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Cover: BMW's new M6 GT3 during the Mobil 1 12 Hours of Sebring race. Read the race article on page 10. Photo: Steve Tenney

Magazine of the National Capital Chapter BMW Car Club of America

derBayerische

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BMW Car Club of America National Capital Chapter



President's Message

What a day! Just finished our Spring DIY and Cars & Coffee at BMW of Sterling and despite a little early morning rain, we had an unbelievable time! Hardcore BMW enthusiasts arrived in droves to show off their cars and drool over others. For the mechanically inclined and with more than 10 lifts available to us, our members were able to perform a wide variety of maintenance jobs from fluid changes to a full suspension swap. Thanks to BMW of Sterling for going out of its way for our members and their commitment to the enthusiast crowd really shines.

While we have a ton of fun events like these to enjoy, what goes unnoticed much of the times is the amount of planning by our volunteers. Throughout the months, committees and program chairs secure the facilities, plan the schedules, and painstakingly put the finishing touches on events. Their expertise may make it look easy but we constantly work through business issues as any other organization does. At our monthly board meetings, we're always addressing membership growth/retention issues as well as securing dealership relationships. These critical issues determine a lot of what we do. Without driving new member growth or keeping our membership base, we fail to satisfy your needs and lose revenue to run operations. Without dealerships and/or independent shops, we have nowhere to host events or advertising revenue to put them on. It's never easy working on these issues, but luckily we have leaders who want to help. And we could always use more members to volunteer and assist. No one gets paid to do what we do. But we love what we do and we love this club. Hopefully YOU can see the love come through in everything we do.



Attention! Attention! Attention!

To Members of the National Capital Chapter

It takes a great deal of planning and coordination to execute the many club related activities that are put on for the benefit of the membership. It also takes a lot of equipment; the chapter has tents, tables, chairs, banners, and more. Storing and moving these items has become more complex and time consuming as the amount of equipment grows with the increasing number of events.

To address this situation, the chapter is looking to secure a "Chapter Utility Vehicle" to store and move our equipment and supplies. Since we are a BMW club we prefer a BMW Touring model to support our needs. Specifically we are seeking an E39 (1995 to 2003) chassis vehicle. An E34 chassis (1988 to 1995) is also acceptable. Obviously we would like the vehicle to be in the best possible condition, but the need for some degree of minor mechanical repair is acceptable.

If any chapter member owns such a vehicle and is interested in donating it to the chapter we would be interested in hearing from you. Also, if you know of a vehicle meeting our needs that is available outside of the chapter, we would be interested in hearing about it as well.

Please contact one of the following members with any referrals or information:

James Laws, euro6er@gmail.com, 301-717-5950

Marlon Spencer, renntaxi@verizon.net, 240-605-6182

FromThe Editors

Spring is here. Well, the calendar says so. The skeptic in me has a slightly different view since we still encounter freezing conditions, and April is supposed to be warm. No matter, the driving is great, windows (or top) up or down.

The club this year has many interesting events. The only problem is that the biggest events are on the other coast – the BMW centenary celebration and O'fest 2016. Then the question becomes: to drive or fly and then rent. Decisions, decisions, decisions.

This issue covers a wide range of topics. James Chew's article on the Mini Cooper struck a

chord. I am sure that I read about a new model, the JWC Mini. The write-up almost convinced me to get one "RIGHT NOW." But then I wanted to discuss it, so I went looking for the article again. Nowhere to be found. I am sure I read about it in a recent *Roundel*, but if I cannot show it to you, it doesn't exist. Vapor in my head.

Did I mention that the time frame covered by these issues seems to be increasing? Old cars, new cars, ad infinitum.

One especially interesting feature in this issue is Steve Tenney's article on the race at Sebring this

year. It includes driving at night. At 100 to 150 miles per hour, that would scare the bejesus out of me. At 100 miles per hour in traffic during the day, I have enough trouble when I can see everything clearly. Those guys are amazing.

Happy Motoring! It should be a great year to be driving BMWs.

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

If you would like your 20-year-old or older car featured in *der Bayerische* under the Traditions column, contact our production manager at db-production@nccbmwcca.org.



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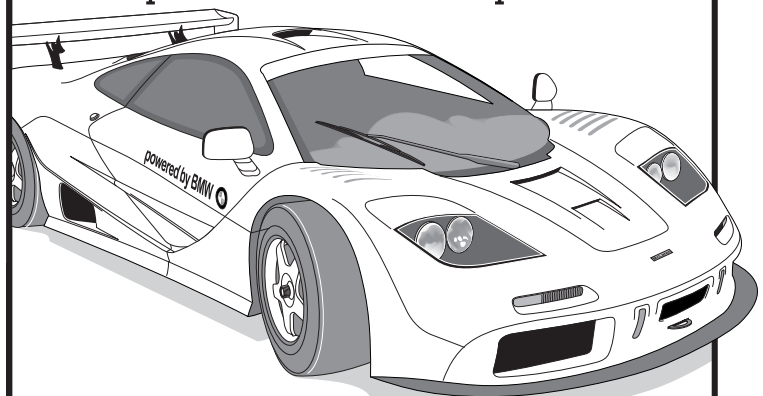
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CALENDAR OF EVENTS

March

- 3 NoVa Social – Tupelo Honey Café, Arlington, VA
- 9 Board Meeting/Social @ Brio Tuscan Grille, Rockville, MD
- 10 Columbia Social @ Glory Days Grill, Ellicott City, MD
- 17 MoCo Social @ Pizza CS, Rockville, MD
- 19 NCC Autocross Novice School (Bowie)

April

- 2 NCC Autocross Test & Tune #1 (Regency)
- 2 DIY @ BMW of Sterling
- 2 BMW CCA Cars & Coffee @ BMW of Sterling
- 3 End of Winter Detailing Workshop (Sterling, VA) * New Date*
- 9 DIY @ ASM Performance
- 7 NoVa Social - Tupelo Honey Cafe, Arlington, VA
- 8-10 HPDE @ Summit Point Jefferson Circuit
- 13 Board Meeting/Social @ Brio Tuscan Grille, Rockville, MD
- 14 Columbia Social @ Glory Days Grill, Ellicott City, MD
- 16 NCC Autocross Points Event #1 (FedEx Field)
- 16 Ladies DIY @ BMW of Annapolis
- 21 MoCo Social @ Pizza CS, Rockville, MD
- 23 Street Survival (Columbia MD)
- 24 Street Survival hosted by Northern Virginia Corvette Club (Columbia MD)
- 24 TRSS Instructor and Volunteer Sign Up
- 30-1 Spring 2016 M Club Day @ BMW Performance Center

May

- 1 33rd Annual Deutsche Marque Concours d'Elegance
- 5 NoVa Social @ Founding Farmers, Tysons, VA
- 7 NCC Autocross Event #2 (FedEx Field)
- 7 DIY @ AKTIV Automotive
- 11 Board Meeting/Social @ Brio Tuscan Grille, Rockville, MD
- 12 Columbia Social @ Greene Turtle, Hanover, MD
- 19 MoCo Social @ Pizza CS, Rockville, MD
- 20-22 HPDE @ Summit Point, Main Circuit

June

- 2 NoVa Social @ Founding Farmers, Tysons, VA
- 5 NCC Autocross Test & Tune #2 (Regency)
- 8 Board Meeting/Social @ Brio Tuscan Grille, Rockville, MD
- 9 Columbia Social @ Greene Turtle, Hanover, MD
- 12 NCC Autocross Points Event #3 (FedEx Field)
- 16 MoCo Social @ Pizza CS, Rockville, MD
- 18 DIY @ Chapman Auto Werks
- 25 2016 NCC Golf Outing

July

- 7 NoVa Social @ Founding Farmers, Tysons, VA
- 13 Board Meeting/Social @ Brio Tuscan Grille, Rockville, MD
- 14 Columbia Social @ Greene Turtle, Hanover, MD
- 16 NCC Autocross Points Event #4 (FedEx Field)
- 16 DIY @ Autowerkes, Inc.
- 21 MoCo Social @ Pizza CS, Rockville, MD
- 23 Summer 2016 M Club Day @ the BMW Performance Center
- 23 2nd Annual Euro-Marque Golf Invitational

August

- 4 NoVa Social @ Founding Farmers, Tysons, VA
- 10 Board Meeting/Social @ Brio Tuscan Grille, Rockville, MD
- 11 Columbia Social @ Greene Turtle, Hanover, MD
- 14 NCC Autocross Points Event #5 (Bowie)
- 18 MoCo Social @ Pizza CS, Rockville, MD
- 20-21 Rolex Monterey Motorsports Reunion
- 23-28 47th Annual Oktoberfest (Monterey, CA)
- 26-28 Oak Tree Grand Prix & Corral @ VIR

COMING EVENTS

33rd Annual Deutsche Marque Concours d'Elegance

Sunday, May 1, 2016

The BMW CCA National Capital Chapter together with Greater Washington Section of the Mercedes-Benz Club of America (MBCA) and the Potomac Region of the Porsche Club of America (PCA) proudly present The 33rd Annual Deutsche Marque Concours in Nottoway Park, Vienna, VA

NoVa Social - Founding Farmers, Tysons, VA

Thursday, May 5, 2016

NCC Autocross Event #2 (FedEx Field)

Saturday, May 7, 2016

DIY @ AKTIV Automotive

Saturday, May 7, 2016

The DIY Program Webpage is
<http://www.nccbmwcca.org/content.php?119-diy>

Board Meeting&Social @ Brio Tuscan Grille, Rockville, MD

Wednesday, May 11, 2016

Columbia Social @ Greene Turtle, Hanover, MD

Thursday, May 12, 2016

MoCo Social @ Pizza CS, Rockville, MD

Thursday, May 19, 2016

HPDE @ Summit Point, Main Circuit

Friday, May 20, 2016 to May 22, 2016

(Friday is for instructors and requires special permission to attend)

NoVa Social - Founding Farmers, Tysons, VA

Thursday, June 2, 2016

NCC Autocross Test & Tune #2 (Regency)

Sunday, June 5, 2016

If you are a novice and would like to participate, we will have instructors on site to assist. Please email us at info@nccautocross.com for details.

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

Wednesday, June 8, 2016

Columbia Social @ Greene Turtle, Hanover, MD

Thursday, June 9, 2016

NCC Autocross Points Event #3 (FedEx Field)

Sunday, June 12, 2016

MoCo Social @ Pizza CS, Rockville, MD

Thursday, June 16, 2016

DIY @ Chapman Auto Werks

Thursday, June 18, 2016

2016 NCC Golf Outing @ Raspberry Falls Golf Club

Saturday, June 25, 2016

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Though spring hadn't quite made up its mind to come to this area yet, that didn't stop fifty club members from turning out to a Cars and Coffee combined with a club social at Glory Days Grill in Ellicott City, MD. This event opened our season of car events on the morning of Saturday, March 12.

This was the first chance of the season to catch up with each other and with each other's cars, some of which were new to their owners and some of which we were seeing for the first time.

Richard Sperry brought his 21-year-old 5-speed manual transmission Avus Blue M3 E36 (he is the original owner). After his warranty had run out, he had made some modifications including the addition of some nice looking BBS RG-r 17x8 forged wheels. He had beefed up the suspension with Koni strut inserts and shocks and added Wilwood

No Limits

By Anna Maripuu

calipers, along with a whole lot of other mods to engine, driveline, interior and exterior. All the work he did to the car, he did himself.

Blaise Nealon had his 2011 328i that he purchased at BMW of Catonsville after first trying it out as a loaner. It's his third BMW and has been, in his words, 'a great companion for almost five years'. Blaise is an avid cyclist and the car takes him and his bike "Viscious One" on many adventures.

Jason Goldsmith brought his beautiful 1987 E30 325is that he's had for about a year. Woody Hair and Doug Verner showed up in matching blue clown shoe cars. John Francis arrived in his blue M6 and Mark Rosenberg had his 2011 E90 Space Gray competition package M3. BMW only manufactured 1220 competition package E90's for the US market. Talking to club members and getting to know their



cars better is definitely one of the fun things about a cars and coffee event.

After the cars and coffee portion, there was a chance to have a bite to eat at the restaurant in a private room, and gather to screen a very special film called 'No Limits: Impossible is Just a Word.'

The film is a Stereoscreen production by filmmakers Tim and Nick Hahne, who directed and produced the film. Club members may recall two previous films produced by the brothers Hahne, '24 Hours. One Team. One Target' released in 2011, and 'Adrenalin: The BMW Touring Car Story', released in 2014. Both

have been screened at club events and can be accessed on Vimeo.

No Limits was released on February 1, 2016, and features BMW race car drivers Alex Zanardi, Timo Glock, and Bruno Spengler. It focuses largely on Zanardi, a Formula One driver, two-time Indy Car-series winner, and gold-medalist in the Paralympics, who lost both his legs above the knees in a horrific crash at the Lausitzring in Germany in 2001.

Never before has a handi-capped driver completed a 24-hour race with able-bodied drivers, and this is what the team set out to

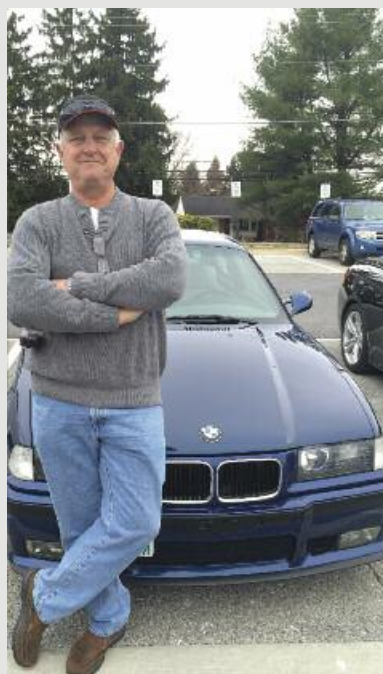


(Above) Steve Tenney, Doug Verner and Chris Wooten brave the cool temperatures of the Cars and Coffee. (Left) Rob Clark poses with his 428 convertible with Coral Red interior.

do at the 24 Hours of Spa-Francorchamps. Zanardi shares the cockpit of a BMW GT race car with Spengler and Glock, which at the time were two of the fastest drivers in the sport. They formed an all-star team of race-track pioneers and firm

bonds of lifelong friendship, as they pushed past limits.

The film explores the team's first get-together at BMW headquarters in Munich and moves on to show training and driver changes, which are challenging at best, but even



(Left) Woody Hair and Doug Verner parked their matching blue M coupe cars. (Above left) Richard Sperry stands proudly in front of his Avus Blue M3 E36. (Above right) Woody Hair poses for the camera in front of Chris Wooten's bright red M coupe.



more so with a teammate with such differing needs. The race footage is thrilling and takes the viewer along on the unpredictable carousel of a 24-hour race, including contending with changing weather conditions and the technical issues of the race car that invariably crop up. Throughout the training period, through testing and throughout the race, Zanardi displays a tenacity that all of us would wish to possess in the face of a challenge.

I won't reveal more about the film, because those who haven't seen it should enjoy it when possible, but to top things off, four days after the 24-hour race, Zanardi goes on to defend his white jersey at the Handcycle World Championship in Switzerland.

This story is a testimony to the resilience and perseverance of human nature, and especially that of Zanardi, who is truly a man determined to set no limits.

A big thank you goes out to BMW of Catonsville for gift bags containing a BMW travel mug and keychain and pen set. These were raffled off in true NCC fashion along



with three large model cars, and two small model M4 coupes. The big prize winners were Peter Van Sickler who won a radio controlled M4 coupe, John Walker who snagged a blue M6, and Rob Clark, who walked away with a model of the 2013 DTM ice watch car with its colorful livery.

Lastly, the event would not have been successful without Club president Paul Seto and vice president James Laws at the helm, along with Mark Rosenberg, arranging and volunteering, and Steve Tenney providing the film. Maybe no limits should be our new club motto!

(Left) The private film screening area at Glory Days Grill was comfortable with multiple screens and lots of seating. (Below left) BMW of Catonsville provided raffle prizes such as a key chain and pen set and travel mug. (Below right) The prizes included three large model cars and two smaller ones.



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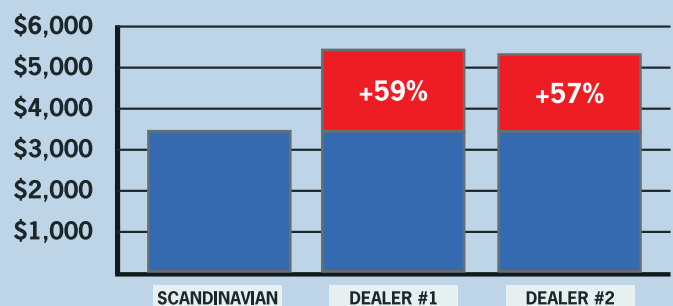
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By Steve Tenney

Mobil 1 Twelve Hours of Sebring

If you remember the end of the 2015 season and the report on the Virginia International Raceway (VIR) event we finished with a picture of a then recently released photo of the new M6 GT3 car that BMW was planning on bringing to the IMSA WeatherTech series in the US for 2016. With the Daytona 24 Hours in January, the era of the M6 GT was started. There are two versions of the car for the two classes that it's designed for. In IMSA and the US sports car racing world, (the WeatherTech SportsCar Championship) we have GTD and GTLM. In 2015, GTD was a FIA GT3 specification car "adjusted" by the IMSA rules. GTLM is a class that is aligned with the 24



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Hour LeMans race. GT3 cars can be purchased and raced by anyone with enough funding to go about it. GTLM is really intended for the factory teams to participate. For 2016, IMSA decided to adopt the FIA GT3 specifications for the cars, so this means there is a long list of cars that are eligible to race and teams that might be interested in coming out. The GTD field for Sebring with the Turner BMW was fully 20 cars, including a Dodge Viper, Ferrari, Aston Martin, Audi R8, Porsche and the Lamborghini Huracan. It is a rich and interesting field. The GTLM field is half that size, but all of the teams are factory backed and absolutely top quality.



Each year IMSA has what they call the Roar Before the 24 when the cars are brought out for the first time that year and run under whatever new rules have been presented for that year. This year the Roar was the first opportunity for the racing community to see the M6. The March 2016 issue of Racecar Engineering contains an excellent article, "Six appeal", by Andrew Cotton, on the new M6 GTLM that describes the new car and about many of the modifications that have been made to get the car homologated for IMSA. Cotton has two other articles in Racecar

Engineering on the GT car world going into 2016 covering the new Ferrari and another on the Porsche GT3 for 2016. Results of the testing at Daytona suggested that the M6 was very fast with "unbelievable" top speed. The Porsche and Ferrari teams estimated that the M6 had between 70 and 100 HP more than anyone else. With restricted engine regulations, the engine is entirely based on the production M6 power plant. It's not a heavily modified/developed race engine. Adding a dry sump (oil pan) allowed the engine to be lowered in the chassis and BMW's variable

valve train had to be locked because it's not allowed in the series. Jens Marquardt has said that the valves and the camshafts are all production. Even the turbochargers are "exactly like the production car". As a result of the testing, IMSA applied restrictions to the car for the Daytona 24 hours leaving it somewhat down on power. The M6 was competitive, but struggled to keep up with the Porsches and Corvettes on the banking. Subsequent testing at Sebring, in preparation for the 12 hours, brought about a further adjustment giving back some of

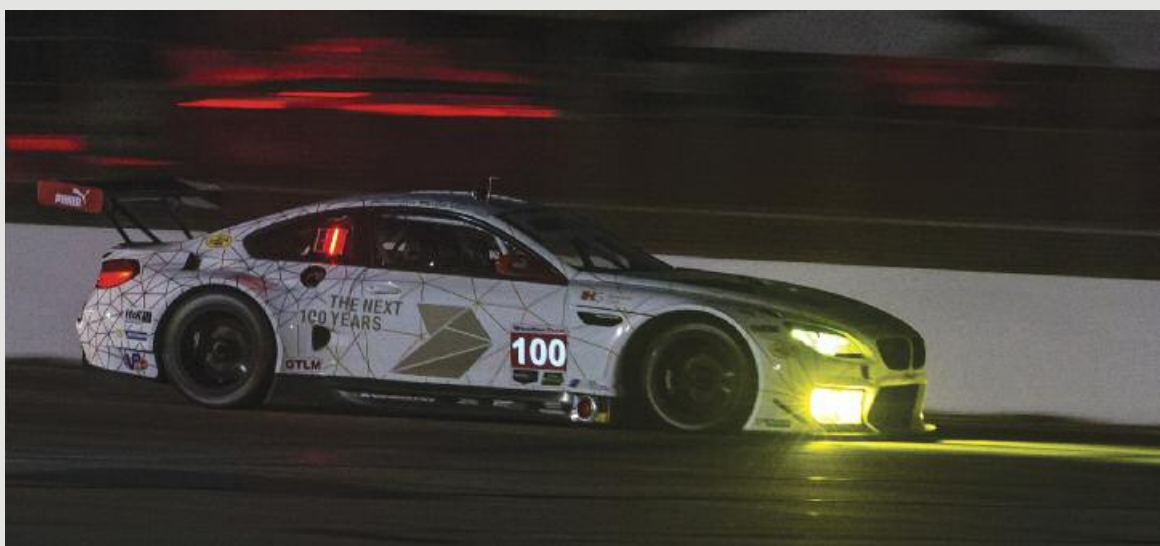
that power to the twin-turbo V8 BMW. It's clear that BMW is pleased to have moved into the position of racing the engine architecture that dominates their production configuration. Obviously, turbocharging now is the predominant power plant configuration that BMW offers and this season they are racing that configuration as well. This only figures to help them develop a better product for the street. The GT classes are all governed by a Balance of Performance determined from the comparative testing. New for 2016, IMSA has a system installed on the cars that measures performance and can tell if the driver has used the full capability of the car or if he might have been sandbagging. Sandbagging is a dirty word in the scheme of BoP. An undetected sandbagger can prevent IMSA from fairly adjusting the car's performance. When sandbagging has been detected it usually causes IMSA to



(Above) Both Turner cars did well during the race; here they run together during the rain. (Left) Starting from the pole and the second place finisher the #25 BMW Team RLL.

apply a penalty. The new system is supposed to make it nearly impossible for the teams to sandbag. As we found out, it also runs during the race.

At Sebring we will see the full field of IMSA WeatherTech series, from Prototypes to GT cars. At VIR we only see the GT cars, so for the Sebring 12 Hour we have the complete series package and the mixed class racing that it generates. As for the BMWs, we have four cars to follow. Turner Motorsports has two cars in GTD and Rahal Letterman Lanigan (RLL) has come back with two GTLM cars. With BMW Team RLL the drivers are Bill Auberlen, Dirk Werner & Bruno Spengler in the #25 car and John Edwards, Kuno Wittmer and Lucas Luhr in the #100 car. At Turner, we have Bret Curtis, Jens Klingmann and Ashley Freiberg in the #96 and Michael Marsal, Marcus Palittala and Jesse Krohn in the #97. During the four practices, the GTLM BMWs dominated at the top of the timesheet. For the Turner cars in GTD, both cars were strong, but did not dominate in the manner of the BMW Team RLL. At the completion of qualifying, setting a track record, Bill Auberlen put the BMW Team RLL #25 car on the GTLM Pole, with John Edwards placing the #100 car in the second position. It was the perfect result. It's nice to be in front, but 12 hours is a long time and Sebring makes that 12 hours seem even longer. The Corvettes showed some good speed, but not the consistency of the BMWs. The new Ford GT made its presence felt, but didn't lead any of the practices. At the completion of qualifying the entire 10 car GTLM field was spread by only 0.768 seconds. It must be said that Bill Auberlen seems to be ideally suited to the new M6 GTLM car. He's in his element when he's in this car and is extremely confident and quick. Bill says that he only had three laps in the car during the



weekend when they told him he would qualify the car. He questioned them on that decision, but they were sure that he could do it. In GTD Jens Klingmann had the #96 Turner M6 GTD on the pole for quite a while, but was beaten out by the Ferrari 488 GT3 of Jeff Segal and the Viper of Jeroen Bleekemolen. Segal set a track record for GTD with his qualifying time and Bleekemolen is one of the top GT racers in the world. The Ferrari 488 GT3 is also a new car. The GTLM field is loaded with top driving talent. From multiple time DTM (Deutsche Tourenwagen Masters) Champion, to ex-Formula

1 drivers, top IndyCar, some of the most experienced sports car drivers in the world. With the prototypes present, we got to see the Daytona Prototypes and the newer LMP2 prototypes that will likely replace the DPs in the future. The question at each race has been, how will the P2s do against the older DPs. We also have the Prototype Challenge cars with are all based on a same spec to spec package from Oreca. This means that all of the cars are the same. Multi-class racing makes the process a more complex one with cars of different speeds and very different characteristics. It's what

makes sports car racing so unique.

The weather predictions for Saturday's race were somewhat ominous suggesting rain and thunderstorms. As is typical of Florida these storms could become extreme and cause problems. Anyway, the day started out very nice as we experienced the grid walk prior to the race it was hard to anticipate that within a short time we would have heavy rain and an almost 2 hour and

(Above) Lucas Luhr (#100 BMW Team RLL GTLM) led in GTLM but fell back after a spin and contact. (Below) The Turner Motorport #96 enters turn one at night.





15 minute stoppage of the race. You can see from the picture of the two BMW Team RLL M6s that the weather was very nice.

Once the rain got started it became very heavy and there were many large puddles on the track that made it difficult to handle the hydroplaning. On the radio, the drivers were complaining that the conditions during the rain were unsafe and the race needed to be stopped. It's hard to tell as a spectator, but it seemed like IMSA was very slow to get the cars back on track. The "Air Titan" that NASCAR talks about was there to carry out the track drying process. Typically during sports car races the

cars are used to dry the track while running rain tires. If the depth of the water on the track becomes too deep, it's very hard to race and hydroplane at the same time. During a heavy downpour, driving might be impossible, but as the conditions improve the cars might be a more expedient approach to track drying and it keeps the race moving. Then again finding the balance of safety versus risk is the critical decision that the race stewards must make. From the start of the race the two M6s headed off leading the GTLM field and the Turner cars held position in GTD. At about the three hour mark the heavy rains arrived and the race was

stopped for 2 hours 15 minutes. With all the drying that happened and the conditions just off the track there were numerous caution periods during most of the rest of the race. It was a day of penalties for everyone, but it seemed like the two BMW Team RLL cars were always overcoming a penalty. With all the safety cars we find confusion whether the pits are open or closed. Enter the pits at the wrong time and you get a penalty. Everyone had penalties in the confusion, so it probably evened out, but it's still very hard to keep up with. The #100 car and Lucas Luhr got punted off at the hairpin while leading and had a spin there as well. Everyone was battling the conditions as well as their competitors and always seemed to be recovering from something. Both the BMW Team RLL cars and the Turner cars raced on showing excellent reliability and speed. Sebring is known to be one of the toughest of tests in the sportscar world. The BMWs ran the race without fault. There was the 2 hour and 15 minute

Overall, the race the win went to the Extreme Speed Motorsports

Honda powered Ligier LMP2 driven by Scott Sharp, Ed Brown, Johannes Van Overbeek and Pipo Derani. The winner was a LMP2 car in this case, beating the more powerful Daytona Prototypes.

As time began to run out both the BMW Team RLL #25 car and the Turner #96 car were able to consolidate their positions and finish second in their classes. In GTLM I think we've got to hand it to Tommy Milner in the #4 Corvette who drove an excellent finishing stint showing a lot of speed and consistency. He was under pressure from Bill Auberlen and then Dirk Werner and he was able to keep the spacing at something over 2 seconds. During the same period, both BMWs were driven well by Dirk Werner (GTLM) and Jens Klingmann (GTD). Bill Auberlen showed his exceptional speed and skill to recover from a penalty at the end. The penalty at the end had to do with the turbo boost going too high in the race and came from the new data collection system that IMSA is using. Regardless, Dirk Werner took over the car and was able to push to achieve the second position on the podium. So, for the M6, Sebring marked a first pole position and first podiums with both second place positions in GTLM and GTD. Bill had done the fastest lap of the race in GTLM, but it was Dirk who raced to the end and put the car on the podium. A remarkable result.

The WeatherTech series moves on to Long Beach in mid-April. Long Beach is Bill Auberlen's home track and he has always enjoyed doing well there on the street circuit. It will be the first time that the M6 has been raced on a street circuit, but the team and Bill will be very ready and anxious to get that first win.

(Above) The two BMW Team RLL M6s gridded in 1st and 2nd in GTLM. (Left) The overall winner from Extreme Speed Motorsports enters turn one.





Have Some M & M's. The M6 Competition and X4 M40i.

By Anna Maripuu

I like a car that looks and acts like a race car. The recently introduced M6 2-door Coupe Competition Edition ticks that box nicely. This car and I must be on the same wavelength, because within a rather short time span, I kept running into it. (Not literally, of course. That would be bad. Very bad).

My feeling that it was everywhere was an illusion since the Competition Edition had a limited production of a mere 100 units for the entire U.S. In this area, we are lucky enough to have the kind of BMW dealerships that were recipients of this car, rare as it is. Hence, the frequency of my encounters. At each area sales center, the car is displayed front and center on the showroom floor, as it should be, because it looks very, very good.

After several close encounters of the cool-looking-and-expensive-near-race car kind, I decided I had to get closer. National Capital Chapter club member and Genius at BMW of Fairfax Mo Abbasi kindly hooked me up. Though a test drive was out of the question (only serious buyers are granted that privilege), a little sitting in the driver's seat was arranged. It was one of those swoon-worthy moments, when you know you are in rare and beautiful surroundings.

Last year BMW launched a Competition Package to boost the performance (as if it really needed any boosting) of the M6 models. The Competition Package car made its debut at the 2015 Frankfurt Auto Show. Subsequently BMW decided to launch a Competition Edition version which includes all the mechanical upgrades of the Competition Package and some very cool added aesthetics.

The Competition Package takes the 4.4 liter, twin-scroll turbocharged, double VANOS V8 engine and tunes it to boost horsepower from 560 to 600 with 516 lb-ft of torque. This allows



the M6 to go from zero to sixty mph in just 3.8 seconds to reach a top speed of 190 mph, at least in Europe, with the top speed limiter set at 156 mph in the U.S. It also includes stiffer springs, dampers and anti-roll bars as well as stiffer electronic steering and stability control.

The aesthetic touches to the Competition Edition evoke the classic 3.0 CSL batmobile with an M striped Alpine White livery. The other exterior paint option for this car is Austin Yellow. Additional exterior features include 20-inch twin-spoke alloy wheels, carbon chrome and carbon-fiber trim and a carbon rear spoiler and diffuser, a performance exhaust system with carbon tailpipes, and my personal favorite touch, engraved M emblems on each tailpipe.

The interior feels both luxurious and race-car-ish, if one can use that term. Keeping things understated and simple, yet somehow still over-the-top gorgeous, the seats are black leather with contrasting white stitching. The interior has a generally understated and elegant look, but with copious amounts of carbon fiber detailing. The steering wheel is Alcantara-trimmed, carbon-fiber adorned and includes M colored contrast stitching and performance paddle-shifters. There are Harmon Kardon or Bang & Olufsen speakers for blaring your favorite music while you rock the 7-speed M double-clutch transmission down the highway (or for purists, a 6-speed manual transmission).

The base price starts at \$165K and includes a half-day voucher for the BMW Performance

(Top) The clean lines of the M6 make for a good looking rear end. (Above) Alcantara-trimmed steering wheel with carbon fiber and sports paddle-shifters. (Below from left) Golden calipers on the 20-inch twin-spoke alloy wheels. The 4.4 liter twin-scroll turbocharged, double VANOS V8 engine looks good. Engraved M emblems on each of the four exhaust tailpipes. White contrast stitching in the leather interior and many carbon-fiber touches.



Driving School. Anybody buying this car should probably take advantage of that offer given the extra tuning and muscle under the hood.

As beautiful as the exterior and interior are, the engine is just dazzling. Unlike the new 7 Series where the engine is very disappointingly completely covered over by plastic, here you get to see some stunning engine parts. The beauty of BMW engines is one of the things that impressed me most about the marque, and this one looks symmetrical and strong.

For that final coup de grace, so you can broadcast your arrival like Batman, BMW has thrown in an LED door projector, which shines a roundel on the ground when you open the driver's side door.

After a thorough inspection of this daily driver wannabe racing machine, Mo and I happily took the new X4 M40i for a little joyride. *Car and Driver* has called this model the sportiest SUV in its size class, and somehow labeling it an SUV misses the point. Though not a true M car, it's very nearly as good as the X5 M.

Powered by an upgraded version of the X4 35i inline six-cylinder engine, it has 355 horses and 342 lb-ft of torque. The zero to sixty sprint is estimated at 4.7 seconds and top speed can be increased up to 150 mph (governed at 130 mph). Having driven the car, I can attest to the fact that even with assertive treatment of the throttle and braking, it does not toss the occupants around as SUVs often do. It sits solid as rock on the road and you sit solidly in it. We did some pirouettes



in a parking lot and I was impressed by how nimble the handling and how tight the turn radius is.

What is also lovely about this car (BMW, I think you heard us shouting), is that it comes without run-flat Michelin Pilot Sports mounted on 20-inch light alloy M wheels. Yes, you heard correctly. (A patch-kit is what's included, lest you think there's a spare there).

The suspension has increased with front camber and stiffer springs and anti-roll bars. The test drive made this quite evident. The electronic steering has been modified for firmness, but to my taste, could have been firmer still.

The interior is luxurious and understated in true BMW style. It would have been made even better with an Alcantara headliner.

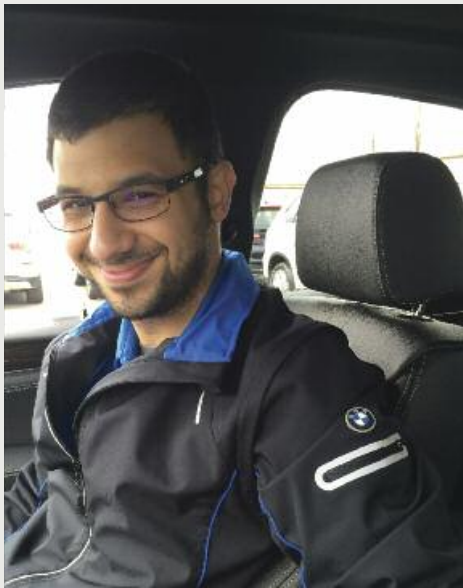
All in all, the X4 M40i was a joy to drive. It had a great road feel, and as sporty as it is, one felt totally safe and secure in its perfectly balanced heaviness. BMW really got the balance right on this car.

As soon as we returned from our test drive, one of Mo's colleagues pounced on us for the key. Interest in this SUV is keen and people are test driving them (and buying them) at a fast clip.

I am in deep gratitude to Mo for hooking me up with two very special cars, and I'd like to mention a word or two about him. We in the club love him because as often as he can, Mo will show up to one of our events with a brand new model or two. We are lucky to have him as a club member and be our resident club "Genius".

(Top) With silver contrasting side mirrors, the X4 M40i makes a great impression. (Above) The steering wheel comes with paddle shifters and M emblem. (Below from left) Non run-flat Michelin Pilot Sports tires on 20-inch light alloy M wheels. Even though it is a sedan and an SUV, the X4 has a sporty, streamlined profile and an eight-speed sports Steptronic automatic transmission.





(Far left) Mo Abassi, BMW of Fairfax Genius and NCC club member. (Middle) The contrast stitched sports black leather sets of the M6 and carbon-fiber door trim. (Above) Bang and Olufson speakers are standard in the M6 competition edition. (Below) The M striped white livery of the M6 evokes the classic Batmobile 3.0 CSL race cars.

Mo has been a Service Genius at BMW of Fairfax pretty much since the Genius program was formally launched two years ago. He's worked at BMW of Rockville and Silver Spring. His Genius expertise extends to Sales. You can equally turn to him with your Sales questions and your Service questions. Mo has a true

passion for the brand and his expertise and enthusiasm shines through.

What Mo loves best about his job is dealing with such a varied clientele and sharing his passion and knowledge with customers, whether by educating a first-time buyer on the wonders of a BMW or talking shop with dyed in

the wool car enthusiasts.

A big thanks to Mo for a fun afternoon hanging out with some great cars. Now comes the hard part, X4 M40i or M6 Competition Edition? Get one of each. Believe it or not, there's a measure of race car in them both.



2016 Mini Cooper S Clubman

Jumbo Shrimp

By James Chew

Marketing types love to use silly words to describe their products. As car enthusiasts, we've heard a number of them: "manu-matic" transmissions; "real simulated" wood; "pleather" (plastic leather); and "environmentally friendly" electric/hybrid (have ANY idea HOW electricity is generated in the U.S. or the environmentally unfriendliness of nickel metal hydride and lithium-ion battery manufacturing?). And recently, my X5 was the victim of "lifetime fluids."

So when we were provided the opportunity to evaluate a "Big" Mini, the George Carlin "Jumbo Shrimp" routine came to mind. For those of you under 30, please search the Internet for that routine. And avoid going in to a "you kids don't appreciate genuine humor" rant. Enough said.

The modern Mini brand was launched at the same time as the Scion. Both target the youth market. Mini decided to use a "hip/mod British" image to launch the brand by promoting the product's "fun to drive" characteristics while Toyota executed a "We know better" marketing campaign. The product development approach was also different, with the "new" Minis being modernized versions of the classics, but greatly improved with BMW engineering, design, and manufacturing processes. The Scion products were interesting designs on a Tercel/Yaris/Corolla chassis.

Today Minis are selling well and their monthly dealer inventories are always among the lowest in the industry. Last month Toyota quietly announced that they are terminating the Scion brand.



! (Top) My dog says, "Let's Motor!" (By the way, the Jack Russell Terrier IS an English breed!) (Above) It's not an optical illusion – it's a perfectly proportioned 4-door Mini.

The success of the Mini brand and products is that they built and nurtured a loyal customer base. Whether it's the clever, timeless styling, the BMW-backed engineering and assembly quality, or the high resale value, when Mini owners decide to replace their Mini's, it's generally with a different Mini.

The Mini Convertible was launched in 2005, the second generation, larger Mini was launched in 2007, and the "big" Mini Clubman was launched in 2008, the even bigger Mini, the Countryman Crossover was launched in 2011, the three-door Paceman (a three door Clubman) was launched in 2013, the third generation (bigger) Mini was launched in 2014, and now the (even bigger) all new Clubman. Launched with one model, the Hardtop, Mini now offers five different products in three different versions (base, "---S", and John Cooper Works". It's most ironic that to keep the brand and products popular and relevant, the Mini has become "Big".

We've always enjoyed driving the Mini products, so we were delighted to receive a 2016 Mini Cooper Clubman S for a weeklong evaluation. When we evaluated a first generation Clubman in 2009, we appreciated how it still had the Mini Hardtop's "Lets Motor" attitude and added handy dual rear cargo doors, increased rear passenger legroom, and a passenger side rear door to be "family friendly." In keeping with design trend, the new 2016 Mini Clubman is not only bigger than the previous generation, but is now a true four-door vehicle which makes it truly family friendly.

To prevent the longer Clubman S from looking ungainly, the Mini designers cleverly maintained outstanding proportions by increasing the track, the wheelbase, and the height over the "base" Mini. The resulting exterior design exudes so much English character that you



(Above) Along with sharing chassis, the Mini Clubman shares the same modular four-cylinder engine as the BMW X1.

wonder if it will try to audition for a role in a yet to be planned "Cars 3" movie (voiced by the actor who plays Mr. Mosley on Downton Abbey). The Clubman S looks cute, fun, and practical. We found that the vehicle lived up the fun and practical promise of its exterior design.

The Clubman S's interior has an upscale refined feel that was lacking from the previous generation model. All the controls and switches no longer look nor feel as if they were purchased from surplus Radio Shack stock. Integrating LED displays in the climate control temperature control dials is a rather

nice touch.

The instrument panel has a modern, integrated look. The easy to read speedometer and tachometer have tasteful graphics. And the fuel gauge is a clever series of LEDs along the right side of the speedometer. The large center "Infotainment" screen, which is uses the same updated BMW "iDrive" controls to operate, is surrounding by a light circle that changes colors.

Our inner racecar-driver's heart was warmed by the location of the ignition switch. It's a large, red-lit switch located in the middle of the center stack.

(Below) The twin rear cargo doors attracted the curious and the admirers.



The leather seating surfaces have an attractive, upscale "diamond" stitching that seems to have been borrowed from a Bentley. The overtly "English" interior design and features not only made us watch our manners; our younger passengers began speaking with an English accent while in the vehicle! And when just my mates and I were in the Clubman, we began speaking as if we were in the band, "Spinal Tap".

The rear seat passengers will not only appreciate the refined seating area, but also the increased leg and shoulder room. This improved rear seating area as well as the addition of a fourth door will prevent a family man from NEEDING to purchase a bigger vehicle as his children get older. The Mini Clubman most likely one of the few family vehicles where the kids will be eager to use for their drivers' training.

For some reason, the dual rear doors attracted a crowd at the local "big box" warehouse and hardware stores. Many times, on lookers surprised us by saying, "Will you look at that!" "Isn't that fancy", or "Well I'll be!" when that saw us open those dual rear doors and load what seemed too far too much cargo in the Clubman.

To say that we "Motor'd" for that week would be an understatement. With the "S" tried and true BMW B48 modular TwinPower Turbo 4-cylinder engine (tuned to 189 horsepower and 205 foot pounds of torque for Mini), 8-speed "manu-matic" transmission (a six-speed manual shifter is available), and performance-tuned suspension, we actively sought back roads to conquer.

The "Sport/Economy" settings switch is located on the road bezel that surrounds the shifter. While the Clubman is a fun drive in the "Normal" setting, once switched to Sport, the Clubman unleashes a carnal urge to conquer curvy roads. Fortunately, there are many such



roads in the Central/Northern Virginia area.

Thanks to almost two decades worth of experience designing modern Mini products, the BMW drivetrain engineers have become expert at benchmark front wheel drive design (brace yourselves BMW faithful - the 2016 X1 is front wheel drive). In a past life, I worked with Shelby engineers and designers to realize the potential of front wheel drive performance vehicles. To say that the BMW/Mini engineers got it "right" would be an understatement. Strangely, I had two seemingly conflicting thoughts

when driving the Clubman S on the Blue Ridge Parkway. One was while Mini's paddle shifters coupled with the 8-speed automatic transmission was nice, it would have been nice to see if the six-speed manual shifter would have enhanced the driving experience. The other took me back 30 years when I was driving the Shelby Lancer prototypes along Southern California's Turnball Canyon Road. I thought how much more fun to drive the Shelby Lancer would have been with a "manu-matic" transmission with paddle shifters!

The Clubman S is a Mini. For

those of us over 50, getting in and out of such a low sitting vehicle may get a bit tiresome. But once behind the wheel, the "inner car guy" takes over. And whether driving the freeways, the city streets, the suburbs, or mountain roads, your large smile will be proof that your "inner car guy" has been unleashed.

As an added bonus, we found that the Clubman S's front-wheel drive architecture was quite handy during the recent snowstorm. While others were wary to travel on snow covered roads, the Clubman S drove quite confidently in these hazardous road conditions.

Our fully equipped Mini Clubman S had an MSRP that was equivalent to a similarly equipped 2016 BMW X1, coincidentally the "Jumbo Shrimp" vehicles for both brands. The choice becomes a matter of personal preference - whether one prefers the personality and driving styling of a classic English road car or a precision German Ultimate Driving Machine. With either choice, the BMW/Mini enthusiast will be happy.



(From top left) Perfect driving position, plenty of rear seat passenger room and plenty of car space - is this the ideal "Family Mini."



(Left) Even during the last surprise snow storm, our Clubman S felt comfortable on the road.



2016 BMW X1

BMW Makes a Better Audi

By James Chew

As we drove the back roads to our destination, Old Man Winter was delivering his last gasp of wintry weather. My three adult passengers hardly looked up from their iPhones as a wintry mix of snow and rain was delivered in massive bunches. Our vehicle wasn't at all disturbed by this weather – the curves and the straightaways were attacked with the same confidence and vigor as if the pavement were dry.

I do hope my associates weren't annoyed that I kept trying to rush us to complete our business at our destination. One joked that I must be trying to avoid the next promised blast of wet snow and freezing rain. Little did they know that I was eager to put this extremely fun-to-drive vehicle through its paces on a different back road. Driving it through this weather was just a bonus.

And having driven this vehicle

through the very odd mixture of winter, spring, and summer-like weather during my weeklong evaluation, it was clear that this vehicle had accomplished what was once the unthinkable – it combined the unstoppable spirit of a Subaru, the design refinement of an Audi, and the driving soul of the Ultimate Driving Machine. The all-new, redesigned BMW X1 truly has the driving spirit of the 2002, E36, and E46. And I suspect that any BMW owner that test drives one will immediately want one.

For their X-series vehicles, it seems that BMW uses the first generation product as a “ranging shot” to assess market acceptance and to quickly learn what the market really wants from these types of vehicles. The redesigned X products are always a massive improvement over the first; in fact the second

generation X5 and X3 immediately became best in their class. The 2016 X1 follows that trend.

In my opinion, the BMW X1 is the benchmark in the now crowded small performance luxury SUV segment. The attractive, smooth, contemporary, timeless exterior design captures the aura of the E39 design. The X1 exterior design makes Mercedes GLA look chunky, the Lexus NX look like a RAV-4 with a Trump-like comb over, the Audi Q3 look plain, the Cadillac SRX look bloated, and the Jeep Cherokee look like a “puggle”.

The X1's interior design exudes a Zen-like aura of confidence. The BMW interior designers seem to have finally cracked the Audi code. The X1 driver's area is simply wonderful – in my opinion the best of any current BMW. The area fits like a well-tailored suit and is comfortable as

your favorite pair of jeans. The emphasis on ergonomics is obvious as you notice that all the instruments, gauges, and infotainment screen are at your natural sight lines. Your hands instinctively find the shifter, the iDrive controls, the turn signal stalk, the wiper stalk, the power window switches, the door handle (this semi-embedded design alone stands out), moon roof and BMW assist buttons, mirror controls, and power seat controls. And the pedals (two of them) are at the “right place.” The older BMW enthusiast will think the interior channels the “vibe” of the E36 and E46. The younger enthusiast will wonder why Mercedes, Audi, and Lexus don't “get it”.

As with the other X-series models, the power rear lift gate opens high and wide to reveal a large, cube-like cargo space. Large enough for the weekend warehouse shopping

runs, weekend dance team luggage, and business trip luggage for four, we found that we never had to use the dual folding rear seats.

The X1's compact exterior has another advantage for those of us who live in areas with wintery weather — when opening the rear hatch when the garage door is closed, there is still plenty of room to easily load and unload the X1. In addition, we never feared the rear hatch door hitting the garage ceiling.

The rear seating area is also deceptively large, delighting the occupants with supportive, comfortable seats, lots of leg, knee, and shoulder room, and outstanding vision. We proved that two full-size American adults or three school-aged children would be quite comfortable for long-distance drives. All the rear seat passengers loved the new folded center console design. Their only complaint was the lack of rear-seat heaters.

And the secret behind the outstanding driving dynamics and improved occupant and cargo room is BMW's all new front-wheel drive architecture. Using the Mini products to gain the design experience to develop benchmark front-wheel-drive vehicles, the BMW chassis and drive-train engineers have the confidence to use this architecture on BMW products. The X1 shares the same chassis as the all-new Mini Cooper Clubman (this chassis is also used in the BMW 2-series Active Tourer, a



(Opposite page and above) The 2016 X1 is probably the most attractive performance-luxury SUV on the market. With its smooth, timeless design and outstanding proportions, the BMW X1 looks perfect from any perspective.

vehicle that I doubt we'll ever see in the US). After spending a week of enthusiastic driving both vehicles, even the most experienced driver would have a hard time believing that these two distinct vehicles share the same chassis.

Once you open the hood (the mark of any true car enthusiast), you'll notice the front wheel drive architecture. The proven and familiar TwinPower Turbo four-cylinder engine is transverse mounted. An 8-speed automatic transmission is connected to both front wheels and to a longitudinal driveshaft. The driveshaft is connected to a rear differential that has an electronic clutch to engage the rear wheels when demanded. But in most driving conditions, the front wheels are doing most of the work.

The years of experience tuning front-wheel drive Minis is what makes the X1 very, very fun to drive.

Agile, responsive, and "toss able", the X1 drives like a new 3-series with the track handling package that also serves as a truck. It makes driving the Mercedes GLA feel heavy, the Lexus NX feel robotic, the Jeep Cherokee feel "darty", the Audi Q3 feel plain, and the Cadillac SRX feel wallowy. The X1 is yet another BMW that will make you want to find the longest routes to any destination. In fact, it's THE BMW we would want to drive cross-country to this year's Legends of the Autobahn/Laguna Seca Historic Race event. Driving the newest generation of BMW design to celebrate 100 years of this company would be a fitting tribute to the brand, its growth, its significance to the car market, and its future.

By the way, we achieved an average of 27 miles per gallon during our 1000-mile, week long, three weather evaluation.

Years ago, we wrote how BMW was studying using front-wheel drive in their new products. This drew the ire of many BMW enthusiasts. With a car market dominated by soulless front-wheel-drive "CamCords", wallowy front-wheel-drive "crossover" SUVs, and the front-wheel-drive minivans; the BMW enthusiast's fears were well placed.

But after driving back roads in three weather conditions, let me assure you all that unless told, you would never know that the new X1 is front-wheel drive.

The future is here folks. And there's nothing to fear.



(Below) The same BMW modular engine powers both the Mini Clubman and the X1- albeit tuned to the expected BMW performance specifications.



(From the top)) The "March Madness" BMW X1 TV ad that shows four "full-size" mercian men sitting comfortably in an X1? It's true! The orange interior door panel lighting is stunningly attractive.

Traditions

BY Brandon Wheaton

PHOTOS Raine Mantysalo

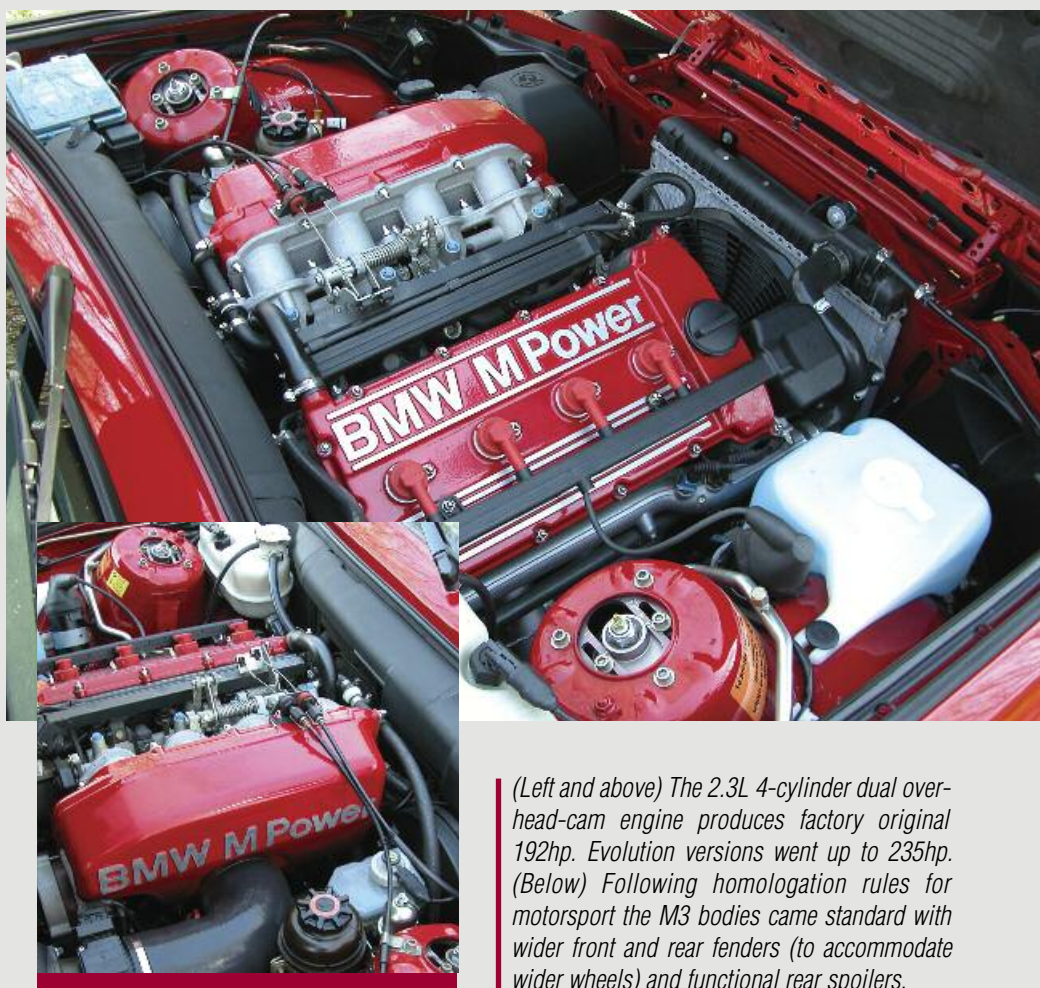
The Evolution of My E30 M3

I happened upon my 1989 E30 M3 while living in Mountain View, CA in June of 2000. I stumbled across the listing for this tired red car while perusing eBay Motors and my curiosity was piqued. I contacted the seller, a local SCCA racer who had decided the M3 wasn't for him and his 6-foot 6-inch frame.



We met for lunch, I pored over the car, consulted the service history, and the deal was done. The car was in good mechanical shape, but had a few issues with peeling clear coat, fender damage from oversized wheels and too-fat tires up front, and some other minor issues. I immediately fitted proper-sized wheels and tires, performed preventive maintenance and minor cosmetic work. About a year later I installed a Ground Control suspension with my buddy Ralph Conway in his garage, which made a world of difference in the handling and demeanor of the car. I was smitten by the car and spent the next three years with a perma-grin on my face, attending Golden Gate Chapter driving schools and autocross events for fun. At this point, the M3 was my daily driver and I loved every minute I spent with it.

By a strange sequence of events, I had laid eyes on this very same car when it was a shiny new example, back in 1989 at Crown BMW in Tulsa, Oklahoma. I was transfixed by it in the showroom as my dad dropped off his E30 325e for maintenance. I was deployed to the Middle East in 2003, so my dad agreed to let me ship my M3 to him and store it in his airplane hangar. There, the car was in excellent company, sharing space with a WWII B-25 Mitchell named "Martha Jean." Through the E30 M3 Special Interest Group (SIG), I sought "the best E30 M3 mechanic in Tulsa" to provide periodic maintenance for the car while I was away. I was



(Left and above) The 2.3L 4-cylinder dual over-head-cam engine produces factory original 192hp. Evolution versions went up to 235hp. (Below) Following homologation rules for motorsport the M3 bodies came standard with wider front and rear fenders (to accommodate wider wheels) and functional rear spoilers.



referred to James LeMay, who worked as a mechanic at Crown BMW in Tulsa. I never use the dealer for maintenance unless the words "warranty" or "recall" are involved, but I decided if he's the guy they recommended, then he's the guy.

Fast forward to 2009 when I was finally settled in Northern Virginia, finished globe-trekking for Uncle Sam and anxious to get back behind the wheel of my M3, so I traveled to Tulsa to make the car ready for transport. While wrapping up the final inspection with James, he said "By the way, did you know your car was first purchased here? I found that out when going through the service history on the computer." I was floored and thought back to my first encounter on that very showroom floor 20 years earlier. I left with the car for Virginia, but kept in contact with James, who did further research and determined that indeed there was only one Zinnoberror car sold by Crown and that car had my VIN, AE33078!

Some minor front-end damage thanks to a Prius in mid-2012 turned out to be a blessing in disguise and lit a fire under my butt to go ahead with an unplanned restoration. Completed in mid-



2013, the car was fully repainted and the interior refreshed, which involved replacement of every interior component (save for the dash), to include a brand new carpet, re-covered Recaro SRD front seats and stock rear seats, OEM leather door cards, and front and rear center consoles. A new set of 18x8 BBS LMs, rare as unicorn tears, with new rubber and custom painted centers, were also installed. As the car was past its 25th birthday, it was finally exempt from VA emissions testing. A 50/50 2-piece "rally" header was added and the original catalytic converter was replaced with a SuperSprint center section. The tired Borla

exhaust was replaced with an Eisenmann muffler, fresh off the boat from der Vaterland. Throughout the restoration, I did my best to stay very close to a factory original appearance, but with subtle improvements that I call "OEM-Plus."

As for electronics, I installed a digital Podi center vent gauge that matches the factory amber illumination and reads the car's critical vitals, to include voltage, oil pressure, oil temperature and fuel pressure. The stereo system was upgraded with hidden components and utilizes the stock speaker locations. The only audio component I was unable to hide is the Alpine head unit, which I can slip out and replace with the original 1980's tape deck to maintain the stock interior look for display purposes.

On the exterior, I incorporated front and rear spoilers and larger front fenders from my car's cousin, the Europe-only Sport Evolution, of which only 600 examples exist; 600 cars being the minimum number required for racing homologation series evolution and competition in the later years of the Deutsche Tourenwagen Meisterschaft (DTM) Group A series. With so many original body fixtures and components NLA (No Longer Available from BMW), the restoration was equal parts exciting treasure hunt and frustration. I swore to myself many times throughout the process that I would never again undertake such a project, but the great folks at D&V Auto Body and Road Race

(Above) Your Author with his pride and joy. (Above Left and Left) A mandatory (in Germany) warning triangle and first aid kit, with special tray, along with a complete tool kit.



(Left and Above) Recaro SRD front seats came standard in the Sport Evolution, along with rare Evo seat belts. Front and rear seats were recovered with Motorsport stripes added. OEM leather door cards and center consoles complete the interior.



Technologies worked tirelessly with me to bring this ambitious endeavor to a stunning conclusion. The final result has been honored with many accolades, to include First in Class and Best in Show at the 2014 Deutsche Marque Concours in Vienna, VA, Best in Show at the 2014 Bimmerfest at Ripken Stadium, Maryland, SIGMeisters' choice at the 2014 SIGFest (E30 M3 Special Interest Group) gathering in Woodcliff Lakes, NJ and First in Class at the 2014 Cruisin' for the Cure diabetes charity benefit car show in Sterling, VA.

The original engine is still in the car and remains stock for now, save for body-color matched valve cover and intake plenum and a Miller Mass Air Flow (MAF) sensor. While my original 2.3 liter motor remains healthy for the foreseeable future, I've slowly purchased parts here

and there for an eventual 2.5 liter rebuild as I come across good deals and hard to find components. The S14 engine certainly isn't an inexpensive lump, so I'd rather not be hit with the full price tag at once should something go wrong.

That little 2.3L 4-banger, with a factory original 192hp doesn't have the raw grunt of today's monsters, but when put into perspective, it was actually quite something in its day. For example, a stock S14 2.3 4-cylinder produces 83.48 hp/liter, nearly double the C4 Corvette (L98 5.7l V8 @ 250hp, or 43.86hp/liter), the Camaro IROC-Z (5.7L V8@230hp, or 40.35hp per liter) and the 5.0 Mustang (5.0L @ 205hp, or 41hp per liter).

With only one computer in the car to control the fuel injection, working on the M3 is very straight forward and downright fun. My garage isn't enormous, but I have the tools necessary to perform my maintenance tasks on jack stands. I prefer to get my hands dirty and turn my own wrenches unless I'm pressed for time or I need to do a big job that requires special tools and additional sets of hands. I originally worked as an aircraft mechanic after high school, but I joined the Air Force in 1994. In a cruel twist of fate, the

powers that be who handed out job the Air Force's assignments decided my aptitude was better suited to the electronics and communications career field. As such, it's refreshing to bloody a knuckle from time to time under the car.

The full sized M3 is only one component of my sickness...I mean hobby. In addition to the 1:1 car, I also own close to 200 other cars in 1:87, 1:43 and 1:18 scale. I had many more up until a few years ago, when I began selling anything that wasn't an E30 M3 in an effort to consolidate my collection and make it easier to manage. I still have some non-E30 dealer presentation models, such as McLaren F1 GTRs, BMW DTM transport trucks, E46 M3 GTR, E46 M3 CSL, E60 M5 Ring Taxi, E92 M3 Moto GP safety cars, so it's an ongoing struggle to keep my collection specific.

I look forward to many more years, many more miles and many more smiles behind the wheel of my favorite car.

(Far left above) The antique license plate says it all. (Far left) Very rare 18x8 BBS LM098 wheels with Yokohama rubber. (Left) The new Eisenmann "Race" exhaust. (Below left) Homologation (motorsport) rules state that the race version must reflect the street car aerodynamically. All exterior body panels save the hood are unique to this model. (Below) Even mirrors were designed with aerodynamics in mind. (Bottom left to right) The E30 M3 where it's happiest: at speed. A matching 1:43 scale version poses on the full-size M3's front bumper.





NEW MEMBERS

New Members through February, 2015



National Capital Chapter now has 5,627 members. Of these 626 are associate members. We continue to be the largest chapter in the U.S. and add memberships every month.

Do you know someone who owns a BMW, but is missing out on the rewards of belonging to the BMW CCA? They probably don't even realize what great benefits they are missing, including parts discounts at local BMW dealerships and select

independent service centers, the *Roundel*, the club's award-winning national, monthly publication, the Membership Rewards Program sponsored by BMW,NA, and 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.

Jonathan Adams	William Caudle	Patrick Herald	Joe Mott	Todd Snyder
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Michael Armendariz	Colin Coffman	Neil Hoffman	George Munz	Dan Stevens
Hugh Arsenaault	Lawrence Contillo	Anthony Howard	Gary Ngo	Robert Stratton
Souleiman Ayoub	Travis Corwith	Joseph Hutchinson	Marvin Ngwafon	Yale Tankus
Ty Bair	Kevin Cuellar	Nickiea Ingram Youmans	Barbara Noveau	Anthony Thenstead
Ami Banerjee	Steve Dagle	Francois Innocent	Lolita O'Donnell	Gary Tidwell
George Barborak	John Dargenio	Ronald Jackson	Javier Ortiz	Carl Tugberk
Reine Benissan	Cynthia Davis	Celeste Johnson-Matheson	Benjamin Ossei-Akoannor	Philip Ulzheimer
Ashley Bennett	Hunt Demarest	Edward Kablaoui	Zhigang Pan	Eleanor VanVranken
Nicole Bergstrom	Stanley Desirade	Kirk Kaneer	Carole Parent	German Vidal
Vincent Biondino	Chip Dittrich	Maria Kaneer	Evan Passarinho	Khoa Vu
Beatrice Biso	Brian Dunphy	Dylan Kautz	Justin Passarinho	JC Walker
Helen Blumen	Kosher Ellis	John Kerr, Jr.	Nuno Passarinho	Kevin Walsh
Gary Boch	Nick Eng	Robert Klinger	Teresa Passarinho	Stephanie Washington
Steven Bracci	Deborah Ford	L. Nick Lacey	David Paxton	Nate Watson
Henry Brown	James Garcia	Kevin Lee	Jack Pollard	Ned Weant
Stephen Brvenik	Wallace Greene	Jeffrey Lees	Charles Proctor	William Weitzel
Tatiana Brvenik	Wayne Gross	Jonathan Lichstein	Darrell Quesenberry	Jill White
Robert Bullett	Donald Grue	Philip Marcheso	Jeffrey Renner	Bill Willenbrock
Brian Burkhart	James Hack	Sandra Marley	Raymond Richhart	Stacy Young
Todd Bushman	Michael Haley	Keniel Martinez	Birju Ringwala	Stephen Zubal
Zhenqian Cai	Craig Hall	Dave Matusiak	Pamela Ross	
Robert Caldwell	Colby Hall	Sean McDevitt	Vladimir Rudenko	
Edwin Carter	Doreen Hamilton	William McIntosh	Dan Rykiel	
Jason Carter	Francesca Hammerstrom	Nickolas McKerrow	Walter Sadowski	
Lindsay Carter	Joseph Hammerstrom	Linda Milburn	Daniel Sause	
Marjorie Carter	Julie Hammond	Marquis Miles	Jeff Scheib	
Megan Carter	Derek Hatten	Baron Mills	Charles Shaffer	
David Casterlin	Kenneth Hauck	Joe Monteil	Tushar Sinha	
David Cattler	Mike Hayes	Neil Moores	Greg Smith	



As The Season Begins, So Does Race Prep

By Abheek Sen



With my last *dB* article, I hoped to have piqued your interest in Autocross. I find it's a great way to spend a Saturday morning. Some of you may be thinking, where would I start? Can I just show up or do I need to prepare? Here are a few of our suggestions.

Apart from a helmet and the proper attire, you need to show up in your car, be it your daily driver or race prepped track car, ready to have fun. On race day, it's important to understand that first and foremost, you are competing against yourself to get your personal best time on the course. Your personal best is then compared to others in your class to see who did the best. For those who are new to NCC Autocross, you just need to know which class you belong to. Your class is determined by your car and

whatever modifications you have on it. For someone who's trying autocross for the first time, you'll probably be racing in the Showroom class or our Novice class. Any upgrades from there, be it stickier tires, upgraded suspension, or engine modification, will push you up into

the next class. Details about the classing can be found on our website.

<http://nccautocross.com/about/vehicle-classing/>

If this year is your first season of autocross, it's important to learn and understand how your car handles. You may think you know your car well

because you may drive more aggressively than others. However, that's no indication of knowing how your car handles when it's driven competitively. For example, when I first started out, my friends who have been autocrossing for some time told me that it would be challenging to make good time because my car was already modified. I quickly found out that they were right. The problem wasn't the car, but me, between the seat and the wheel. The best way to fix that is to spend more seat time on an autocross course. To speed up the learning curve, you can partake of the Autocross school and Test and Tune sessions. The schools are for novice drivers while Test and Tunes are for more experienced drivers. The schools and Test and Tunes help you learn more



(Top) Aaron Randolph dives into a sharp left hander. (Above) In his 2013 M5, Al Lepeau practices carrying speed through sweeping corners.

about your car, how to read the course, and how to adjust your driving style.

In prior years, we have held two Autocross Schools and one or two Test and Tune days per season. "I instruct at the NCC Novice School every year because I love getting new people hooked on the sport", says Christina Lam, one of our experienced instructors at the Novice School. "Instructing is incredibly satisfying when students accurately apply new techniques and their times consistently drop. My favorite moment is when a student powers through the finish line, hands trembling with adrenaline, excitedly telling me how



(Above) Joey Hutchinson takes to the slalom in his M3.

the run felt faster because of all the adjustments he or she learned to make."

During this upcoming season, we will have one Autocross School and two Test and Tunes, one of which will be open for all drivers. We feel that this will provide an

opportunity to provide advanced training to those who want to become more competitive.

As you get better behind the wheel, you'll be tempted to modify your car. I would suggest modifying from the wheels up. Spend money on getting stickier tires, lighter wheels,

and upgrading suspension. Autocross is more about how quickly you can get through a technical course. These modifications will help you maintain traction around the course at a higher speed. If these modifications don't quell your lust for speed, you can look into weight reduction and engine modification. Remember, any modifications can

advance you into a higher class and stronger competition.

To find out more about NCC Autocross and our events, visit our website, www.nccautocross.com. We look forward to seeing you out there this season.



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The 2016 BMW M235i and Cadillac ATS-V

Chicken Soup for the Car Enthusiast's Soul

By James Chew

It was a very trying business trip. Despite it being in one of my favorite regions in the country, the Silicon Valley, the purpose of my visit tried my auto enthusiast's soul. I was there to study driverless cars.

The presentations and discussions, while technically interesting revealed the spirit of the "new" Silicon Valley. The cruel irony is this industry and its leading companies grew and thrived by delighting people. And as with many successful industries and companies, their uncharted success led the company leadership to cross the line from clairvoyant to Machiavellian.

Being a technologist, I could rationalize why driverless vehicles were needed. I wasn't sure if the public high schools still offer driver's training. With the tsunami of incoming new and questionably trained young drivers along with the bow wave of more senior citizens (over 70) driving, the discussed autonomous driving technologies would be helpful.

But it was the underlying "we know better" arrogance that disturbed



(Above) The 2016 M235i - proof that BMW still knows how to build the Ultimate Driving Machine.

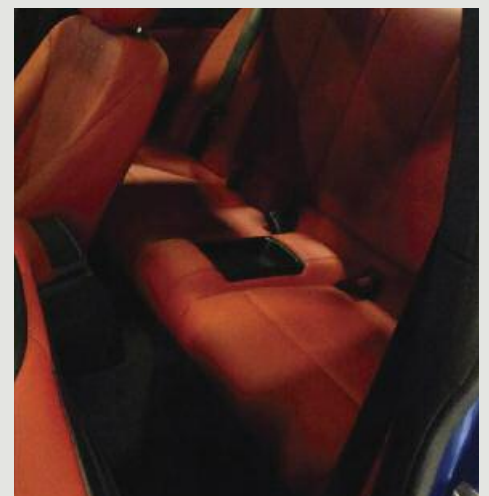
me. This same arrogance was shown by the EV people, who claimed that based on their studies their EVs had the "ideal" range (under 50 miles, and 12 hours to fully charge) for the "typical" driver. And we have all seen how EV sales have tanked.

I had some time before my flight home. I needed something to sooth my driving enthusiast's soul. So I went to a local BMW dealer to "test drive" an M235i.

The M235i is the latest BMW to be universally praised for being a

benchmark sport sedan. The "buff books" have gone as far as to say that the M235i is proof that BMW still knows how to build "Ultimate Driving Machines." And BMW's intentional comparison of the M235i to the 2002 is appropriate. This is the one afford-

(Below) The ideal driver's position and supportive sport seats make even the most timid want to get behind the wheel and drive. The roomy rear seating area and red leather encourages you and your friends to take the M235i on a night on the town.



able, tossable, fun-to-drive sport sedans that the competition is already tearing down and comparing to their respective future sport sedans.

While I love the 1 Series (I own a 135i convertible), the M235i is the

ible, with the top down, looks a little better. Of course, that's all forgotten the moment you slip in to the sports sedan, start the TwinPower Turbo inline six, and drive.

The M235i is a significant

Having mastered paddle shifting with my 1 Series, I would have been just as delighted with the optional 8-speed automatic transmission.

Slipping in to the driver's sport seat, it was clear to me that any

The 320 horsepower, 330 foot pounds TwinTurbo inline six, near 50/50 weight distribution, and track handling package make for a wonderful driving experience. In my mind, the M235i is an M3 without the expense of owning and maintaining an M Vehicle. And even with the upcoming M2, most BMW enthusiast would be quite content with having an M235i as a daily driver.

Because I didn't want to take advantage of the very nice and understanding sales person, I resisted the urge to drive to Half Moon Bay and take the Pacific Coast Highway to the Laguna Seca Raceway. But he allowed me to drive it long enough on some fun roads to make us both smile.

Driving my rental car to the airport, it was obvious to me what inspired the autonomous driving developers. If my daily driver was a soulless Japanese "CamCord" I would be tempted to let someone (or in this case, something) else drive.

Arriving at Washington, DC, I was delighted to find a 2016 Cadillac ATS-V waiting for me.

Anyone who doubts the performance prowess of the new General Motors should be reminded how the Corvettes beat the pants off the competition, including the new BMW RLL M6s, in the 2016 24 Hours of Daytona. Bob Lutz started



(Above) The race-proven ATS-V exterior is unmistakably American.

first BMW that could motivate me to sell it and buy a new BMW. The only knock I have with the 1 Series is that the exterior design is an acquired taste. With its upright, stubby exterior design, the 1 Series coupe looks out of proportion while the convert-

improvement over the 1 Series. The exterior design is perfect. Low and sleek, the M235i exterior design has an undeniable upscale performance look. Entering the vehicle, I was delighted to see a six-speed manual transmission in the test vehicle.

BMW driver would immediately feel at home. The supportive sport seats, the ergonomically located controls, with the outstanding vision and shifter, thick-rimmed M-steering wheel, and pedals in a perfect, natural position, I was ready to drive.

(Below) The driver's position proved that the ATS-V is NOT your grandfather's Cadillac. Everything about the interior screams, "American BMW!"





(Above) The M235i feature the proven 320 horsepower, 330 ft-lb of torque TwinPower Turbo inline six.

the current GM performance car revolution and now Mark Reuss is continuing to raise the bar. GM is no longer just gunning for Ford and Dodge; they mean to beat BMW, Mercedes, Audi, and Porsche as well.

"Subtle" is seldom used to describe American car design, and the ATS-V exterior design is anything but subtle. Evolved from the Kip Wasenko "Art and Science" design, the carbon fiber front air splitter, carbon fiber rear spoiler, low, aggressive stance, and hood vent, shows that the ATS-V means business. It's a Cadillac that will make the typical street racing think twice before challenging. It's a Cadillac that makes a Camaro, Mustang, and Challenger look mild.

The 464 horsepower, 455 foot pounds of torque twin turbo V-6 engine started with a snarl. Shifting the manual 6-speed transmission into first and referring power to the rear wheels, I began my drive home.

GM's participation in professional road racing and endurance road racing series has improved the Cadillac breed. When the CTS was first launched, Cadillac immediately went road racing. The same company that transformed the Corvette into a world class road racer, Pratt and Miller, used their same bag of tricks and quickly transformed Cadillac from being a joke to a serious competitor on the professional road racing circuit.

Having driven previous generation V Series products, I've noticed that each model has shown significant improvement. This new ATS-V has been designed to have a near perfect combination of refinement and raw. A wonderful daily driver, the ATS-V is eager to unleash its performance potential in the right circumstances. This potential is apparent when accelerating. It was quite easy to hit triple digits in seemingly normal circumstances.

The interior design is the epitome of American performance luxury design. The Recaro seats, thick-rimmed steering wheel, upscale materials, unique design, and refinement give a "Ralph Lauren" vibe.

To say that our weeklong, 1000-mile evaluation of the ATS-V was a pleasure would be an understatement. I found myself making excuses to drive backroad. I even used the ATS-V for school carpool duty, attracting attention from students, staff, and fellow school carpools.

The 2016 ATS V is an outstanding performance luxury coupe that's priced to make the typical German car buyer look twice. But there are four items that would make me favor the M235i over this wonderful car. First, driver visibility is not as good as the M235i. The attractive "arrow" exterior makes for some blind spots. Second, the low seating position does make exiting a bit of a chore, especially for those that wear dresses and skirts. Third, the Cadillac CUE "infotainment" system is a disaster. What seems to be an intuitive, touch screen interface results in a non-responsive system and a smeared screen. And of course, there's that price difference. Priced over \$16,000 more than the M235i, the ATS-V is very, very, nice. But in my opinion, it's not \$16,000 more nice than an M235i. In all fairness, I have the same problem with the price differential between the BMW M Vehicles and their non-M, but performance optioned, brethren.

Having a great daily driver that excels on a road course race track or an autocross track is chicken soup for the car enthusiast soul. A bolt-in roll cage and a different set of wheels and tires are sometimes required to allow one to experience the full performance potential of your car, but there are a number of BMW CCA events that allow unmodified vehicles to participate in such events. In my opinion, the best events are located in areas where one has to drive interesting back roads to arrive at the event location. For that reason, Summit Point, Willow Springs, Road America, Ginger Man, and Laguna Seca are some of my favorite tracks to drive. I do hope to someday drive Martinsville. Its good to know that BMW as well as GM and other manufacturers continue to offer a variety of vehicles that allow our inner car enthusiast to scratch that itch.

Every industry does an overreach. The demise of the "Big 3" automakers can be traced to their diversification craze during the late 1980's when, instead of investing in new automotive technologies, they instead went on a buying binge of aerospace/defense companies and foreign auto companies. In the mean time, BMW focused on



(Above) The ATS-V features a 464 HP, 440 ft-lb of torque, twin-turbo V-6.

building better "Ultimate Driving Machines" that reflect the times.

We have all noticed an "anti car/driverless car" revolution that seems to be receiving a disproportional amount of press. From what I've observed, this "revolution" is led by people who have never liked cars and see no reason for driving to be fun. One of them happens to be the current *Washington Post* car reviewer. His preachy, out of touch remarks smack of the ramblings of a grumpy old man. This crowd continues to try to squelch passionate driving machines in favor of soulless, lifeless, autonomous appliances.

Autonomous driving does have its place. It would be ideal for military convoys, hopefully reducing personnel exposure to these dangerous driving conditions. And new vehicles already have a number of autonomous driving features, such as collision avoidance systems, lane departure warning, night vision, and "smart" cruise control.

But replacing the driver may be a step too far. Americans like to drive and when we drive, we want to be in control. We want the ability to change our mind, decide to stop or detour from our route because we saw something interesting. We want the freedom to be in control and to explore, something autonomous cars will not allow. And I have observed that there is an inner car enthusiast in most American drivers.

And as long BMW and GM makes products that appeal to the inner driving enthusiast in most of us, autonomous driving may be a short lived fad. It could result in the demise of the Silicon Valley giants.

Maybe it's time to re-examine my investment portfolio!



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10% Down - \$359/month

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Dealer Discount \$4,500
Loyalty \$1,000
Punch Credit \$1,000
Lease Credit \$2,000
Total Discount \$8,450
Lease Price: \$50,295

Virginia Lease

\$0 Down - \$682/month
10% Down - \$507/month

Maryland Lease

\$0 Down - \$716/month
10% Down - \$543/month

2016 BMW X3 28i

MSRP \$44,745
Dealer Discount \$3,000
Loyalty \$1,000
Lease Credit \$1,500
Punch Credit \$1,000
Total Discount \$6,500
Lease Price: \$38,245

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10% Down - \$409/month

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10% Down - \$439/month

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MSRP \$67,595
Dealer Discount \$4,600
Loyalty \$1,000
Lease Credit \$2,000
Total Discount \$7,600
Lease Price: \$58,995

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All leases assume approval with BMW FS and are based on 10K miles per year. Lease offers are stated down with state tax and registration fees for VA and MD rolled in. Please inquire for DC Lease offers. All credit tiers are accepted, BMW FS must approve deal based on overall credit worthiness. Lease payments are based on Tier 1 credit. Offer expires 3/31/2016. We reserve the right to make changes without notice, and are not responsible for errors or omissions. The availability of this vehicle is subject to prior sale. Does not apply to prior sale. Previous special orders excluded. Offer not available to dealers. Cannot be combined with any other offer. Payments waived for returning BMWFS Clients. Loyalty is defined as having a BMWFS contract within the past 12 months.

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