in a leisurely 5 ½ hours.

Team BMW's competitive flight consisted of two groups. The foursome of Brian Hair, Tim Gallagher, Rich Sperry, and Rich Smith found the birdies hard to come by, carding a respectable score of 77. The other competitive foursome of Paul Seto, Raspberry Falls Head Pro Wily Lutz, Cynthia Heller, and your author fared better, tallying five birdies and no bogies on the way to a round of 67. This group's round was highlighted by a flop shot chip in for birdie that I hit but credit for which was claimed by Wily, arguing that he told me where to land the ball on the green. Some tense holes came up toward the end as the foursome waited for everyone's game to come around. Alas, our 67 was only good enough for second place as one of the Porsche teams shot a 66, just edging out

Team BMW and claiming the soon to be coveted Euro Marque trophy.

After the golf, a nice buffet meal awaited the golfers (sadly, beer and brats were not on the menu) along with a surprise for Wily. In addition to arranging to hold the event at this beautiful course and coordinating all the details, he magnanimously agreed to hold the event on his birthday (age not revealed). At the end of announcing the scores, Wily was surprised by his lovely wife (he definitely married up) and two adorable daughters who had been hiding in the club house for an hour with two birthday cakes. A rousing rendition of “Happy Birthday” and candle extinguishing brought what may have been a tear to Wily's eyes.

After the food, the day's activities concluded with a People's Choice Concours. Participants who wished to show their cars parked them in a dedicated area for judging. This was a “show what you drove” and only a few Porsche guys violated the no field prepping admonitions.

Participants were asked to vote for one car among each of the Marques except the one they were representing. A period of open voting included judges wandering among the cars and discussing appropriate judging criteria. A few judges were overheard discussing the cars and it was clear that preparation, cleanliness, colors,

and transmission choice (personally, I would never vote for a car with an automatic) were all fair game.

In the end, the cleaner of the two Vantages, the cutest of the Audis, a green over tan TT convertible, and the prettiest of the Mercedes, a maroon AMG SLK, were winners. Among the Porsches, a track ready 911 with slicks strapped to the roof won for Porsche and Paul's own M3 won for BMW. I think the latter was due to the engine cover autographed by the likes of Joey Hand, Bill Auberlen, Dirk Mueller, and Dirk Werner. Wily made the final announcements about the Concours and tournament winners and Team Porsche celebrated with shaken champagne and self-congratulatory toasts.

Hopefully, the 1st Annual Euro Marque will not be the only one ever. Team BMW, along with the drivers of the two Monaco Blue E90s that were inexplicably shut out of the Concours, want a rematch.



(Above) NCC member and Raspberry Falls Head PGA professional, Wily Lutz, congratulating Team Porsche after their lucky win in the 1st Annual Euro Marque Golf Tournament.

(Above) All the teams representing their marque (top to bottom): Porsche, Audi, Aston Martin, Mercedes and BMW.

Traditions

BY Marc Caden

PHOTOS Marc Caden
Raine Mantysalo



Street Circuit Racing at the Pittsburgh Vintage Grand Prix



(Top) The BMW CCA's Welcome Dinner was held at the LeMont restaurant providing magnificent views of the Pittsburgh skyline. (Above) Joe Ajavon from Rochester, NY started working on his 3.0 CSL project in 1987.



(Top) There are usually several 2002s competing in the races amongst them the 1975 2002 driven by Adrienne Hughes from Spencerport, NY. The 1960 700 Sport (inset) was driven by Klaus Selbert. (Below) The Allegheny Chapter was honoring the M cars and just about every M model was present.

cars (and the people behind them) is not at home on an iPad or computer, but in a first-person way at a real world event.

The PVGP is a ten-day series of car shows, parades, rallies, and vintage races. It all takes place in July at historic Schenley Park in downtown Pittsburgh. The racing occurs on curvy public roads that have been temporarily closed and converted to a street racing circuit. As a street circuit, there are many hazards presented that wouldn't otherwise exist at a track – like ragged stone walls, sewers, street signs, and the inevitable pothole. The road surface is bumpy and was intended for public road speeds and any run-off is nearly non-existent. However, it is the street circuit that makes this event so exciting. In fact, the PVGP is the nation's only event where you can see drivers compete in vintage races run entirely on city streets.

The race entries are grouped based on their production years and engine size. For example, there are classes for cars under 1.0 liter, under 1.5 liters, under 2.0 liters, and over 2.0 liters. There are several BMW entrants that compete and my favorite is a little blue 1960 BMW 700 Sport driven by Klaus

There is no denying that we live in an increasingly virtual world. For example, my son's "go to" place for cars is not always the latest issue of *Car and Driver*, but YouTube. In just a few clicks, he is shuttled from our living room in Bethesda to the Silverstone circuit in England where he is watching automotive journalist Chris Harris drift the new McLaren P1. While the virtual world can certainly deliver a lot of information, it cannot supplant our real world experiences. That is why I am thankful for events like the Pittsburgh Vintage Grand Prix (PVGP). I still believe that the best way for us to learn about





Selbert in the under 1.0 liter class. There were also several 2002 entries including the 1969 2002 driven by Roy Hopkins that previously won the 2008 Targa New Foundland Rally.

Italian cars were honored as the PVGP marque of the year and they came out in full force at the weekend car show which occurs on the golf course in Schenley Park. For the first time, I saw the new Alfa Romeo 4c. There were many Lamborghini offerings including a Miura, Countach, Diablo Spyder, Aventador, Aventador Spyder, and the new Huracán. Among the many Ferraris on display included a Dino, F12, 599 GTB, California, 575, 458, 512, and a plethora of 308s.

It is simply the mother of all car shows with over 2,000 automobiles parked according to marque or country of origin. If you can dream it, it was probably there! There were rare hyperexotics. I spotted a McLaren P1 parked next to a Porsche 918 Spyder. Seeing either one of these sub-3 second 0-60 mph hybrid super cars would have made my son's weekend, but seeing them both together was pure shock and awe. Within a span of

a 100 yards we also saw a series of Porsches that included Janis Joplin's 1965 356 cabriolet, a 356 speedster, a RS America, GT2, GT3 RS 3.8, and GT3 RS 4.0. Uh, wow!

Of course, the place to be is at the BMW tent located by turn 13 and high atop an area dubbed German Hill. The Allegheny Chapter hosts the event and it is widely regarded as one of the best vantage points to see the race. This year the chapter honored M cars and they were provided special parking privileges adjacent to the track. Allegheny Chapter President George Snyder reported that a record of 315 BMWs registered for the event and over 70 of those were M cars. Special guests included *Roundel* editor Satch Carlson, who attended the event and spoke at the dinner on the Friday night before the weekend races. I also saw Klaus Schnitzer covering the event (presumably for *Bimmer Magazine*) and got a chance to catch-up with David LaChance, the editor of *Hemmings Sports & Exotics* magazine. One of David's favorite cars on display was a rare 1960's Ghia 1500, and I won't be surprised if it is featured in an

(From the top) The German Hill provided a great venue for the BMWs to be displayed. BMW Performance Instructor Mike Renner is flanked by the author and his son Andrew (on the left). Representing some of the latest and the simplest technology were a new i8 and an Isetta. As a flashback to the 60s, several VW Beetles, buses and campers were also seen in various conditions.



upcoming article.

There were many interesting cars on the BMW lawn including several 2002s, an Isetta 300, two new Alpina B6s, and a replica Batmobile 3.0 CSL. However, the real highlight was seeing Lothar Schuettler's freshly restored 1958 502. Lothar started restoring the car six years ago and the PVGP was its coming-out party. When Lothar was a young electrician working for Bosch in Germany, he regularly worked on 502s and it is hard to imagine anyone more familiar with this model. The attention to detail on Lothar's restored 502 is impeccable. For example, the restoration involved the removal and re-chroming of 116 pieces of outside chrome and 74 pieces of inside chrome. Its red leather interior is sublime and small details are every-

where, like an illuminated rear "D" symbol on the rear for Deutschland. Lothar also brought his 1972 Baur 2002 and an authentic BMW R65 police motorcycle. We are fortunate to have Lothar as one of our local chapter members and I appreciate that he makes a special effort to share his personal collection at such events.

An important point is that the PVGP is also a charity event that helps raise money for the Autism Society of Pittsburgh and the Allegheny Valley School. To that end, a thanks goes out to BMW Performance Instructor Mike Renner who donated a spot in an upcoming M Performance School valued at \$3,300 for a raffle and gave "hot lap" rides around the circuit in a new M3 in return for donations to charity.



(Top) Lothar Schuettler discussing his just restored 1958 502 with BMW NA Group Classic's Andreas Kiss. (Middle) Lothar's official BMW R65 German police bike (and the rider) caught the eye of the spectators. His 1972 2002 Baur convertible is a rare sight. (Bottom) "But honey, the interior matches my purse exactly."



The contributions from the raffle and hot laps helped raise almost \$6,000! My son and I were fortunate to get the first hot lap of the weekend with Mike. The white M3 with racing stripes was outfitted with carbon ceramic brakes, a DCT transmission, and a performance exhaust. It was without question the highlight of the weekend for us. Getting shuttled around the circuit by a professional instructor is exactly the kind of real world experience that trumps anything the virtual world has to offer. Mike drifted several turns and in response we giggled like middle school kids in the back seat (one of us actually is a middle schooler and the other simply acts like one). A video of the hot lap is available where else? On YouTube of course at: <https://www.youtube.com/watch?v=zmiK5liMjTM>

The weekend ended in a fitting fashion. My son and I were debriefing about all of the highlights while cruising home at a pretty good clip along the Pennsylvania Turnpike in my E46 M3. I caught a glimpse in

my rear view mirror of a Porsche closing on me at a very high rate of speed. And it was really fast – like he was going way faster than Nats outfielder Jayson Werth. I told my son to get ready to watch him fly by, but when he was within a couple of hundred yards I realized it was a Porsche 918 Spyder. Our jaws dropped when we saw the 918 from the PVGP car show buzz by us so fast that it made my M3 look like it was pulling into a parking spot. Somehow we were able to catch up to the 918 (no laws were broken in the making of this article) and my son snapped a picture of it in the wild. We exchanged a mutual thumbs-up and then the Porsche driver dropped the hammer again and he was gone in an instant. For car enthusiasts like me and my son, these are the kind of moments we live for in the real world and for which the virtual world could never replicate.



(From the top) A Porsche 918 Spyder looks fast even sitting still... BUT it looks even faster when flying by. The McLaren P1 has serious hydraulics built in to help create down force at very high speeds and the rear spoiler can also be used as an air brake during high-speed braking. Lots of carbon fiber was used in the construction of the McLaren's cockpit.

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!



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



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!

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



TOYO TIRES
DRIVEN TO PERFORM™

Enthusiasts in the know choose **Radial Tire Co.**



Proxes T1R™

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

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, Discovery and Personal Checks.

The Ultimate Driving Experience

A Nice Weekend Drive

By James Chew

For the past few years, the amount of “junk” email that I receive has grown really quickly. All these messages go in to my “junk” folder, which I usually delete without reviewing them on a weekly basis.

For some reason, a few weeks ago I took the time to review the contents of that folder before I deleted the contents. And when I noticed that one of the messages was an invitation from BMW North America to participate in the local area “Ultimate Driving Experience” at FedEx Field, I immediately registered for the first weekend.

I also modified my “junk mail” filter.

I first participated in these types of BMW events about fifteen years ago at the old US Airways Arena parking lot. During that time, they were called “The Ultimate Drive.” These events were not only to raise awareness of the driving performance potential of the BMW products, but also to raise breast cancer awareness. One of the more fun activities of that event was the autocross, which I managed to win. One of the other activities was the new car drive, where BMW donated money to the Susan

G. Komen Breast Cancer fund for each mile driven. The pack rat that I am (c’mon, I’m an engineer) I still proudly own the shirt I purchased at that event.

The current “Ultimate Drive Experience” has not only been expanded to include two very important driving activities as well as to leverage social media. The #DrivingisBelieving tag allows participants to upload their photos and comments from this event, which are posted on a “big screen” message board displayed in the hospitality center. After watching that board for a few minutes, it was clear that those Ultimate Driving Experience participants who decided to post message were all having a great time.

The first new driving activity is the free two-hour-teen-driving school. Participants need to have at least a driver’s permit and

be between the ages of 15 and 21. In a combined classroom and track instruction setting, professional driving instructors teach the participants driving skills. The track portion is conducted using new BMWs. This objective is not to scare these young drivers, but to help shape the participants into confident drivers, but also make them aware of the hazards of distracted driving – with a special focus on the dangers of texting and driving.

The second new driving activity is a daylong Car Control Clinic in a modified version of the classes held at the Spartanburg and the Palm Springs BMW Performance Driving Schools. Think of a combination of the M School and the Drivers program. For \$750.00, the participants learn how to handle BMWs and realize the performance and driving potential under the careful instruction and watchful eye of professional instructors. As an added bonus for the “Ultimate

Driving Experience” events, the participants learn these skills in M3s, M4s, and M235s. At the Spartanburg and Palm Springs Performance Center, 2-, 3-, and 4 Series vehicles are used. And as one of my fellow BMW CCA members once said, “It’s always a little more fun to go a little crazy in someone else’s M car!”

Of course, there’s the autocross. This fun, but serious, activity teaches the participants the basics of car driving dynamics. Most drivers forget that it’s four tire patches, each the size of your hand, that keep the vehicle in contact with the road. The participants learn how to drive a vehicle in such a manner to maximize the amount of contact of the tire to the road in all driving situations.

Taught and coached by professional driving instructors and using 328d sedans and 428 Gran Coupes for instruction, this was quite an enjoyable event. BMW made an individualized short “hero” video, which was emailed to each participant. The autocross ended with a friendly competition, using the 428 Gran Coupe. I missed first place by less than one-one hundredth of a second!

There was also the “drive along”, allowing the participants the opportunity to drive the full line of BMW vehicles. And while there were waiting lists for all the vehicles, it was no surprise to me to learn that



the 6 Series convertibles had a long waiting list. I was a little surprised to see that the X5 diesel also had a long wait list. The redesigned X5 has been selling well, and this wait list validates its popularity.

There were two other “must do” events, which are both “ride along.”

One targeted X5 owners, where the participant would be taken for a “mountain drive” in a BMW X5. There’s nothing quite like seeing a new X5 driving a mountain track that one would normally associate with a roller coaster. Perhaps BMW has noticed that the competition is using the “Sports Activity Vehicle” moniker as a negative. Inspecting the new X5, one does notice how it was designed to allow for the entry and exit angles one would normally associate with a Jeep or a Land Rover.

Many of us have seen, and perhaps have been a passenger, on such a ride at the annual Auto Show “Camp Jeep” event. However, the BMW X5 Mountain not only seemed higher, but also steeper than the mountain track used for Jeep events. One ride will dispel any notions that the BMW X-vehicles are NOT off road capable.

The second ride activity uses a 5 Series to show the attributes and effectiveness of the BMW dynamic Stability control. And while both the professional driver and I were grinning as we took that 5 Series, with the DSC off, literally for a spin on a wet track, the contrast to the confident, stable control with the DSC on was quite revealing. After that ride, I’m certain that I’ll NEVER switch off that feature!

It’s unfortunate that most of the participants will not notice the unique BMW grill sculpture or appreciate its significance. Next year, BMW AG will be 100 years old. This sculpture, located in the Hospitality center, artistically and tastefully shows how the familiar “double kidney” grill has evolved throughout those 100 years.

I asked the event organizers if they had tried to reach out to the local BMW CCA clubs for support and



(Opposite page) Jeeps now have some serious off-road competition. (Above) Notice the very clever double kidney sculpture.

participation. From their response, it’s clear that they did not. Instead, they used R.L. Polk data to reach out to drivers of competitive vehicles as well as current BMW owners. A quick survey of the participant parking lot showed that an overwhelming majority of the Ultimate Driving Experience participants were BMW owners.

This event could be a more effective marketing tool if there was some coordination between BMW NA and the BMW CCA. While some “MBA focused” people will not see the point of such coordination because in their view BMW CCA members are already BMW owners, I contend that these types of events transform BMW owners in to BMW “evangelists.” And having an evangelistic owner base is a huge marketing multiplier.

Participants do receive a \$1,000 coupon toward the purchase or lease of a new BMW. And if you have a BMW financial rewards credit and can time your new vehicle lease or purchase during one of the annual BMW sales events, this can amount to quite the savings.

For me, the coupon and the driving activities are nice. But what is more important is that this event shows that BMW does not want to

become a caricature of itself. BMW not only wants to be the continue to offer benchmark “Ultimate Driving Machines,” but also help their owners appreciate the joys of owning and driving such a product.

Our esteemed *Roundel* editor, Satch Carlson, was once a featured columnist for *AutoWeek*. One of my favorite columns of his was of him watching in disgust as some guy using the fact that he OWNED a BMW to pick up women (this was during the 1980’s when BMWs become the official “yuppie mobile”). In his column, Mr. Carlson wrote about how an attractive young lady was fawning over the fact that this guy had a BMW key ring (and made the massive assumption that he then ACTUALLY owned a BMW). When she asked about how it was to drive a BMW, all this person could answer was “I gotta tell ya.” Even if this guy really owned a BMW, he had no clue of the design and engineering behind the BMW 3 Series that, with the installation of a roll cage and removal of some seats, would allow it to be a competitive road-racing car (I witnessed this about fifteen years during a road-racing event at Belle Isle). He just cared that he had a car that would allow him to pick up woman.

With their continued support and execution of “The Ultimate Driving Experience”, BMW NA shows that they would rather grow their ranks of loyal BMW driving enthusiasts rather than appeal to shallow, trendy buyers.

Exiting FedEx Field parking lot in my 135i convertible, I was steeling myself for my beltway and I95 drive. Sad to say that even though I had set low expectations, the weekend beltway and – 95 drivers still disappointed me. But my recent fond memories of my weekend “Ultimate Driving Experience” did comfort me. It’s good to know that I can still competently compete in an autocross and that the technology and engineering that goes into the design and assembly of a BMW is quite functional for everyday driving. And as a BMW enthusiast, it’s good to know that BMW values their customers enough to provide constant exposure to BMW products as well as an opportunity for continuing education to learn how to get the best driving experience from a BMW.

Now, I wonder how many BMW Financial Service points I have...



(Above) Autocross classroom highlights. If the professional instruction and the customized video aren’t enough, you also receive a \$1000 bonus certificate.



A First Trip to the Performance Center West

By Steve Tenney & Doug Verner

Earlier this year, we were very fortunate to get a special invitation from Mike Renner, a BMW Performance Center Instructor, to be part of a group he was putting together for a first look at the Performance Center West (PCW) in Thermal, California. Many of you will know Mike through Performance Center driving schools or Tudor racing events, or as the special guest speaker at our NCC Holiday Parties in 2013 and 2015. Mike is a true friend of the BMW CCA and particularly of the National Capital Chapter.

We weren't entirely sure of the time and arrangements for this trip, so we kept it pretty quiet around our fellow club members at all the early 2015 local events. As spring arrived, June 1st and 2nd were confirmed as our California driving days. Plans were to spend Monday the 1st at Thermal driving F80 M3 and F82 M4 cars and then, on Tuesday the 2nd, to drive to Perris Auto Speedway in Perris, California, to the Cory Kruseman Sprint Car School for a little dirt track driving. This is another one of the amazing experiences that Mike continues to create for our car club members. Most of the folks invited on this trip were from the South Carolina area and regulars at the BMW Performance Center East or with Mike on other driving events.

There had been speculation that BMW would build a facility in California to fill the same role as the Performance Center in Spartanburg (Greer), S.C. Certainly, with the number of cars BMW sells and the large club membership in California, this would seem to be a worthwhile venture. In 2014, BMW announced that it had become a corporate partner with The Thermal Club,

with plans to build its own facility on the Thermal property and use the existing courses.

The Thermal Club is a private driving facility / community near Palm Springs where club members can drive their cars on what they call "Private Pavement". In a nutshell, it is a Country Club for cars and car enthusiasts, and a very, very nice venue.

The entire BMW facility is not yet complete, but some track courses and the skid pad are available for use and a temporary classroom and dining structure have been constructed. Maybe the best part of the facility is that the

PCW will have use of the Thermal three-mile North and South Palm Circuits for its classes and events. The BMW facility is planned for completion in early 2016. //M school days are being held now, as well as a variety of other driving events.

So, what is the course like compared to the standard that we've enjoyed in South Carolina for over 15 years? It's good. It's very good. It's a little different from the Greer track. It offers higher speed sections and a bit more complex corners. There are some decreasing radius corners as well as a large carrousel-like corner that tests your ability to manage speed and mechanical grip. There are high-speed esses that will challenge you to make sure that they don't come at you too fast. When you put both the North and South Palm courses together it's a track that's



(Above) The Thermal Club Circuits.

about three miles long. For a "recreational" facility like Thermal, that's pretty impressive.



We began with time on the South Palm Circuit and eventually did complete laps there. In the Main Paddock area, where you see the Karting / Autocross area on the map above, we worked on handling and then we were timed at the end of the day. The area on the left (labeled 7 as the Corporate/Commercial area) is the location that will become the home for the BMW PCW. A brand new polished concrete skid pad is already finished.

We had 14 drivers attend the event, with two persons per car and either three or four cars running together in a group. Two instructors

supported each driving group. We did specific instruction-based activities to start the day. There was a turn-in exercise at the decreasing radius turn with braking from high-speed entry. There's a really good handling or autocross course (where we would be timed later). The skid pad is the slickest surface, other than ice, that we've ever driven on. How much grip was there at 20 mph? Not much at all! It was very slick and about the best experience I've ever had working the throttle and steering to balance the grip. There was also some ponding of water on the skid pad, which made it even more

interesting as the grip varied with hydroplaning. Of course, it was a brand new surface – and a really a cool experience.

In the afternoon, we began to put the pieces together with complete laps of the South course and adding the North course. The North Paddock and the Desert Circuit do not yet exist, so we were working between the two Palm Circuits. The large radius Carousel (on the right on the map) tests your ability to balance mechanical grip with speed in order to maintain control going through the Carousel and then directly into the esses. You need to lose speed as

you work your way through the esses. Then a sort of hairpin heads you back on the short straight to the other side of the carousel and back to the South Palm Circuit. It's a great workout with more complexity and technical aspects to make it very challenging. It's quite a club circuit, that's for sure. We finished the day with a competitive autocross on the handling course from the morning. Times were very close within the group.

(Above from left to right) The day begins in the desert. On the polished concrete skid pad. (Below) Our group at registration.





(Left) Steve Tenney at Perris Speedway. (Below) Sprint Cars on the dirt at Perris Auto Speedway. (Bottom) A panoramic view of the Coachella Valley.



On Tuesday, we drove to Perris Auto Speedway to meet with Cory Kruseman and his crew from the Sprint Car Driving School. Cory normally conducts his school at Ventura Raceway, backed up to the Pacific Ocean, but to accommodate our schedule, he came out to Perris to meet us more or less half way. This would be a further test of our skid

control since these cars run on dirt.

A Sprint Car weighs about 1500 lbs and has around 700 HP, so it's got a pretty good power to weight ratio. Since they always turn left on ovals, they are built in stagger or offset to make sure that left turns are optimized. When you accelerate one of these cars, it turns left by itself – immediately! You find this out the

first time you press on the gas and have to counter steer or hit the wall. You sit upright with a gas pedal that you place your foot into (so you can decrease the throttle if the return spring comes off) and a brake pedal that slides forward and backward. The cars are very simple. There is gas and brake pedal. No gears to shift, just one speed. There's no

tachometer, just oil temperature and pressure gauges. The car doesn't have a starter; they push you with a truck. You put it in gear, turn on the fuel, and hold the brakes for a bit when they push you, then release the brakes, count to five and turn on the ignition. The engine should start and you are off. You then turn left when you get to the track surface and put in your laps.

We each got three 15-lap sessions. The first session was pretty much just getting used to this strange car with so much power and a slick dirt surface. It was a great car control exercise.

About an hour into the session, we got a great surprise. Mike had invited his friend and noted race driver Boris Said to drive Sprint cars with us! Boris showed up and after quick introductions, he was out on the track. Turns out Boris had never been in a Sprint car on dirt either. Of course, Mike and Boris acclimated very quickly to the Sprint car and the dirt surface.

We gained confidence with each set of laps and began drifting pretty well in more or less classic sprint car style. What an experience! Cory Kruseman's website talks about Paul Newman coming out for some fun and he mentioned that Patrick Dempsey has been out recently to





experience sprint cars. It was also very cool to have been on the track with Boris Said.

After finishing up at Perris Auto Speedway, we took the ride over to BMW of Murrieta to pay Boris a visit at his dealership. There's no doubt who the primary person is at BMW of Murrieta. The walls are decorated with driving suits and pictures from various racing exploits. From his win at the Nurburgring 24 Hours to races in the American Le Mans Series and many NASCAR activities, Boris has a lot of special accomplishments of which to be proud. There's even a Turner Motorsports Grand Am M3 on display in his showroom.

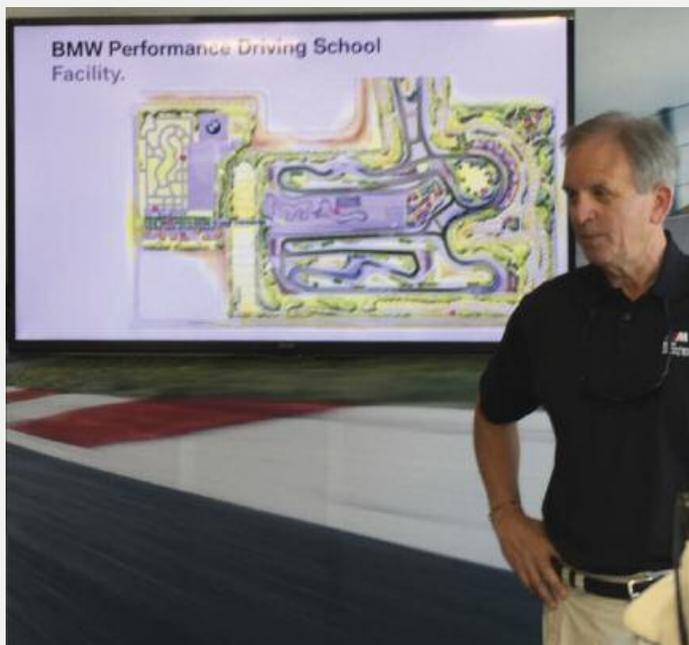
Boris gave us an hour-long tour of the facility, stopping at various displayed photos and memorabilia to tell some great racing-related stories. From the spectacular fire when racing a Corvette that left him with burns to providing road course setup recommendations to Dale Earnhardt, Jr., driving for the King, Richard Petty, and his experiences with Dale, Sr., we heard some great stories. He said he was very intimidated by Dale, Sr. and when he took the Earnhardt #3 car out for a few laps, he didn't realize how few people actually drove that car. He talked about the time that Earnhardt asked him what he'd like for lunch and he asked Sr. to make him a peanut butter sandwich with the crusts removed. When the sandwich arrived, Earnhardt hadn't removed the crust and said: "You don't want to

remove the crust, it will curl your hair." Boris has a lot of special stories that he's great at story telling. He a very nice, friendly and accommodating guy. He should write a book sometime.

After we left Murrieta, Mike lead us on some back roads for a tour through the Santa Rosa and San Jacinto Mountains. There's a special road there called the Pines to Palms Highway that switches back and forth over the mountains into the Coachella Valley and Palm Desert. We stopped on the overlook to take a few pictures. The only problem with the drive was that we were in our rental cars and not in the M3s and M4s from the Performance Center.

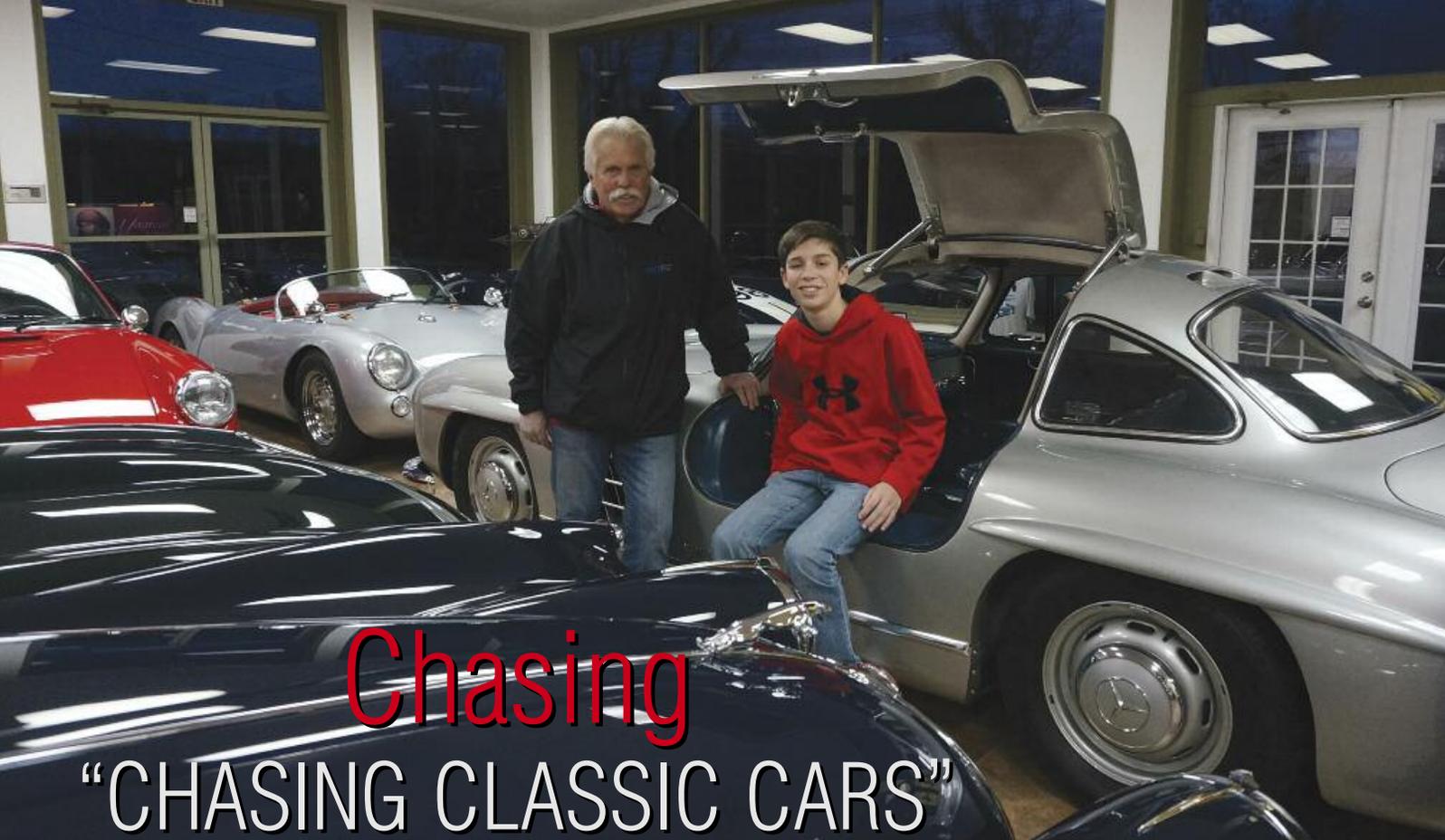
But it was a spectacular view and a great drive if you ever get the chance to take it.

As we hope you can tell from this article, this was a fun trip. Thermal is an exciting track to drive, the PCW facilities are first class, the desert venue is beautiful (and hot!) and the driving instruction provided by the PCW staff is the best – period. Many thanks go out to Mike Renner for setting up this event and inviting us along, to Adam Seaman, our PCW Lead Instructor for the excellent day of driving at Thermal, to Cory Kruseman and his crew from Sprint Car Driving School and to everyone else who made these two days in June great.



Finally, many of you may be asking how you can drive the Thermal Track at the Performance Center West. Stay tuned. We're currently working to develop a program for National Capital Chapter members to do just that. And BMW PCW is running a series of driving schools just like they do at the Performance Center in Greer. This will be yet another great benefit of your membership in the National Capital Chapter BMW CCA.

(Top) Boris Said Mural at BMW of Murrieta. (Above) Boris Said and Steve Tenney. (Left) Mike Renner gives us our classroom instructions.



Chasing “CHASING CLASSIC CARS” Wayne Carini

By Marc Caden

Like many of you, I'm a car show junkie. I spend more hours than I'd like to admit watching the Velocity channel, which is owned by Discovery Communications, and caters to an automotive-oriented audience. My DVR is full of recorded car auctions, DIY programs and car restoration shows, and I spend part of most every evening relaxing in my favorite chair while a television host tells me how to fix something or explains the value of some exotic car.

One of my favorite programs is “Chasing Classic Cars,” featuring host Wayne Carini and his Connecticut-based restoration shop and vintage car sales business called F40 Motorsports. Wayne travels around the country looking for rare cars to buy, restore and eventually sell. I have always appreciated Wayne for his vast automotive expertise and his New England sensibilities. He learned the trade at an early age from his father, Bob Carini, who periodically appears on the show. Wayne is a classic car enthusiast in the truest sense of the word. He is also a family man, having devoted an entire episode to the relationship he has with his adult daughter with autism. His true love and dedication to his family was compelling and genuine,

and I sincerely respect him for that.

My wife's Uncle Bruce is a longtime Connecticut resident and also happens to be a very cool car guy who has owned everything from a Shelby Cobra to a Rolls Royce Silver Cloud. He still owns multiple vintage cars and keeps an active dealer's license. He has been part of the car trade in Connecticut for almost 40 years and has known the Carini family for almost as long. When Uncle Bruce first met Bob Carini, his son Wayne was probably only in his teens.

One day while swapping car stories, Uncle Bruce told me a great one involving Bob Carini. It was the late 1970's and an East Hartford car parts dealer was going out of business and selling his entire collection of parts from the 1920s to 1950s at a reasonable price. Being a savvy businessman, Uncle Bruce swooped in and made a cash offer, buying the whole lot of parts before anyone else could get their hands on them. It was a gold mine! Most items were still in their original boxes and well-labeled. There were parts from a variety of classic cars including Packards, Pierce Arrows, Kaisers, Lincolns, Studebakers, and the usual big four car makers. Uncle Bruce inventoried the parts and began selling off the

most valuable items by placing classified ads in Hemming Motor News. He looked at the pile of lesser known parts and decided it would be easiest to get rid of them in bulk so he called Bob Carini, who surveyed the remainder of the parts and negotiated a price with Bruce to buy them all.

Uncle Bruce felt pretty good about unloading the lesser parts on Wayne's dad and couldn't resist asking about them the next time they spoke. To his dismay he found out that Bob had recognized the parts as “rare and hard to find” and he was selling them for double the money that Uncle Bruce thought they were worth! Bob was clearly a good businessman and had the automotive expertise to seize upon a good deal when he saw one. Enough time has passed that Uncle Bruce can now laugh about the story, and he has the utmost respect for Bob and Wayne Carini as the good businessmen that they are.

Last November as I was traveling north on I-91 with my family to Glastonbury, Connecticut to visit with Uncle Bruce and his family, I realized that we would be driving pretty close to F40 Motorsports, the home base of Wayne Carini's show. It was the Friday after Thanksgiving and it was only an hour before closing time when we

arrived. I figured Wayne wouldn't be there given the holiday weekend and was surprised when the receptionist told me that Wayne was in his office and that I could walk around the showroom until he was available to speak.

The inventory of vintage cars was lovely, but the showroom itself was unspectacular and looked like it had been decorated two or three decades ago. Although Wayne is very much a television personality, his business remains utilitarian and unpretentious in every way. Wayne's office is located adjacent to the showroom and through the thin walls I could easily hear him wheeling and dealing on the phone while I was looking around. Around the perimeter of the showroom were some very interesting cars that included a Ferrari Lusso, Jaguar E-Type (recently featured in the 2015 episode called "Here Kitty Kitty"), an early Porsche 911, a Porsche 550 Spyder replica, and a Mercedes 190SL. The crowning jewel was a Mercedes 300SL (gullwing) located at the center of the showroom floor.



(Above) Andrew Caden sheepishly grins while sitting at the wheel of a Mercedes 300SL worth nearly two million dollars.

Wayne greeted us warmly and explained that the rare gullwing Mercedes had just been sold to an overseas buyer for a solid seven figure sum. Notwithstanding, he still invited my son to sit in the car and carefully explore it. A very kind gesture to a young car enthusiast! Wayne was truly as genuine in person as he appears to be on the show. He gave us a tour of the showroom cars and only left because he was needed to close up and let his employees go home. I watched as he personally started the cars parked outside and moved them inside into the garage. Because it was a cold day, a couple of the older cars put up a fight turning over so he would either bump start them himself or in one case he just gently pushed it in.

Meeting Wayne Carini was everything I had hoped for — he was genuine and seemed completely unaffected by the success of his television show. If you find yourself near Hartford, Connecticut, I recommend you make a side trip to his showroom. Alternatively, you can simply watch Chasing Classic Cars on the Velocity channel every Tuesday at 9pm.

(Below) It was said that if you opened a gullwing door during or after a rain storm that the excess water would drain right down the door and onto your head. Given their collector's status, it is doubtful that any current owner would expose it to rain. The author and his son pose with the 300SL in the showroom of F40 Motorsports in Connecticut (a yellow Ferrari Lusso lurks in the background).



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

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



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





NEW MEMBERS



New Members through June, 2015

National Capital Chapter now has 5,183 members including 648 associate members who share in all of the benefits of being an NCC member. 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 ben-

efits 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 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.

Mohsen Abbassi	Pierre Cassagnol	Mindy Felinton	Steve Kisielka	Brian Pancia	Brian Shipman
Christopher Adeuja	Patrick Cavuoto	Ariel Ferdman	Richard Klipstein	Biju Pandit	Mark Silverman
Nishan Aghajanian	Donny Chan	Charles Fieri	Michael Ko	Ross Paolino	Keely Simonson
Ato Ahwoi	Kahlil Chan	Ryan Fischer	Chris Kostolni	Christopher Paratore	Mark Smith
Joel Akers	Kemal Chan	Stephen Foley	Allie Kotler	Lara Peirce	Nathan Smith
Bill Alderson	Srinath Chandrasekaran	Taoufik Founi	Nancy Krochmal	Danielle Perry	Benjamin Sossa
Meva Andrianifahanana	Joel Charkatz	William Franklin	Christina Lam	Amit Persaud	Marc Spicer
Peter Appell	Ross Charkatz	James Fricchione	Nate Lambeth	Steven Persel	Robert Stanley
Terry Applebee	Zhi Chen	Travis Fritz	J. Laster	Brice Phillips	William Steele
Anthony Araujo	Joseph Chin	Abou Funna	James Lee	Jennifer Phillips	Subodh Sundaram
Michael Araujo	Hyun Choi	David Gallimore	Chung Lee	Norman Phillips	Andrew Swanson
Zenaida Araujo	Sung Choi	David Gandy	Bruce Leonard	Manh Phung	John Sylvester
Anthony Arbuckle	Ankur Chopra	Steven Gardner	Hamsa Linsky	Brian Piscitelli	Richard Tarman
Raghu Babu	Angela Chu	Andrew Goodnight	Ivan Lopez	Robert Platz	Brittany Taylor
Robin Baehr	Daniel Chung	Kenneth Graddy	Brian LoVecchio	Marvin Poindexter	Dean Taylor
Yanni Bakalis	James Churbuck	Michael Gregory	Brian Magliaro	Russell Powell	Joanne Tedder
Lindsay Baker	Brian Clarke	Sirisha Gudimetla	KS Mahadevan	Christopher Ralston	Tom Thomas
Victoria Barbessi	Wayne Cliburn	Joseph Hall	Motty Marvi	Michael Ramsey	Gjon Tomaj
Robert Barnes	John Colthar	John Hall	Aaron Mason	Martijn Rasser	David Torres
Mike Barrett	Adam Conrad	Kevin Hall	Kenneth Masson	Joshua Ricker	Andrew Ukadike
Arnold Batiste	Calvin Cooper	Chris Harriman	Ronelle Matthews	Nicholas Ritzer	William Veldran
Eric Beane	Paul Correa	Adrian Haynes	Stephen McCarthy	Tony Robinson	Eric Wai
Richard Bell	James Cox	Dan Hicok	Ryan McCarty	Joe Rolewicz	Matt Walbert
Andrew Blackden	Joshua Crawford	Jason Hinkson	Ric McCown	Bresley Rosario	W. Walker
Trevor Blackwell	Sean Curran	James Hodson	Justin McKnight	Ben Roush	Tiffany Wang
Barry Bleiweis	Sean Currin	Loretta Hoepfner	Scott Merker	Naveen Reddy Salukuti	Brian Watson
Nate Bloom	Harold Datcher	Bob Hollander	Tavis Middleton	Rohit Saran	Justin Whitehead
Tim Bradford	Calvin Davis	Angela Hoover	Matthew Miller	Ben Sarli	Gary Willets
Odwar Brizuela	Charles Denton	Nicholas Hunter	Bob Mitchell	Christopher Schmitt	Hulon Willis
Brian Broderick	Cassandra DeSalvo	Fidel Infante	Clarence Mitchell	Adrian Schnobrich	Abby Witmer
Michael Brookbank	Colin Dewyea	Andres Jaime	Bill Mohrmann	Jennifer Schoen	Cole Witmer
Kent Buckham	Michael Dick	James Jarrett	Michael Molloy	Edna Scott	Andrew Young
James Bullard	William Dickerson	Anthony Jefferis	Daniel Mosqueda	Michael Scott	Shaw Yu
Geoffrey Burleson	Justin Dorsey	Michael Johnson	Thabo Moyo	Tom Seadeek	William Yu
Marshella Burton	Wesley Dowling	Matt Jones	Nicholas Mungas	Amarender Seelam	
Neil Byers	Patrick Dudley	Walt Jura	Peter Nagrod	Alexi Sekmakas	
Charles Byrd	Logan Duffy	Kevin Kijewski	Vincent Nathan	Zeeshan Shah	
Marcie Calcagno	Debra Evenson	Greg King	Justin Ochoa	Joe Sharon	
Ray Casil	Eric Evenson	Raymond Kinlaw	Charles Palmer	Ando Shin	



C L A S S I F I E D S

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/>

A D V E R T I S E R S

Alexandria Bavarian Service.....	32
Alloy Wheel Solutions.....	34
AutoWerke & Autoy.....	34
BMW Excluservice.....	10
BMW of Silver Spring.....	C2
BMW of Sterling.....	C4
Eurasian Service Center.....	6
Fairfax Service Center.....	34
J&F Motors, Ltd.	2
Martin's Auto Service.....	10
OG Racing.....	25
Radial Tire.....	25
Reflections Auro Saloon.....	2
Road Race Technologies	10
Scandinavian Import Service Center.....	3
Signal Financial.....	C3
SpecR53.....	36



Spec R53 *Get Fast(er)!*

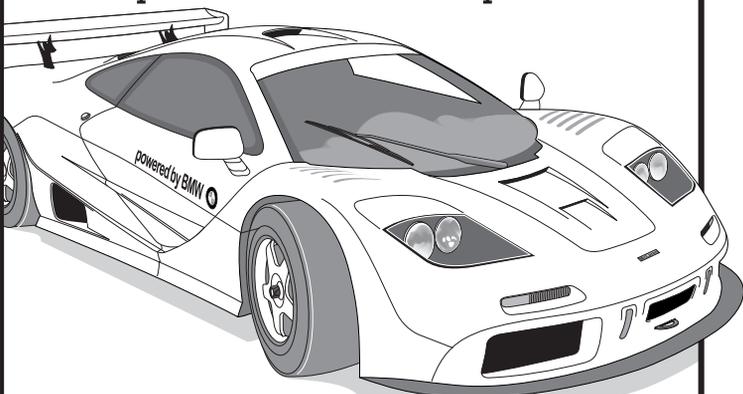
Track-Worthy Brakes
Suspension Upgrades
Video & Telemetry

BMW, MINI, & Porsche
Parts + Car Care Products

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



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

