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Cover: Dr. Chris Auty's rare low-mileage 1967 BMW 1600 GT at The Vintage in Asheville, SC. Read article on page 28. Photo: Marc Caden

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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

James Laws vice-president@nccbmwcca.org 240.424.5380

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

Jeff Cannon db-advertising@nccbmwcca.org 402.670.7439

Contributing Writers

Marc Caden, James Chew, John Hartge, Anna Maripuu,

John McWilliams, Abheek Sen

Club Address

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

National Membership Toll-Free Number

800.878.9292

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



President's Message

We've been challenged! The BMW CCA Foundation is our non-profit charitable organization whose main purpose is to run the Street Survival program for improving teen drivers and preserving/archiving BMW-related paraphernalia. To assist in their capital campaign, they have created an exciting contest called the 2016 BMW CCA Chapter Challenge. The chapter(s) with the highest participation will be awarded lasting recognition at the BMW CCA Foundation. How can you help? Buy a brick! It's tax-deductible and will be prominently displayed at the BMW CCA Foundation along with all other National Capital Chapter bricks. Visit the Foundation's webpage, www.bmwccafoundation.org, for more information on how you can buy and customize your brick. The Challenge will last throughout the rest of this year and monthly results will be communicated through various media. As the largest CCA chapter, I'm hoping for your participation as we can truly make a difference in the lives of future teen drivers.

Finally, I hope you heard the great news! Our annual Car of Your Dreams raffle just started and this is your chance to win a limited edition M4 GTS as the Grand Prize. Only 300 will be allocated to the United States, so this is guaranteed to be a collector's item. Plus, don't forget that for every 5,000 tickets sold, we'll be giving away a new car, so the more tickets you buy, the more chances you have to win! National Capital Chapter has a great history of winning cars over the years, will you be the next lucky person?



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

We seem to have missed Spring. Yoyo through cold to hot to humid. Beautiful weather for driving, but not so much for lollygagging. Speaking of Spring, O'Fest is only two months away. Better make plans now. Driving, flying, whatever. Hotel rooms are still needed. Turns out, I have an advantage, as I have relatives who lives in Carmel. We shall see.

Again, there are many events planned by our chapter. These are fun events. They range from "lo-tech" to intensive driving. Cars and Coffee is one example of "lo-tech." All that is needed to participate is a short drive to wherever the venue is. No twisty roads, and little planning is necessary.

But talking with fellow BMW owners can be enlightening. Then there are intensive events such as the "Pie Runs." Actually, in these events, drivers can go as fast (within limits) or as slow as desired. The routes are always entertaining and are "bookended" with restaurants and places to purchase pies (hence the name).

Autocross is in full swing. In May there was a combined Autocross/Cars&Coffee. At one of these events, one can chat with other members while slurping coffee and watching the Autocross folks try to outdo one another. In this type of event, lightweight cars have some difficulty. There were a

couple of Corvettes in attendance and all spun out on one lap or another. They have a great deal of power, but not so much weight, so it is easy to get ahead of the curve.

One of my favorite articles is on One Lap of America. The article is in keeping with the quality of *dB*, but I am more fascinated by those who participate in this event. It is on my bucket list.

So everyone, Happy Motoring. Be safe and keep the rubber on the road.

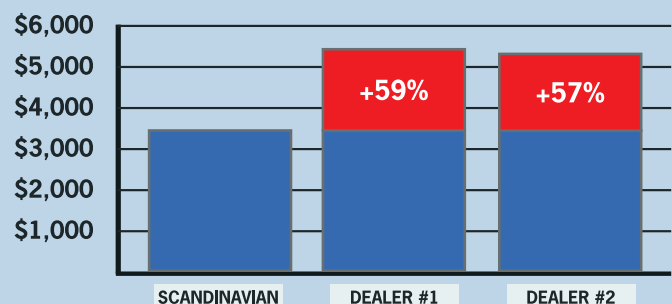
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If you would like your 20-year-old or older car featured in *der Bayerische* under the Traditions column, contact our production manager at db-production@nccbmwcca.org.

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CALENDAR OF EVENTS

May

- 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
- 15 33rd Annual Deutsche Marque Concours d'Elegance
- 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.
- 16 Appomattox Court House Tour
- 21 MoCo Social @ Pizza CS, Rockville, MD
- 23 Summer 2016 M Club Day @ the BMW Performance Center
- 23 2nd Annual Euro-Marque Golf Invitational
- 24 MW CCA @ Nationals vs. Padres

August

- 4 NoVa Social @ Founding Farmers, Tysons, VA
- 10 Board Meeting/Social @ Brio Tuscan Grille, Rockville, MD
- 11 Columbia Social @ Greene Turtle, Hanover, MD
- 13 Just a Tour with Ice Cream
- 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

September

- 1 NoVa Social - TBD
- 4 NCC Autocross Points Event #6 (Regency)
- 8 Columbia Social- The Second Chance Saloon, Columbia, MD
- 9-11 Summit Point, Shenandoah HPDE
- 10 DIY @ BMW of Annapolis
- 14 Board Meeting/Social - Brio Tuscan Grille, Rockville, MD
- 15 MoCo Social- Pizza CS, Rockville, MD
- 17 America's Cup Tour visits NCC BMW CCA
- 24 2016 NCC Crab Feast
- 30-1 Sunrise to Sunset Tour II

October

- 6 NoVa Social - TBD
- 8 NCC Autocross Points Event #7 (Regency)
- 8 DIY @ AKTIV Automotive
- 12 Board Meeting/Social - Brio Tuscan Grille, Rockville, MD
- 13 Columbia Social- The Second Chance Saloon, Columbia, MD
- 15 Western Maryland Scenic Railroad
- 20 MoCo Social- Pizza CS, Rockville, MD
- 22-23 Fall M Club Day @ BMW Performance Center
- 22 DIY @ RRT Racing

COMING EVENTS

NoVa Social - Founding Farmers, Tysons, VA

Thursday, July 7, 2016
1800 Tysons Blvd, Suite 70, Tysons, VA 22102

DIY @ BMW of Fairfax

Saturday, July 9, 2016

Board Meeting/Social

Wednesday, July 13, 2016
Brio Tuscan Grille, Rockville, MD

Columbia Social

Thursday, July 14, 2016
Greene Turtle, Hanover, MD

NCC Autocross Points Event #4 (FedEx Field)

Saturday, July 16, 2016

DIY @ Autowerkes, Inc.

Saturday, July 16, 2016

Appomattox Court House Tour

Saturday, July 16, 2016

We will visit the Appomattox Court House in southern Va. This is the site of General Lee's surrender to General Grant to end the civil war. Once done we will travel to a tour favorite Michie's Tavern in Charlottesville for lunch. Then on to a winery for a tasting before ending the day.

MoCo Social

Thursday, July 21, 2016
Pizza CS, Rockville, MD

Summer 2016 M Club Day @ BMW Performance Center

Saturday, July 23, 2016

The National Capital and Tarheel Chapters are headed back to the BMW Performance Center in Greer, South Carolina on July 23rd for our second ///M Club Day driving event of 2016. 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.

2nd Annual Euro-Marque Golf Invitational

Saturday, July 23, 2016

Come join us for the Battle on the Greens! Teams from BMW, Mercedes, Porsche, Audi, and Aston Martin will battle it out on both the golf course and the Show & Shine.

BMW CCA @ Nationals vs. Padres

Sunday, July 24, 2016 - Grab your Nationals gear and enjoy a fun-filled day for the whole family! Section 109

NoVa Social

Thursday, August 4, 2016
Founding Farmers, Tysons, VA

Board Meeting/Social

Wednesday, August 10, 2016
Brio Tuscan Grille, Rockville, MD

Columbia Social

Thursday, August 11, 2016
Greene Turtle, Hanover, MD

Just a Tour with Ice Cream

Saturday, August 13, 2016
Just a tour for no other reason, than an excuse to drive. We will have lunch in Fredericksburg, Va. then stop for ice cream at the national landmark Carl's Ice Cream. We will then finish with a tasting at Potomac Vineyards.

NCC Autocross Points Event #5 (Bowie)

Sunday, August 14, 2016 -

MoCo Social

Thursday, August 18, 2016
Pizza CS, Rockville, MD

Rolex Monterey Motorsports Reunion

Saturday, August 20, 2016 thru Sunday, August 21, 2016

47th Annual Oktoberfest (Monterey, CA)

Tuesday, August 23, 2016 thru Sunday August 28, 2016 - Featured marque celebrating 100 years of BMW. Mazda Raceway, Laguna Seca.

Oak Tree Grand Prix & Corral @ VIR

Friday, August 26, 2016 thru Saturday, August 28, 2016

2016 BMW CCA CHAPTER CHALLENGE

To support the BMW CCA Foundation



Your tax-deductible brick purchase helps us grow our worthwhile programs!

Reach 10% Participation,
Chapter receives a 4x8 logo brick



- Tier 1** - 500 Members or less
- Tier 2** - 501 to 1000 Members
- Tier 3** - 1001 to 2000 Members
- Tier 4** - 2001 Members or more

Reach 20% Participation,
Chapter receives an 8x8 logo brick



Welcome to the Chapter Challenge!

THE CHALLENGE: Who doesn't like a little friendly rivalry? The chapter(s) whose members purchase the most bricks will win the **Chapter Challenge!** The chapters with the highest participation will be awarded lasting recognition at the BMW CCA Foundation.

Now to keep this fair, and add excitement, we've designed 4 tiers based on Chapter sizes. The winners will be recognized in each tier and will receive a proportioned prize package. If you have a member with dual chapter affiliation, a percentage of the brick purchase will apply toward both chapters.

Chapters will be assigned an Ambassador to help every step of the way and will be given both printed and digital materials to help spread the word. The Foundation will update Chapters monthly on their progress by email, as well as post to social medial throughout the challenge to share the excitement!

Get ready to join in the fun!



Ready, Set, Go!



A DIY at BMW of Sterling

By Marc Caden

I have removed the clutch-delay valve (CDV) from each modern BMW I have owned. What is the CDV you ask? The CDV is a valve in your car's clutch line that restricts the flow of hydraulic fluid. It limits how fast the clutch allows the driveline to engage. The CDV is supposed to make it easier for an inexperienced manual transmission driver because it helps avoid stalls and abrupt upshifts. However, it can be incredibly frustrating for someone who is already proficient at driving with one.

If you are wondering whether your BMW has a CDV, it is pretty fair to assume that most (but not all) models with a manual transmission made in the last 15 years have one. Removing the CDV isn't much harder than changing your oil and typically involves (1) lifting the car; (2) unscrewing and removing the valve from your clutch line; and (3) bleeding the clutch line (and perhaps topping off the brake fluid reservoir). For my Z3 M Roadster, the only difference in this procedure is that the CDV is incorporated into a



(Top and Above) Tim McNeish's Imola Red 2007 Z4 M Coupe has just 13,000 miles. Nonetheless, he replaced several of the fluids in his car at the April DIY held at BMW of Sterling. (Bottom Left) DIY regular Chris Wootten conducts a brake pad and rotor inspection on his car.



short stretch of rubber clutch line and the entire clutch line needs to be removed and replaced.

I decided to remove the CDV at our April DIY at BMW of Sterling. I had one end of the CDV's clutch line undone in less than five minutes. However, when I went to remove the other end, the retaining nut wasn't as accommodating. The nut was frozen and trying to loosen it with a little more "persuasion" was starting to twist my hard metal clutch line. What had started out as a fairly simple procedure had suddenly become unexpectedly harder. If I broke my metal clutch line while trying to loosen the nut, my car was going to be laid up and I would be taking Uber back home.

I applied some penetrating oil to the nut to help loosen it up without success. Fortunately, the value in a DIY event is having access to other

DIYers and skilled technicians for help in a crisis. Several club members offered a few different plans of attack. Ultimately, Shop Foreman Jason Brown came through with just the right tool to save the day — he lent me a flared crow's foot wrench. With the correct tool and another liberal application of penetrating oil, I broke the nut without destroying my metal clutch line. Instead of a thirty-minute fix, the whole process took me over two hours, but success was achieved and my clutch operation has been improved.

BMW of Sterling is one of the few family owned dealerships in our area. It is owned by Thomas Moorehead and it is an impressive dealership in every respect. In fact, the size of their inventory and service facility is among the largest I have ever seen.

This impression was confirmed when Parts

Manager Ryan Hoover told me that they have over 60 service bays. Ryan generously reserved an entire row of service bays for our chapter's DIY projects. This meant that nearly everyone had a lift and that there was some extra time for more involved projects.

BMW of Sterling is a DINAN authorized parts dealer. They offer discounts to club members for parts and service. If you have to fly out of Dulles Airport for work or pleasure, you can drop off your BMW or Mini for service, they will shuttle you to the airport at no charge, and they will store your car for a reasonable amount of time until you return. They also offer loaner cars for service appointments.

Father and son duo James and David Churbuck took on one of the meatier tasks of the day – replacing the guibo (driveshaft flex disc) on their Z3 Coupe 2.8. DIY regular Mark Shaffer flushed the brake fluid on his 2002 BMW 530i. Nick Nikas changed the engine oil, front and rear differential fluid, and transmission fluid on his 2005 Subaru Outback. Yeah you read that right – it was a Subaru. We welcome any brand of car at our DIY events.

Without question, Ty Joseph took on the most involved task of the day by replacing the front struts/springs and rear shocks/springs on his 1999 Z3 M Roadster. Tony Haney did an oil change and coolant/brake fluid flush on his 2010 Z4 3.0. Jack Ballestero changed the engine oil and checked the belts on his 2002 325xi. DIY regular Tim McNeish replaced the engine oil, transmission fluid, and differential fluid on his immaculate 2007 Imola Red Z4 M Coupe. Greg Rea replaced the rear brake lines on his classic Euro 1985 M 635CSi. Harsha Kiron replaced the automatic transmission fluid and filter on his 2007 530i.

Dough Verner replaced the engine oil, flushed the brake fluid, and installed some sporty new DINAN aluminum pedal covers on his 2005 Phoenix Gelb M3 ZCP DINAN S2. The dB's co-editor Anna Maripuu got into the action by changing the engine oil in her 2010 X3 3.0.



(Above) DIY coordinator Phillip Cummings gives some opening remarks and instructions to all participants.



DIY Chair Phillip Cummings did a masterful job of making sure that everyone stayed on time and task. There was also a nice array of food for breakfast and sandwich platters for lunch. Many thanks go out to BMW of Sterling for making this event so successful!



(Top Right column) Harsha Kiron replaced the automatic transmission fluid and filter on his 2007 530i. (Bottom Right) dB Co-editor Anna Maripuu changed the oil on her 2010 X3 3.0.

April BMW of Sterling Cars and Coffee

By Anna Maripuu | Photos by Paul Seto

We all have friends who don't drive their cars in the rain. And with good reason. But it's a pity, because those who didn't turn up missed a fun NCC Cars and Coffee event on April 2. Plenty of brave souls did show up with some awesome cars to the combined C&C and DIY hosted by BMW of Sterling. And as it happens, the sun even showed up eventually.

After a relatively peaceful winter with fewer car club events taking place, this was the first combined C&C and DIY to kick off our 2016 season. While DIYers got busy inside wrenching on cars, the rest of the participants showed off their cars and caught up on the latest news, modifications that have been done to cars, new cars that have been bought, and generally ogling the car eye candy.

NCC had a tent set up and was signing up new club members and handing out information about the club and posters from the recent screening of the film *No Limits*.

I was particularly impressed with a brand spanking new 2016 M4 that a new member arrived in. He had taken double delivery of the vehicle, in Munich at the BMW Welt, and then again in Spartanburg, South Carolina at the BMW Performance Driving Center.

For those unfamiliar with European Delivery and US Delivery (Double Delivery, we like to call it), one can order a BMW to one's specifications. Then one travels to Munich to pick up the vehicle when it has been manufactured. One then may drive it in Germany or throughout Europe for a two-week period,

whereupon the vehicle is shipped to South Carolina, where one can once again take delivery of the car, and this time for good!

The European Delivery part is actually pretty cool as it includes the fourteen-day European road insurance and registration, a factory tour and museum tour at BMW Welt, and customs duty and clearance and other handling fees for entrance to the US.

The BMW Performance Delivery program includes a factory tour, an introduction to one's car by a Product Specialist, and then driving a similar model to your car on the performance test track with instruction by professional driving instructors.

This particular M4 was an individual color called Azurite Black – it was a shade of black with some blue underneath it to make it shimmer. Subtle, but pretty stunning.

Other great cars were on the scene. Matt Malesic had his Sakhir Orange F13 M6, and Huggie Harrigan came with his blacked out F82 M4.

Anita Patton has a fleet of amazing cars, and she brought her 1985 Japanese market M6, which is a stunner and has been featured in past editions of *der Bayerische*. Doug Dolan brought his 2001 740i Sport with its conversion to a 6-speed manual transmission. Greg Rea turned up in his 1985 European market M635.

Our host from BMW of Sterling, Jason, had his manual transmission E30



(Top) A wide variety of BMW showed up for a rainy but fun Cars & Coffee.
(Above) Doug Dolan's red 740 and Greg Rea's Blue Shark.

325i, to which he had made many cool modifications. Just the sound of that engine made me happy.

We had some interlopers show up, but hey, we love cars, so that's ok. A bright yellow Ferrari convertible got some attention, as well as a brand new Porsche 911 sporting white livery and red stripes.

And eventually, the sun showed up. I think those who braved the rain were happy they did. It was a great turn-out and a good start to the Cars & Coffee season.



(From the Top) Anita Patton's Japanese market M6. Brand new Alpine White M4 and Protonic Blue i8 on display. E46s are the forgotten classics.



(From the Top) Beautiful Tanzanite Blue M4 with Carbon Ceramic Brake kit. Matt Malesic's modded Sahkir Orange M6 and Huggie Harrigan's blacked out M4. Gorgeous F80 M3 and Mineral Grey 2 Series. A few exotics showing their BMW support.



(Above) Brian Hair, an old hand at Summit Point, is ready to drive this stock M235i like a race car. (Below) Brian accelerates through Turn 7 during his 3 lap morning time trial.



One Lap That's 2,827 Miles Long

By John Hartge

No doubt most auto enthusiasts have heard of the Cannonball Run, if not the real unsanctioned race from New York to Los Angeles, at least the 1981 movie starring Burt Reynolds. In the 1970s, automotive journalist Brock Yates organized the "Cannonball Baker Sea-to-

Shining-Sea Memorial Trophy Dash." It was a protest against the 55-mph national speed limit imposed during the energy crisis. The fastest time in the series of Cannonball Runs was just under 33 hours – coast to coast. That's averaging over 87 mph, including stops, clearly illegal speeds.



(Above) Mike Renner pilots the BMW Performance Center's new M2 through Turn 8 during the time trials.

Over time, the illegal speed event on public roads evolved into something legal, the "One Lap of America." Each May dozens of teams, in a wide variety of vehicles, participate in a week-long series of competitive events at race tracks around the country. The travel between events on public roads can be done at legal speeds. This year "One Lap" passed through National Capital Chapter territory with a visit to Summit Point Motorsports Park, one of eight stops on the 2,827-mile route.

The paddock contained an eclectic collection of competitors, including eight BMWs, Corvettes, a Porsche 918 Spyder hybrid, Mini Clubman, Toyota minivan, and an Ariel Atom open track car. Many of the cars are highly modified. The cars must be street legal, but otherwise modifications are wide open.

Among the BMW drivers were chapter member Brian Hair, local autocrosser and racer, and Mike Renner, instructor at the BMW Performance Driving School.

Brian, on his 7th One Lap, partnered with Mike Roberts from Massachusetts, on his 31st. They drove his 2015 bone stock M235i, shod with Bridgestone RE 71Rs, 10mm wider than stock. Brian said, "The M235i, an 8-speed automatic with paddle shifters, was almost as quick as a stock E90 M3! I was only about 2

seconds per lap slower than the M Performance Driving School's M2, and beat the M2 in the autocross! The M235i is truly an amazing package for just under \$50K."

Mike Renner drove the new M2, fully optioned with BMW M Performance parts, including an adjustable coil-over suspension. Mike pointed out if you buy your M2 fitted that way, it is fully covered by the factory warranty. On a cloudy, cool day, Hair's best laps were about 1:27 and Renner's about 1:25. Those familiar with Summit Point will recognize those as damn good times.

"Mike Roberts and I both had a great, stress-free week," Brian said, finishing 1st in the SSGT-2 Small Bore class, 4th in Stock GT, and 18th overall. We could not have been happier with our results, and I think this year's field may have been the strongest field ever!" Mike Renner and his M2 finished 10th out of the 69 competitors and first in the SSGT-1 Small Bore class.

Brian said he already is thinking about next year's One Lap. You can watch the One Lap schedule each year (Google it) to see if one of the track events is close enough for you to witness. You will see one dedicated (some might say lunatic) bunch of track junkies, having a good time and driving hard.



(Right column) Renner with the M2 prepped for his runs. After a long drive from the previous day's event at Palmer Motorsports Park in Massachusetts, One Lap competitors are in the Summit Point paddock early in the morning. After they finish in the afternoon, they drive to the Corvette Museum track in Kentucky for the next day's competition. No time for sightseeing on the One Lap.

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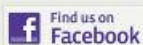
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Against the Wind - 2016 Deutsche Marque Concours

By John McWilliams | Photos by Rick Kempf and Raine Mantysalo



DEUTSCHE MARQUE CONCOURS

Despite winds strong enough to collapse a canopy or invert an Isetta, the 2016 Deutsche Marque Concours at Nottoway Park on May 15, 2016 attracted a large field of entrants and spectators. Cars of newer production than in the past were in attendance, which meant some of our

newer members were participating. Several of the categories were very closely contested, with one-half and one point separating the winners.

BMW of Fairfax supported us again as our main sponsor, and brought examples of the M6 Competition Edition, new 750, and M4 Coupe.

BMW NA displayed a Yas Marina Blue M3.

Thanks to the board members who helped with set-up and clean-up, and a special thanks to the judging crews: James Laws & Tom Kapikian, Peter Swiek & Doug Dolan, Anita Patton & Jeff Cannon, and Rhonda & Mike Powers.



Classics

1. Steve Weiss 1973 3.0CS

2002s

1. Mike DiAndrea 1974 2002tii
2. Jack Gallagher 1976 2002
3. Bruce Cox 1973 2002tii

Modern 1980s

1. Brandon Wheaton 1989 M3
2. Michael Powers 1991 325i M-Tech cabriolet

Modern 1990s

1. Thomas Cavey 1999 M Roadster
2. Nora Aftel 2000 M coupe

Modern 2000s

1. Mark Elie 2003 M5
2. Heidi Gundlach 1998 528i
3. Rhonda Powers 2003 540i

Meister Class winner

Stephen Di Giulian 2002 M5

People's Choice

Jahan Mohandesi 1974 2002 "ti"

Judges' Choice

Anita Patton 1983 Alpina B9 3.5

Best of Marque

Stephen Di Giulian 2002 M5



Thomas Cavey 1999 M Roadster



Mark Elie 2003 M5



Michael Powers 1991 325i M-Tech cab.



Rhonda Powers 2003 540i



Heidi Gundlach 1998 528i



Jahan Mohandesi 1974 2002 "ti"



Nora Aftel 2000 M coupe



Brandon Wheaton 1989 M3



Jack Gallagher 1976 2002



Mike DiAndrea 1974 2002tii



Bruce Cox 1973 2002tii



Anita Patton 1983 Alpina B9 3.5



Stephen Di Giulian 2002 M5



Meister Class winner/ Best of Marque Stephen Di Giulian's 2002 M5



2016 1 Series and 2 Series Active Tourer

Expanding Your BMW Horizons

By James Chew

There is nothing like planning for a European vacation, especially if one is a CCA member. While vacationing in Europe means castles, tours, cruising, eating, history, and culture to others, to the BMW CCA member it's all that plus DRIVING.

Ah yes, driving BMWs on the roads for which they were designed puts a smile on the face of even the most stoic BMW CCA member. We have visions of having no electronic speed limiters and in some cases, no speed limits, dancing through our heads as we scour European car rental agencies that specialize in BMWs.

From my experience, they are not that hard to find. One of my favorites is a company called SixT, which seems to be loosely affiliated with Budget Rental Car. There are other reputable car rental companies in Europe, and I encourage you to shop around. For those of you "first timers" to a European driving vacation, you may be surprised to find that BMWs, Audis, and Mercedes are

common to the European rental car fleets. Because of the nationalistic nature of every European country, your best bet for being assured a BMW rental vehicle would be in Germany. That being said, these three brands are quite popular in every European car rental fleet.

It pains me to say this, but my father was (again) correct when he told me that BMWs and Mercedes are as common in Europe as Ford and Chevrolet are the United States.

While still considered a premium brand, the major differences I've observed between the European and North American BMWs are (1) the widespread application of diesel engines, (2) the availability of cloth upholstery, and (3) the availability of manually adjustable seats. Oddly enough, over the years I've heard from a number of BMW CCA members their desire to have these three features available in the U.S. products! However, having been badly burned by their recent diesel experience (diesel



(Top) Next time you're in Europe, visit a BMW dealership. It's quite fun! (Above) To the BMW CCA member, the Europe-only 1 Series driver and front passenger area will look quite familiar.



(Above) While it LOOKS like our gasoline-powered 2.0 TwinPower Turbo inline 4, it's actually a DIESEL!

power cars account for less than 1.5% of total U.S. BMW car sales because of the "VW effect," low gas price, and higher diesel vehicle price. "Green" people stopped buying any "clean" diesel after VW, and because the average price of diesel has been higher than gas for the past three years, buyers shied away from the higher diesel vehicle prices) BMW may be a bit hesitant to make available the other two – primarily because they don't add to BMW's desired "premium" North American performance luxury car image.

If one rents a car in Europe, I would suggest selecting BMWs that

aren't available in North America in order to experience how BMW tries to respond to the different market desires. For that reason, renting either a 1 Series or a 2 Series Active Tourer would make for an enjoyable and different BMW driving experience.

While in Bordeaux, we visited one of the local BMW dealers to inspect, drive, and photograph both the 1 Series and 2 Active Tourer.

The 1 Series is arguably the most applauded Chris Bangle-era BMW. But it's not the no-longer-available sedan and convertible that's found a market – it's the three-

door and five-door hatchback. Since it was launched in 2004, BMW CCA members who have visited Europe and seen and driven the 3-, and 5-door hatchbacks have been pleading with BMW NA to bring these vehicles to the U.S.

Classified in Europe as a "compact executive car," you will see a good number 1 Series on the European roads. Unlike others in its class, the 1 Series is rear-wheel drive with a 50/50 weight balance. These distinctive features could be the reason why the 1 Series makes up 20% of BMW's European sales.

The BMW exterior designers did give the 1 Series the distinctive BMW look. The recent freshening gives the 1 Series a low, well-proportioned, sleek profile. When compared to the VW, Audi, Opel, Peugeot, Renault, and Mercedes competition, the 1 Series exudes an "ultimate driving machine" vibe.

The 1 Series interior will make past and current E36 owners smile. Not only will the seating position and vision seem familiar, the driver and front passenger seats are manually adjustable. The standard cloth upholstery is quite comfortable and feels durable. Both the three-door and five-door 1 Series have plenty of rear seat room, easily holding two full size adults in comfort.

What was most interesting is



(Top) The BMW CCA members will find the Europe-only 1 Series rear hatch cargo area quite handy. (Below) The 2 Series Active Tourer's cockpit will make the BMW faithful forget that this vehicle IS a minivan!





(Above) From this angle, the 2 Series active tourer looks more like the new X1. (Below) The 2 Series Active Tourer engine compartment reveals its front wheel drive architecture.



that 1 Series drives like an E36. The BMW chassis and drivetrain engineers must have learned quite a bit from the E36 318ti. The two words that best describe the 1 Series driving experience is “fun” and “more.”

The hatchback design provides the expected handy rear-cargo area. Of course, the dual folding rear seats give the 1 Series the cargo capability of most compact crossover SUVs.

So, will BMW NA ever be motivated to bring the 1 Series hatchbacks to the U.S.? Probably not. While they may be over the 318ti experience, the BMW AG and NA executives most likely remember the recent short lived Saturn Astra, which was an Opel. While a very nice vehicle with distinctive European driving characteristics, the Astra never found a market. For some reason, VW is the only automaker that has found success in the U.S. market with three-door and five-door hatchbacks. Audi classifies the very nice A3 as a “small crossover.”

Many may wonder why BMW developed the 2 Series Active Tourer. It's quite simple – their European competitors have entries in this market segment. And the BMW leadership didn't want to risk losing BMW owners that wanted a family vehicle, but didn't want a station wagon or an SAV.

Visiting the BMW R&D facilities, one sees that the engineers and designers are given the freedom to experiment. I suspect that after perfecting the Mini front-wheel-drive architecture, these engineers and designers decided to design a competitor to Mercedes B-class, VW Golf Sports Van, and Citroen Picasso. The result is an upscale family hauler that has the fun and optimistic vibe of the original Chrysler minivan.

While still a BMW, the 2 Series Active Tourer is clearly aimed at the

active youth market. These are millennials who AREN'T obsessed with social media, they are for people and families that want to go outdoors and “do something.”

The 2016 2 Series Active Tourer looks like a BMW. The creases and crisp lines provide the illusion of a lower profile. There are enough distinctive exterior design cues to give the 2 Series Active Tourer the illusion of motion.

The interior has a distinctive upscale vibe – NOT a Chrysler Town and Country (leather wrapped Dodge Caravan) minivan vibe, but a BMW X1/Mercedes GLA vibe. It's the type of minivan (oops) that one would expect to see in the upscale suburban American neighborhoods primary and secondary school “drop off/pick up” lanes.

In terms of driving, there's only so much you can expect from a front-engine, front-wheel-drive “multi-purpose vehicle.” The front weight bias can't be designed away. That being said, during our short test drive, we did notice that the 2 Series Active Tourer does handle quite well. Those who have driven the Mini Clubman and Countryman will feel quite comfortable behind the wheel of this vehicle.

Both the 1 Series, and 2 Series Active Tourer feature the now familiar TwinPower Turbo four-cylinder diesel engine. With plenty of power and great fuel economy, it's the ideal engine for the BMW CCA member European driving experience.

In my humble opinion, if you're planning a European driving vacation for two, rent a BMW 1 Series. If you bring your family, rent a BMW 2 Series Active Tourer.

And if you do, please consider submitting a review for this publication. It would be great to have new contributors.

(Left) The 2 Series Active Tourer's rear passenger and cargo areas will appeal to the BMW CCA family that's on a European driving vacation.



Bucket List Worthy – A Trip to the Lane Motor Museum

By Marc Caden

Once read that millionaire Ted Leonsis' personal bucket list was inspired by a near-miss plane crash he experienced when he was 25 years old. It included things like "own a professional sports franchise" (he now owns two), create a company, conduct an IPO, and give away over 100 million dollars. Amazingly, Leonsis has achieved over three-quarters of the items on the list he created.

My personal bucket list isn't quite as aspirational as Leonsis' although our lists do have some overlap. For example, items we have in common include – fall in love and get married, have children, restore an antique car, and swim with the dolphins. However, here are some of the things on my list that are not on Ted's: 24 Hours of LeMans, Pebble Beach Concours, Goodwood Festival of Speed, Formula 1 Race, Petersen Auto Museum, LeMay Auto Museum, Cite de l'Automobile, and compete in a ChumpCar race.

The Lane Motor Museum (LMM) in Nashville has also been on my bucket list, but I am happy to report that it has been officially crossed off! I first learned of the museum from a television show featuring a 1932 Helicron in its collection. The Helicron is a one of a kind propeller driven car discovered in a French barn

about 15 years ago. I could just imagine it motoring down French country roads chopping up any chickens that crossed in its path. My interest was piqued.

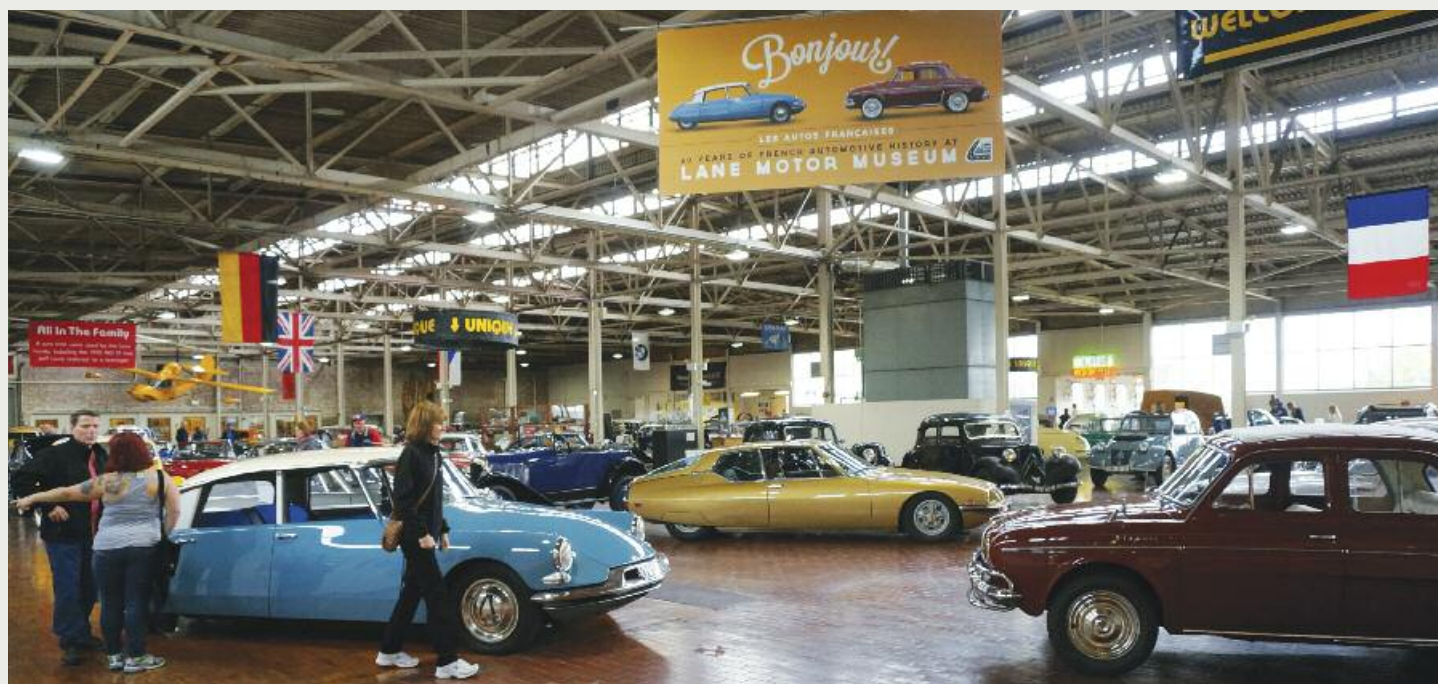
The LMM is home to the largest collection of European cars in the country and it includes over 45 different marques. The museum was founded by Jeff Lane in 2002 and his personal collection of approximately 70 cars was just the beginning. Over the years, the museum's collection has exploded and it now numbers approximately 450 vehicles. About 150 cars are kept on display on the museum's main exhibition level and the remainder reside in a large basement parking area. LMM gives tours of the basement collection on the weekends.

Unlike most museums, there are no ropes or barriers around the cars on display. Most windows are rolled down and, somewhat analogous to assessing a fine wine, you can stick your head inside and inhale deeply to appreciate a car's

bouquet (this is how I have come to enjoy the distinct interior smells of a 2002, 356, and VW Beetle). Nearly all of the vehicles are kept in working order and still get driven.



(Above) Years ago, Jeff Lane purchased this 1947 Tatra Type 87 for around \$40,000. Good ones can now trade for well over \$100,000.



Spending just a few minutes admiring each car on display would require over seven hours. In fact, I spent a full day at the museum and could have easily come back the next day if my schedule had permitted.

I was very fortunate to meet LMM's Director Jeff Lane and Manager (also a fellow BMW CCA member) David Yando. A natural starting point for us was the museum's new exhibit celebrating the 100th Anniversary of BMW.

At the center of the BMW exhibit is a kiosk that includes

historical background on the marque and the importance of US importer Max Hoffman. David Yando has loaned his personal E30 M3 to the exhibit and he will surely miss it while on display.

The LMM's 1930 BMW Dixi is one of the earliest BMWs I have ever seen. With only 18 horsepower (5 more than an Isetta 300) these cars were capable of reaching about 50 miles per hour. They were intend-

ed to be easy to maintain and economical. Only 150 of these sporty two-seaters were produced and the LMM's collection has a one-off, special body. It is believed to have been bodied by a Dresden coachbuilder, Keiser, prior to World War II.

Several other BMWs are gathered to help form a circle. They include a 2002, Isetta 300, and Isetta 600. Two pretty rare models on display include a 1938 320 (of which there are only 17 known examples) and a 1963 3200S. The 3200S was introduced in 1961 as the successor to the 502. Other than having a little more horsepower than

the 502, they appear very similar. This special exhibit celebrating BMW's centennial would make this year a particularly good one to visit the LMM.

One of the things that the LMM is widely known for is its impressive collection of Tatrás, the largest outside of Czech Republic. The Tatra was a highly advanced car for its time – kind of like a Tesla in the 1930s-40s. In the 30s, they became the first company to produce an aerodynamic car powered by an air cooled engine mounted in the rear. If that sounds kind of like a Porsche or Beetle, you would be right, except the Tatra was a four-door sedan and the rear-

(Below and Right) A beautiful 1958 DKW Auto Union 1000.



(Above) The Matra Djet 5 was a fiberglass-bodied mid-engined car frequently converted to racecars. Some suggest that the later Opel GT may have shared some of its design elements.



mounted engine was a V8. Impressive aerodynamics coupled with a V8 power plant allowed the fairly large four-door sedan to handle well and achieve 100 miles per hour.

I was able to see the 1947 Tatra T-87 that just the month before was the featured vehicle and on the cover of *Hemmings Sports & Exotic Magazine*. This was my first time seeing a Tatra in person and the car just seems so advanced for its time. It had three headlights for better visibility at night. It has a large rear dorsal fin that actually improved aerodynamics (no it's not for satellite radio!). The front doors open like suicide doors while the rear pair

open conventionally. It is no wonder these cars can easily trade in the six figure range.

Jeff Lane himself is a very interesting guy with encyclopedic knowledge of his car collection.



He gave me a personal tour of the museum and indulged my many questions. When I ask Jeff if he could keep only five cars from the collection, he gives me the following list:

1. The 1955 MG TF that he began restoring when he was 12 years old and used to take his driver's exam.
2. A 1919 Leyat Replica, which is a propeller-driven vehicle that resembles an airplane in many respects.
3. The smallest production vehicle ever made – the Peel P-50.
4. The Tatra T-87 discussed above
5. 1965 Matra Djet 5

After hearing Lane's list of keepers, I decided to check out the smallest of the small, the Peel P-50. Manufactured on the Isle of Mann, there were only about 50 of these pint-sized cars ever made. Their top speed is less than 35 miles per hour and they were meant to scoot about the island. There is no reverse gear, so if you wanted to go backwards you literally had to pick it up from a

handle mounted on the rear and drag it back. With Lane's permission, my 14-year-old son tried turning it

(Top) A wonderful exhibit celebrating the 100th Anniversary of BMW will be on display for the remainder of the year. (Middle) The vehicle you see here is a 1929 BMW Dixi chassis wearing an Ihle 600 body. (Left) A 1930 BMW Dixi chassis wearing a one-off, special body.



(Top Left) Even my 14-year-old son can lift the Peel P-50! (Above Middle) Racer Sam Posey's 1967 Caldwell D7 racecar and behind it is his personal 1994 Dodge Viper.

around and he easily lifted the back wheels of the little car and moved it. The popularity of the Peel P-50 has grown ever since Jeremy Clarkson test drove one on Top Gear several years ago, which included him cruising around inside the BBC's office building (see Series 10, Episode 3 in 2007). This past spring



one sold for a record \$175,000 at the Sotheby's auction at Amelia Island. Fun fact – 43 of these cars will fit in a standard two car garage!

While I was familiar with the P-50 from Top Gear, I was less familiar with the French made Matra Djet that Lane mentioned. The Djet was a mid-engined, fiberglass bodied car whose closest competitor was probably the Lotus Elan. Weighing in at just 1,000 pounds and with a 79 horsepower Renault engine, the Djet was a popular racecar. I am captivated by its styling and some people have suggested its sleek front end



resembles the Opel GT. After I left the LMM, I immediately begin researching the Djet and how much one will cost me – I am smitten!

I was naturally interested in seeing many of the mainstream European brands in the LMM collection such as MG, Lotus, Lancia, Alfa Romeo, Citroen, Renault, Porsche, Fiat, and DKW. But there is so much more! There is a huge collection of microcars, amphibious vehicles, Honda Kei cars, one-of-a-kind cars, military vehicles, Indy and other racecars, and propeller driven cars and bikes. In fact, the LMM has at least

one vehicle covering every letter of the alphabet.

No visit to the LMM would be complete without strolling outside to the back parking lot to see the only vehicle too large to fit inside the museum. The LARC-LX is an amphibious military vehicle that measures 52 feet long and 20 feet high. It has four-wheel drive and each wheel is powered by its own diesel engine. It also is capable of four-wheel steering and each tire stands nine feet high. The LARC was capable of transporting 60 tons from ocean to inland across heavy seas and steep inclines. The LMM has a really cool video showing Jeff Lane driving the LARC through Nashville late at night to deliver the vehicle to the museum in person.

While Ted Leonsis' bucket list set some pretty lofty goals, the LMM is worthy of any car enthusiast's personal bucket list. My visit to the LMM exceeded all of my expectations and it is among the very best and most interesting auto museums east of the Mississippi, maybe beyond. The BMW centennial exhibit will run for the remainder of the year and more information is available at www.lanemotormuseum.org.



(Far Left) Each wheel of the LARC amphibious vehicle stands over 9 feet tall. (Left) The NSU spider (in red; model year 1967) was the first production car to be manufactured with a Wankel-based rotary engine.

The 2016 New York International Auto Show

A Murky Outlook

By James Chew

From the manufacturer reps to the show models, everyone was ready for the summer break. As the last major auto show of the season, there was a “loose” feel to this show. The smiles weren’t forced – they were real. At some exhibits, VW in particular, it was bit anxious. Those folks couldn’t wait for this year’s major auto show season to be over.

Wonder why?

By the way, there were NO diesel cars on display at this year’s New York show.

I was eager to see this year’s BMW New York Auto Show exhibit. Having a rather quiet Los Angeles show exhibit, it would seem fitting that BMW would end the 2016 major Auto Show season with a bang.

So imagine my surprise when I discovered that the New York BMW exhibit was just as low key as the Los Angeles show.

This year’s BMW New York Auto Show exhibit was all about the new 7 Series and new branding – “iPerformance”.

With the new “iPerformance” designation, BMW’s hybrid vehicle strategy is complete. With this designation BMW will have the same plug-in hybrid technology that is used on the i3 and the i8. In short, if you buy a BMW hybrid vehicle, you’ll have the same electric motor, a battery made with the same cells, and the same electronic control systems as the “i” vehicles. By

amortizing the use of these components over several product lines, it will not only decrease the payback time for BMW’s considerable investment, but also hopefully increase the net margins in the “i” vehicles.

In addition to the refreshed 7 Series receiving the 2016 World Luxury Car Award, there were two product debuts at which two new variations of the all-new 7 Series – the BMW Alpina B7 and the M760Li xDrive. In my humble opinion, this was a great move for BMW. These models further distinguish the all-new 7 Series from the segment sales leader – Mercedes S-class. For the

new 7 Series to be successful, it must be as groundbreaking as the E32. It must be the “Ultimate Driving Machine” in the premium sedan segment, not a vehicle solely focused on chasing the Mercedes S-class or Audi A8. We’ll know if BMW followed his path once we have some time behind the wheel.

BMW did not become the performance luxury brand benchmark by following the crowd, so we asked Dr. Christian Vogt, the new BMW NA Manager, head of Product Strategy and Market Intelligence,





(Top) With a very attractive aero package, the M760i looks quite athletic. (Above) Wonder how many BMW annual raffle tickets I would need to purchase to ENSURE I win the Grand Prize/Dream Car – the M4 GTS? (Below) The i8 still attracts a crowd – and still has a long waiting list.



about the lack of diesel vehicles in the BMW display. In typical German fashion, his straightforward reply was that BMW NA diesel-car sales have fallen to less than 1.5% of total car sales. Surprisingly, the demand for diesel SAVs in North America continues to be strong. And despite the highly publicized VW scandal, global demand for diesel vehicles continues to be strong. So as I wrote in my BMW X5d and Jeep Grand Cherokee review, there is not a better time for the BMW enthusiast to purchase a BMW diesel. And as I saw in during my recent trip to Southern California, diesel is still considerably less expensive than gasoline.

The balance of the exhibit was almost identical to the Los Angeles show, sans the Motorrad display. It was nice to see an M1, though I would have preferred to have that vehicle next to the i8 and the M6 Gran Coupe. I would have also have liked to see an RLL M6 racecar on display.

Unsettling is probably the best word to describe my reaction to the New York BMW exhibit. One of the very nice public relations managers stated that after being in business for 100 years, they now have 100 distinct products. Now, that is counting sub-brands and versions such as M-performance and i-Performance. And while the business world might celebrate such an accomplishment, to me, that is a problem.

My experience has taught me that after the initial success of launching a new sub-brand or product variation, that same product immediately becomes a burden on margins. The product requires advertising and later, incentives, in order to maintain sales. The dealers need to have the sales, marketing, parts, and service resources to support it. And product development resources are required for mid-cycle enhancements and all-new versions.

Inevitably, when the sales and marketing teams are facing decreasing sales, they start coming up with absurd reasons as to why. Most likely, they argue that to the BMW driving dynamics must be “toned down” a bit (e.g., be Lexus-like) in order to increase market appeal. Based on the recent

generation 3 and 5 Series launches, I suspect that these folks prevail.

And after learning that BMW now offers 100 products, it's clear that the sales and marketing team prevailed when they argued that with the strength of the brand, BMW would successfully increase market share by offering a vehicle for every purpose and purse. That works initially, but in the end drags down the BMW image. I wonder how many 5 Series GT owners are wondering why BMW is not showing them any love.

Having driven the M235i and 340i, it's clear that a strong core of “true believers” still exists at BMW. And after the BMW AG CEO, Harald Kruger, received a reported less-than-friendly reception after presenting the future BMW strategy with the investment community, one hopes that he will call for a product rationalization campaign with the goal of focusing BMW on building Ultimate Driving Machines.

If Mr. Kruger is seeking an automotive benchmark on successfully increase sales while not abandoning core values, products, and customers, I suggest Subaru. And if he is seeking an effective, low cost way to revitalize and legitimize BMWs Ultimate Driving Machine image, I suggest contacting Bob Lutz.

While the BMW exhibit was quiet, there were many notable products at this show.

The new Chrysler Pacifica minivan is outstanding. This Pacifica combines German engineering, American utility, and Italian design. If it's as fun to drive as have been reported and they improve the product quality, it will have Toyota and Honda worried. Toyota and Honda would even be more worried if the Italian duchies running the Chrysler brands allowed for the development and launch of a distinct Dodge version of the Pacifica. Having driven the 2016 Mini Cooper Clubman and the 2016 BMW X1, we know it's possible to develop two distinct products from the same chassis.

Even Cadillac realizes that the all-new CT6 will have a minimal impact for their image to help their sales. Simply speaking, it looks way too much like the slow selling ATS and CTS. However the new XT5 will be a worthy replacement to

the SRX and should give the bloated ninja-looking Lexus RX a run for its money.

Speaking of Lexus, they are continuing their "Toyotafication" of the performance luxury segment. Their constant Toyotathon sales events, Prius sales drop, and failed truck strategy have forced them to rely on Lexus for profits. And no one is better at making a product for every purpose or purse than Toyota. BMW seems to be falling into this same trap. I did have some fun at the Scion, Toyota, and Lexus exhibits by asking Toyota Motor Sales folks about why Toyota was dropping the Scion brand (are you listening, Mr. Kruger?). Instead of answering the question, we talked a lot of baseball.

Audi was rightfully pushing how its endurance racing improves its production products. But their arrogance did not go undetected. While their products are great and their sales are doing well, they seem to have drunk too much of their bathwater and are starting on a road to Abilene.

Mercedes continues their "anything BMW can do Mercedes can do better" product strategy. Unlike BMW, Mercedes has stayed focused on making great core products rather than diluting their product development resources on tangential products and technologies. In my opinion, that's the

reason why the Mercedes S-class still handily outsells the all-new BMW 7 Series. After inspecting the very impressive Mercedes products, it's clear that the BMW engineers, designers, and marketers need again to use Mercedes as their "good enemy" when developing future BMW products.

After last year's New York show we left with the feeling that BMW was keeping their powder dry for an all-out new product blitz to celebrate their 100th year anniversary. This year's quiet Los Angeles and New Year auto shows makes us wonder if BMW is experiencing the paradox of leadership. It's easy to become great when you are chasing a leader (e.g., "good enemy"). But once you're in the lead, the easy road is down.

Perhaps BMW is following one of Lutz's Laws – when everyone else is doing something, don't – by shifting their media communications strategy to targeted, invitation only events. But they should also throw us loyal BMW enthusiast a bone at the major auto shows.

Let's hope at this year's Legends of the Autobahn/Laguna Seca Historic Race event, which is celebrating BMW's 100 years, BMW gives us a reason to celebrate by them showing that they again are refocusing on building "Ultimate Driving Machines."



(Top and Above) The all new B7 Alpina – once you sit in it – you'll never want to leave!

(Below from Left) The new Cadillac XT5 – stupid name, good product. The all new Chrysler Pacifica – Chrysler is again the "King of Minivans"!



Traditions

BY Marc Caden

PHOTOS Marc Caden

The Vintage BMW Event Makes a Move



I really don't like change very much. For over 15 years I have worked at the same job, lived in the same home, and even taken the same family vacation year after year. Boring or monotonous? Perhaps. But I like continuity in my life and when something works for me, I usually stick with it.

So when Scott Sturdy, the dedicated and energetic coordinator of "The Vintage" BMW event in North Carolina

(www.atthevintage.com), announced last year that after a decade in the same town that it would be moving locations, I was a little uneasy. It had become my favorite annual event and it is the largest gathering of classic BMWs in the country. In all honesty, I was happy with things the way they were and I didn't want anything to change about the weekend. Over the years, my wife and

I had grown to love our annual visit to the little town of Winston-Salem. It has quaint restaurants, cute shops, a hotel with a huge parking lot that became a raging car show every night, and its historic Monrovia village with 18th century buildings provided the perfect backdrop for the big car show.

But change happens and I intended to embrace it. The

good news was that the event would be moving to Asheville! Asheville is also a cute southern town well known for its connection to the Biltmore mansion and a haven for upstart microbreweries. The region's mountainous terrain makes for some beautiful scenery and drives, and its proximity to South Carolina meant there might be some opportunities to visit the BMW factory and performance center.

Of course, the first thing I realized is that Asheville is nearly 2 hours farther from the D.C. area than Winston-Salem. Those extra two hours mattered to my wife who at the time was suffering from a bad back. You may also be surprised to learn that some vintage cars lack niceties that many of our readers have grown accustomed to in their modern BMWs – like cruise control, air conditioning, power steering, power anything, noise insulation, or a 5th gear. While extending the drive by a couple of hours for a weekend event was not optimal, it also wasn't going to be a deal breaker for us. And maybe it would mean that some additional folks might find it more convenient to attend, and I am always up for meeting new people and their cars.

After an uneventful drive down, we arrived at the hotel and were pleasantly surprised by its amenities, including a well-needed onsite bar and restaurant. We then ventured out to explore the vast array of cars gathered in the parking lot. Those of us who attended The Vintage in Winston-Salem remember the large back parking lot of the host hotel that was the heartbeat of the gathering. You know you are amongst car lovers when they care more about the size and shape of the hotel parking lot than any of its other facilities. In switching venues, the event coordinator was forced to pick a new host hotel in Asheville that would be compared to our hotel in Winston-Salem and its much beloved parking lot. While some folks found that the parking lot at the new Asheville hotel lacked a large unified area for cars and people to hang out, others disagreed. One thing is for sure – no one can deny there was still a huge gathering in the parking lot even though some intermittent rain showers could have kept people away.

The Vintage is a whole weekend's worth of events that includes a rally, scenic drives, and a main event car show on Saturday. This year



there was also a special Friday tour of the BMW CCA Foundation located in Greenville, South Carolina. This was a real treat since the Foundation is currently housing the road going version of the E46 M3 GTR – one of the most limited production models ever made by BMW.

The car show was on Saturday and held at the Hot Springs Resort and Spa, located about one hour away from the host hotel. The resort has a very large, grassy field capable of holding about 500 cars and it is nestled neatly within a lovely, scenic mountain range. It was a record year for the event, with over 450 cars in attendance. If I had to guess, I would say there were at least one hundred 2002s and over two hundred E30s.

However, there was only one 1800 Ti/SA ("TISA") at the car show and it was hard not to be drawn to it. These were a limited run of homologation racecars cloaked in the shape of a four door sedan. Just two hundred were made and they were only sold to drivers with a competition license for racing. They won many races and in 1964 took home the German National Championship.

Peter Stillwell and his Dad bought the 1965 TISA in 1987 in Santa Barbara, California. It was listed for sale at \$1,500, but with some savvy negotiation they paid just \$1,200. It was a good investment, as these cars are sometimes found in museums and rarely are publicly offered for sale. When they do sell, a good one can bring



(Above) Dr. Peter Stilwell bought his 1965 1800 ti/SA for \$1200 almost thirty years ago. He still uses it for vintage racing and hill climbs. (Below) Rob Siegel wrote a whole series of articles about Bryan and Michelle Ach's failed attempt to make The Vintage in 2015. They made it this year in their Agave green 1973 BMW 2002tii without a hiccup.





(Above) Some of the most charming cars were the ones with "patina."

around \$100,000.

Peter and his Dad worked on the car together as a team until his father developed pancreatic cancer and passed away the following year. Ever since, Peter has kept a picture of his father taped to the glove box. Over the years the car has been used as was originally intended, in many races and more recently in hill climbs. And Peter feels like his father is always along for the ride. Talking to Peter is a little bit like talking to the Dos Equis commercial's "most interesting man in the world," except he is real.

Another rare car is Chris Auty's 1967 BMW 1600 GT. These cars were originally manufactured by Glas until BMW purchased the company in 1966 and inherited their line of cars. BMW did little to change the

GT other than slapping on a set of round taillights pulled from a 2002 and putting a larger 1600cc engine under the hood. The 1600 GT was Italian designed and looks very different than anything BMW was offering for sale at the time. Chris' car has a personalized license plate that reads "Fruea," paying homage to the 1600 GT's famous designer.

Chris' 1600 GT has just 23,000 miles and yet he drove the car all the way from New Hampshire to attend The Vintage. On Sunday, I followed chapter member Doug Dolan home in his E9 3.0 CSi and we had the good fortune to pass the 1600 GT cruising along Interstate 81. It was so cool to see the little car out in the wild.

Rob Siegel, the *Roundel* magazine's resident "Hack Mechanic," made the trip in the Chamonix 1972 2002tii that he appears with on the cover his book. This was the car that he wrote about buying in Maine several years ago for less than \$5,000. This was its maiden voyage to the Vintage and now I believe that it really does exist. Rob has a new book that is near release and it will be on sale at the upcoming Oktoberfest.

Rob introduced me to

Bryan Ach and his wife Michelle from West Orange, New Jersey. Bryan was made famous last year through a series of Rob's articles titled - "A Funny Thing Happened on the Way to The Vintage." Unfortunately, Brian's 1973 2002tii had mechanical issues on the way down to the 2015 Vintage and despite Rob's best efforts to diagnose the car, it never ended up making the trip. Rob spent the next several weeks trying to troubleshoot Bryan's car until he found the culprit - a broken fuel injector. This year Brian and Rob made the trip together and without any hiccups.

Way too many people from our chapter attended for me to try to list everyone, but one notable member was Jim Gerock. Jim recently finished a multi-year restoration of his 1969 Riviera Blue 2002ti. Jim is an engineer by trade and his attention to detail is so good that he makes people with OCD jealous. His car is stunning and it was no surprise when it received a special award during the event's closing ceremonies. Although his car arrived in an enclosed trailer, he drove it hard over 400 miles during the weekend, including many jaunts in the rain.

Change never comes easy for me, but even with a new location The Vintage is still my favorite annual event. It is among the greatest group of car enthusiasts I have ever seen



(Above) Chapter member Jim Gerock is presented a special award from Anne Marie Vincent in honor of his beautifully restored 1969 2002ti.

gathered in one place. I get to hang out with friends that I see all year round and some others that I only see once a year. It is often said, but never more true - it is the people and not their cars, that make an event special. A lot of hard work went into making Asheville a success, and I know with each passing year it will only get bigger and better. If you have five minutes to spare, there is a cool video of this year's car show with some aerial footage located at: <https://www.youtube.com/watch?v=k1d1Q2Fahks>.



(Left) Dr. Chris Auty drove his low-mileage 1967 BMW 1600 GT to The Vintage all the way from Durham, New Hampshire. (Below) Rob Siegel ("the Hack Mechanic") arrived in his Chamonix 1972 BMW 2002tii that he appears with on the cover of his book.





NEW MEMBERS

New Members through April, 2016



National Capital Chapter now has 5,595 members. Of these 697 are associate members. We continue to be the largest chapter in the U.S.

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.

Chase Adams	Shawn Corter	David Haggerty	Irene Mayzel	Todd Ryngala
Lokesh Agrawal	Evan Courtney	Dawn Hamilton	Christopher Mazzanti	Gintaras Sakalauskas
Patrick Alger	Jackson Courtney	David Hatcher	James McGowen	Peter Scardino
Monica Alicea	Learic Cramer	Leif Henecke	Yul McIntyre	Jason Schiavone
Jeffrey Allen	Dave Crout	Eli Howard	Gerry Mello	Sean Schutte
Michael Altschul	Jodie Dailey	Jonathan Howard	Taylor Memon	Andrew Schwartz
Mark Anstrom	Vernessa David-Brown	TY Joseph	David Messersmith	Gavin Scott
Vikas Arya	RITWIK DE	Mario Kairos	Scott Metzger	Sampath Seetharam
Nathan Atkins	Dennis de Tray	Danny Kao	William Meyers	Daniel Shin
Ramzy Ayachi	Kenneth Dechellis	Brian Karwan	Zach Meyers	Keith Shugarts
Yaw Ayim	Jean Desire	Gina Kauffman	Glenn Minucci	Fahmi Shureih
Mohammad Baig	Garvin Dhanoolal	Pavel Kazenkov	William Miranda	Daniel Simons
Kamran Bakhtian	Steven Diamandopoulos	Evan Kehayias	Amanda Moore	Paul Skafte
Robert Barksdale	Darin Dickey	Kurt Kendall	Elizabeth Moore	Kathryn Snyder
Robert Baronner	Nam Doan	Simon Kimmig	Ryan Mosel	Ahmad Soliman
Bryan Barren	Patricia Dolan	David Kirsch	Ernesto Moseley	Travis Stege
John Barrington	Alexander Druckenbrod	Alexander Koch	James Murphy	Dave Sutton
Kris Babilio	Cameron Dryden	Seth Koch	Sam Musselman	Bryon Sweeney
William Berg	Laura Dunlop	Glenn Krueger	Remy Nash	Patryk Tararuj
Brandon Betz	Patrick Easton	Harvinder Kumar	David Nelson	Katelin Teague
Marcus Bledsoe	Nicole Egge	Jocelyn Lasher	Carlos Norman	Kenny Thaher
Sharon Blondeau	David Escalante	Lisa Latour	Jessica O'Brien	James Theologus
Michael Brown	Jonas Faaborg	John Lattanzio	Douglas O'Connor	Ernest Toliver
Chris Bruch	Noah Faaborg	LeRoy Lawson	Lindsay Olzawski	Michael Topham
Karen Bruch	Joe Fanion	Ian Lawyer	Chris Palmer	Eric Toumayan
Melissa Brun	Camden Fisher	William Leak	Michael Pantiuk	David Tracz
Chris Bryant	David Fitzgerald	Hokyung Lee	Matthew Pasquinelli	PETER Trick
John Bullion	Brenda Fletcher	Joseph Lee	Stanley Pauyo	Thomas Vargas
Renee Bullion	Adedoyin Folarin	Scott Lepre	Lorna Perry	Guillermo Vega
David Burkhart	James Fort	Noel Leslie	Rielee Phelps	David Wagner
Matthew Burns	Evan Foster	Joseph Licastro	Cory Pinson	Craig Waite
Michael Butchko	Leonard Fumarolo	Chris Limson	Adam Poindexter	Kerwin Webb
Kumar Buvanendaran	Jason Gareau	Seth Lowe	Anthony Radich	Barry West
Richard Campbell	Robert Gerber	Douglas Macnair	Mohammad Rafique	Bradley Williams
Franklin Carrero	Bruce Gibeson	Michael Malat	Gavin Rampertaap	William Jay Williams
Angelita Cedo	Terry Gimbre	Charles Mandolia	Thomas Rice	David Worrell
Rita Chambers	Daniel Goodwin	Raymond Manyoky	Braxton Richardson	Sumitra Yalamanchili
Jim Coates	Andrew Graul	Christopher March	James Riordon	Tsai Yang
Arthur Cohen	Rachel Grenz	Troy Marks	Gregory Roberts	Marc Zahorchak
Asiya Colburn	Erik Gundlach	Ricardo Matos	James Roberts	
Duane Collie	Talha Gursoy	Kenneth Matz	Lawrence Rose	
Allen Compito	Simon Hacker	Anthony May	Jon Rourke	
Patrick Conley	Ron Hagag	Christian Mayer	SUSANNE RUDD	





Ready, Set, Go!

By Abheek Sen

For most people, Friday night is the night when most people spend their evenings out, relaxing from the work week. However, with autocross season in full swing, for some of us Friday night is spent completing last minute updates to our cars in preparation for our day on the autocross course. Night brings the potential of troubled sleep with the thrill of the track. Our Saturdays begin with the NCC Autocross team going to course location for the day, cleaning off the parking lot, putting out the cones to mark out the track, and setting up the timing equipment.

Meanwhile, Autocross committee members are helping participants check in and make sure that cars are tech inspected. Tech inspection consists of ensuring everything loose is out of the car, including floor mats, as well as checking both the engine compartment and the wheels to make sure everything is in order. Once the course is laid out and the cars inspected, the course is opened

to participants to learn the course. After a quick drivers meeting, drivers are at the ready to start their day of fun.

Since our last article (*dB* for May & June As The Season Starts, So Does Race Prep), we have had two open events, the first "Test and Tune" of the year

and the only Novice School for the season. Strangely, for most events, we've had rain either the night before or during the events so far this season. That doesn't dampen our spirits nor cancel events. In fact, it makes it more exciting. There's nothing like learning about car control in a track situation, purposefully putting your car into a slide to see if you can control it into a proper slide. Of course, just remember, if you feel like you are losing control, both feet in, i.e brakes and clutch or the big brake pedal, to bring the car under control. Remember, we are out there to have fun; there is no point in risking yourself or your car to be a hero of the day.



(Top) Who doesn't like splashing in puddles still? (Above) NCC Autocross Committee members inspecting participants cars to make sure everything is good and snug. Photo by Fraser Dachille.

Our season report should begin with our “Test and Tune” and the “Novice School.” We had a healthy crowd out for both events. The “Test and Tune” is a great way to get seat time for experienced autocrossers. Since the event isn’t timed or scored, participants have as many runs as they want to practice. Similar to the Test and Tune, the Novice School allows new autocross enthusiasts to learn the basics of autocross and their cars. Both the Test and Tune and the Novice school prepares participants for the season’s points events.

For the points events, our course designer, AJ Aviles, schemed up the most intricate but fun courses that challenges even our best drivers. Scoring for the points events are broken down by classes: Showroom, Tuner, Modified, Novice, Mini, PAX, and ProPAX. Details about what cars



(Above) Phillip Yates and Collin Smith making sure timing along with other event related tasks are set up and complete. Photo by Jaclyn Heck.

fit into what class can be found on the Autocross website (see below).

As a participant at our events, you will see how you are doing against drivers in your class by going up to the timing tent. On our

first event, held on April 16th, 2016, the fastest qualifying time for the event was recorded at 48.873 seconds by Brian Karwan in his ProPAX-STR class 2016 Mazda Miata MX-5. The fastest time

recorded for a BMW was 50.094 seconds, recorded by David Escalante in his T1 classed 2002 BMW M3. Jack Raymond in his 2011 Mini John Cooper Works was the fastest amongst the Minis at 52.994 seconds. Our second event, held on May 7th, 2016, was a longer course. At this event, our course mastermind, AJ Aviles in his ProPAX class 1995 Acura NSX had the fastest qualifying time at 59.835 seconds. David Escalante and Jack Raymond again came in as the fastest BMW and Mini with a time of 60.324 seconds and 63.857 seconds, respectively. For full results, please visit the “results” website (below).

If I have piqued your interest and you want to come out and participate, our next few events are listed below.

June 5, 2016: Test and Tune #2 at Regency Furniture Stadium in Waldorf, MD
June 12, 2016: Points Event #3 at FedEx Field in Landover, MD
July 16, 2016: Points Event #4 at FedEx Field in Landover, MD

Autocross: (<http://www.nccautocross.com/about/vehicle-classing/>).
Results: (<http://nccautocross.com/about/event-results/>).

(Below) Marc Caden driving topless in his M Roadster. Photo by Jaclyn Heck.





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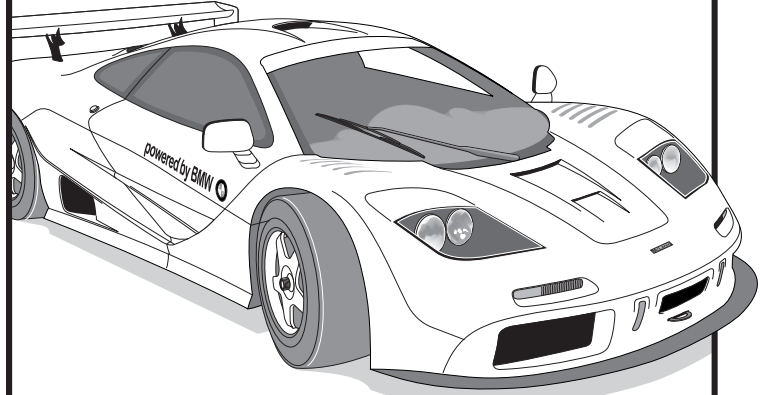
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Driving the Back Roads from Fredericksburg to Charlottesville

It would be an understatement to say that this year's Washington, D.C. metro area winter weather has been strange. From eating Christmas dinner on the outdoor patio to shoveling several inches of snow, we've watched Old Man Winter toy with Mother Nature as the landscape has varied from "almost Spring Bloom" to "Winter Wonderland."

As a Southern California native, this strange winter weather has been torture.

Last winter, it was clear that my 2012 135i convertible was "in for the season." It was prepped for winter storage, complete with the trickle charger. Anticipating the same winter weather pattern, I prepped my BMW to stay in the garage until the weather and roads were "safe." Because of this winter season's warm weather, my convertible and I did quite a bit of exploring through the back roads of Southern, Central and Northern Virginia.

However a winter weather "blast" from mid-January through early February resulted in my 135i going dormant again. Even though there was some good

weather between blasts, the salt, mud, and gravel on the roads made me hesitant to drive the car. Covered and hooked to a trickle charger, my 135i convertible seemed to plead with me to take it out every time I went in to our garage.

So when (what I hope to be) the last snowstorm was followed by rain, washing away the salt, mud, and gravel, the conditions were again right to drive the convertible. And the excuse I used to drive the back roads from Fredericksburg to Charlottesville was that we needed some good fried chicken for dinner.

About a year ago, I was at the University of Virginia Medical Center. Being lunchtime and desiring something better than hospital cafeteria food, I asked an employee for a good local place to eat. She referred me to the Wayside Takeout and Catering for fried chicken. Food tastes are personal preference, but allow me to state that this was the best fried chicken I had ever eaten. And when I ate there a second time, I noted that patronizing this restaurant would make a good excuse for a back

Chicken Run

By James Chew

road food run.

The route I took was to travel through Fredericksburg on Route 3 to Route 231 through Gordonsville in to Charlottesville. The return trip would take be briefly on I-64, exiting for Route 208 to the southern part of Fredericksburg.

The Fredericksburg/Spotsylvania area is quite popular with Civil War buffs, especially those that favored the Confederacy. Four battles were fought in this area (Battle of Fredericksburg, Battle of Spotsylvania Court House, Battle of the Wilderness, and the Battle of Chancellorsville) with the Confederacy victorious in one (Battle of Fredericksburg) and the others considered "draws". And the parks dedicated to preserving the appropriate amounts of these battlefields are wonderful place to explore.

There's still a Civil War in this area, but this time it's between the city of Fredericksburg and county of Spotsylvania on the road conditions of Route 1 (Jefferson Davis Highway) and Route 3. These two major routes are woefully inadequate to handle the amount of traffic from the rapid "bed-room community" development. And having made interesting concessions to the greedy developers, both Fredericksburg City and Spotsylvania

County seem to be at a loss of how to modernize these roads. My warning to all my BMW CCA friends who would like to visit this wonderful area for a weekend trip is simple — stay off Route 1 and Route 3 from noon to 4 PM. The traffic conditions on these two roads make Beltway commuting traffic seems like a walk in the park.

Even with my shortcut around the obnoxious "Central Park" shopping area (thank you Carl D. Silver), it was 45 minutes before I reached Route 231. From there, the drive was brisk, pleasant, and beautiful.

This part of Virginia is James Madison country. It's worth a trip to Montpelier, not only to see the mansion and tour the grounds, but also see how the DuPonts redecorated portions of the mansion after they purchased it. My first time at Montpelier was to watch a Steeplechase. Before that event was a Jack Russell Terrier puppy race. Watching the little rascals jump and run motivated my family and I to adopt two Jack Russell terriers!

The towns of Orange and Gordonsville are quaint and pleasant. There's a rather impressive Harley Davidson dealership in Orange, which serves me as a halfway marker to Charlottesville. Driving through

Gordonsville, I noticed a banner for "Porkapalozza". While I wasn't sure about the origin or rationale for this event, I did think that it would be delicious!

Entering Charlottesville by Route 250, we found ourselves driving by BMW of Charlottesville. It was clear to me that the area had become much more affluent since I was last in Charlottesville 20 years ago. What was once a nice, small town dealership was now a seemingly new and modern facility.

Route 250 had us driving through much of the University of Virginia campus to reach our destination. Simply speaking, University of Virginia is one of the prettiest campuses in the United States. One can see why Thomas Jefferson advocated that such a grand university be built here, but also why he would return at every opportunity to his Monticello home.

Reaching the Wayside Takeout and Catering location, I ordered enough chicken and side dishes for dinner and leftovers. I'm sure the chicken recipe is a secret, but they somehow have the right amount of spice in the batter and the meat is quite tender and tasty. The batter and frying result in a golden, crispy skin that

stays crispy even after the hour plus drive back to Fredericksburg. In my humble opinion, this chicken is worth the drive.

The return trip on Route 208 took us through the Lake Anna area. Coincidentally, Lake Anna was the location I used for my *Roundel* review of the new BMW 128i convertible. While the many wineries in the area did tempt me to stop, I had a hungry family waiting at home.

Following dinner, I washed my convertible (using my favorite Mothers California Gold Wash and Wax) before driving it in to the garage. As I wiped the car dry, I thought how this was the ideal time to drive the route I had taken to Charlottesville. During the late Spring, Summer, and early Fall weekends the congestion from the many car and motorcycle clubs on their weekend excursions made that trip unattractive. During that time of year, I'll drive the back roads route during the middle of the week but on the weekend, I'll take the Interstates to Charlottesville.

I'm glad that I found the excuse and the ideal road conditions to drive my BMW. And I hope the Groundhog was right — I'd like to drive my 135i convertible again soon!



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