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Cover: The BMW V12 LMR on display at the CCA Foundation "The Heroes of Bavaria: 75 Years of BMW Motorsport" event. Read the article on page 18. Photo: Marc Caden

VOLUME 47 | NUMBER 4

2 PRESIDENT'S MESSAGE

3 FROM THE EDITORS

4 CALENDAR OF EVENTS

4 COMING EVENTS

18 TRADITIONS

35 NEW MEMBERS

36 ADVERTISERS INDEX

Magazine of the National Capital Chapter BMW Car Club of America

derBayerische



6

6 New Member Reception, Cars & Coffee, and DIY at BMW of Sterling

BY MARC CADEN



11

9 Bimmerworld Race School Hosted by the National Capital Chapter

BY DENNIS PIPPY

11 34th Deutsche Marque Concours d'Elegance

BY JOHN MCWILLIAMS



14

14 Radial Tire HPDE at Summit Point Motorsport Park

BY ANNA MARIPUU

18 The Vintage: Over 500 Classic BMWs Descend Upon Asheville, NC

BY MARC CADEN



25

23 How My ///M Dream Came True

BY CARL LEDGISTER

25 BMW at the 2017 New York Auto Show

BY JAMES CHEW

29 The Fun-damentals of Physics: What Friction and Force Can Teach You about Autocross

BY JACLYN HECK



29

32 New York Auto Show

BY ANNA MARIPUU



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



President's Message

One thing about this great club is that you'll never get bored. If you didn't already know, NCC is the most active chapter in the US with 120+ event days throughout the year; that's something to do every 3 days! Some of our bigger events are now open for registration, namely Pittsburgh Vintage Grand Prix and our BMW car corral at the IMSA races at VIR. These extended weekends are easily my two favorite events of the year. Not only is the BMW turnout at Pittsburgh absolutely incredible, but with almost 3,000 vehicles from all makes and models, this event is truly special for any car enthusiast. Not to mention that the vintage races are the largest in the country on a 23 turn, street course. Just like the IMSA races, both events will feature a BMW CCA car corral and hospitality tent, specifically for members. Registration is required, so please sign up now to reserve your spot!

Probably the biggest news nationally is that Oktoberfest in New Orleans has been moved from July to October. Our week-long celebration of all things BMW now includes, not just cooler climates, but some expanded capabilities for several events that are really exciting. Plus, spending Halloween in The Big Easy is something that you don't want to miss!

And don't forget to buy your tickets for the "Car of Your Dreams" raffle, as this year's top prize is an exclusive BMW CCA edition, Alpina B6 Gran Coupe (as well as several other ///M cars)! Just like all previous years, a car will be added for every 5,000 tickets sold, so increase your odds of winning by purchasing a ton of tickets! NCC has a strong history of members winning prizes and hopefully the tradition will continue.

Finally, let me plead one thing to all of our members....participate! With 5,400 members in this chapter, we're lucky if in any given year, we see 10% of our base come out to an event. I guarantee we have something for everyone, whether you like to drive fast, wrench on your own car, or play golf (seriously, we have two golf events each year and I'm always looking for players). Check out our calendar on our website, Facebook, or this newsletter, it's packed with activities for members to enjoy. Heck, if you need someone to go with you, let me know and I can arrange that too. So, who's gonna take me up on this offer?



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FromThe Editors

I think our club is all about expressing oneself. Whether you are a hardcore autocrosser, or club racer, or like to participate in the HPDEs in your E46 M3, or are the type that enjoys pampering your 2002 garage queen and showing it off at Concours, you express your love of the marque in your own way. Maybe you enjoy catching up with friends at the Socials or taking your Bimmer out on country roads on organized Tours. Maybe you prefer wrenching on your cars at DIYs or showing up at Cars & Coffees to show off your gleaming new M4. There is something that will meet everyone's tastes in the NCC.

I've made it my job as *dB* editor to sample all the flavors that the NCC banquet offers. As part of this taste test, I took myself to the New York International Auto Show this year, as did James Chew. You can read about our two very different takes on the show in this edition. Be warned that neither Chew nor I hold back our opinions.

My current favorite NCC flavor is HPDE. You can read about my foray into the Radial Tire HPDE at Summit Point Motorsports Park. After HPDE, the next step is race school, and Dennis Pippy offers an inside look at the Bimmerworld Race School that took place alongside the HPDE.

Jaclyn Heck contributes another one of her excellently written and informative Autocross articles: a primer on physics fundamentals, which is useful information for any type of driving. John McWilliams sums up the results and winners of the Annual Deutsche Marque Concours d'Elegance and the effect all this rain we've been having had on the Concours. Speaking of vintage BMWs, don't forget the annual Vintage held in Asheville, NC. Marc Caden takes us along for the ride in his vintage Bimmer. He also takes us along to the combined Cars & Coffee, DIY, and new member event at BMW of Sterling.

For me personally it was a privilege to attend the HPDE and meet so many instructors who have "star" status in my view because of their superlative driving skills and track-ready BMWs. I introduced myself as co-editor of the *dB* to many at this event and happily received very positive feedback about the magazine. One of the instructors even called me an NCC "big shot." But I beg to differ. I'm just a small fry who loves motorsports and am lucky enough to express this love through writing.

Speaking of expressing oneself, starting with the next edition of the *dB* Walter and I would like to encourage you, our dear Readers, to write Letters to the Editor which will be published in the *dB*. We want to hear YOUR views on the articles and on anything else BMW related that you wish to share. Express yourselves!



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CALENDAR OF EVENTS

May

- 4 NoVa Social- Greene Turtle, Springfield, VA
- 6 DIY @ BMW of Sterling
- 6 BMW CCA New Member/Cars & Coffee/DIY @ BMW of Sterling
- 6-7 TRSS BMW NCC CCA Volunteer Sign-Up-May '17
- 6-7 Street Survival (Columbia, MD)
- 7 34th Annual Deutsche Marque Concours d'Elegance, Vienna, VA
- 10 Board Meeting/Social - Brio Tuscan Grille, Rockville, MD
- 11 Columbia Social - Corner Stable, Columbia, MD
- 13-14 NCC May 2017 Summit Point, Main Circuit HPDE
- 13-14 MAY '17 NCC RACE SCHOOL Summit Point
- 18 MoCo Social- Pizza CS, Rockville, MD
- 20 2017 NCC Autocross Points Event #2, FedEx Field, Landover, MD
- 20 Spring Tour - Seneca Rocks Park, WV
- 20 Carlisle Import & Performance Nationals, Carlisle, PA
- 27 2017 NCC Autocross Test & Tune #2, Regency Stadium, Waldorf, MD

June

- 1 NoVa Social- Greene Turtle, Springfield
- 3 DIY @ Chapman Auto Werks
- 3 2017 NCC Autocross Points Event #3, FedEx Field, Landover, MD
- 8 Columbia Social- Corner Stable, Columbia, MD
- 10-11 NCC June 2017 Summit Point, Jefferson Circuit HPDE
- 10 "Speedy Cop" Garage Tour
- 14 Board Meeting/Social - Brio Tuscan Grille, Rockville, MD
- 15 MoCo Social- Pizza CS, Rockville, MD
- 24 2017 NCC Golf Outing, Raspberry Falls Golf Club

July

- 6 NoVa Social- Greene Turtle, Springfield
- 12 Board Meeting/Social - Seasons 52, Rockville, MD
- 13 Columbia Social- Corner Stable, Columbia, MD
- 15 DIY @ Benchmark Motors

- 15-16 Pittsburgh Vintage Grand Prix, Pittsburgh, PA
- 20 MoCo Social- Pizza CS, Rockville, MD
- 22 Euro Marque Golf Tournament, Leesburg, VA
- 22 2017 NCC Autocross Points Event #4, Regency Stadium, Waldorf, MD
- 29 Summer 2017 ///M Club Day @ BMW Performance Center, Greer, SC

August

- 3 NoVa Social- Greene Turtle, Springfield, VA
- 6 Tour to Longwood Gardens, DE
- 9 Board Meeting/Social - Seasons 52, Rockville, MD
- 10 Columbia Social - Corner Stable, Columbia, MD
- 12 2017 NCC Autocross Points Event #5, FedEx Field, Landover, MD
- 17 MoCo Social- Pizza CS, Rockville, MD
- 25-27 IMSA Weekend at VIR, VA

September

- 3 2017 NCC Autocross Points Event #6, Regency Stadium, Waldorf, MD
- 7 NoVa Social - Greene Turtle, Springfield, VA
- 9-10 NCC September 2017 Summit Point, Shenandoah HPDE
- 3 Board Meeting/Social - Seasons 52, Rockville, MD
- 4 Columbia Social - Corner Stable, Columbia, MD
- 16 Oktoberfest @ BMW of Sterling, Sterling, VA
- 21 MoCo Social- Pizza CS, Rockville, MD
- 30 NCC Crab Feast, Nicks Fish House, Baltimore, MD

October

- 8 2017 NCC Autocross Points Event #7, Regency Stadium, Waldorf, MD
- 28-29 Fall 2017 ///M Club Day @ BMW Performance Center, Greer, SC
- 28 Solomons Saturday Social - Solomons Island, MD
- 31-4 48th Annual Oktoberfest, New Orleans, LA

COMING EVENTS

NoVa Social - Greene Turtle, Springfield, VA
Thursday, July 6, 2017

Board Meeting/Social - Seasons 52, Rockville, MD (New Location)
Wednesday, July 12, 2017

Columbia Social - Corner Stable, Columbia, MD
Thursday, July 13, 2017

DIY @ Benchmark Motors
Saturday, July 15, 2017

General information on DIY <http://www.nccbmwcca.org/content.php?119-diy>

Pittsburgh Vintage Grand Prix
Saturday, July 15 through Sunday July 16, 2017

The Allegheny Chapter of BMW CCA puts on an incredible event for the Pittsburgh Vintage Grand Prix, visit the link for more details: <http://www.pvgp.org/bmw/>

MoCo Social @ Pizza CS in Rockville, MD
Thursday, July 20, 2017

Euro Marque Golf Tournament @ Raspberry Golf Club in Leesburg, VA
Saturday, July 22, 2017

NCC Autocross Points Event #4, Regency Stadium, Waldorf, MD
Saturday, July 22, 2017

///M Club Day @ BMW Performance Center
Saturday, July 29, 2017

The National Capital and Tarheel Chapters are headed back to the BMW Performance Center in Greer, South Carolina on July 29th for our second ///M Club Day driving weekend of 2017. As always, the Performance Center provides current model ///M cars, instructors, gas, tires, lunch and a first-class facility for a fun-filled day at the track. Just show up ready to drive!

The focus of this event is on improving your driving skills and having fun through a combination of driving exercises, classroom instruction and competitive events. No helmets or previous driving school experience is required. All skill levels are welcome and encouraged to attend.

NoVa Social @ Greene Turtle in Springfield, VA
Thursday, August 3, 2017

Tour to Longwood Gardens (formerly Dupont Estate), DE
Sunday, August 6, 2017

Come enjoy a cruise through the Northeast Maryland and the Delaware Red Clay Valley with Stops at the Auburn Heights Car Collection and Longwood Botanical Gardens.

Board Meeting/Social @ Seasons 52 in Rockville, MD
Wednesday, August 9, 2017

Columbia Social @ Corner Stable in Columbia, MD
Thursday, August 10, 2017

NCC Autocross Points Event #5 @ FedEx Field in Landover, MD
Saturday, August 12, 2017

MoCo Social @ Pizza CS in Rockville, MD
Thursday, August 17, 2017

IMSA Weekend at VIR
Friday, August 25 through Sunday August 27, 2017

3rd Annual Euro-Marque Golf Invitational

Saturday, July 22nd, 2017, 1pm Shotgun Start

Raspberry Falls Golf & Hunt



PLAYING FORMAT: Texas Scramble

REGISTRATION FEE: \$105/player (includes golf, dinner, and Concours)

PLAYER ELIGIBILITY: Players must either be a member of the car club or own a car of the marque they are representing

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Team Audi: Christine.lemley@audiclubpcc.org

REGISTRATION LINK: <http://msreg.com/2017-EMGolf>

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New Member Reception, Cars & Coffee, and DIY at BMW of Sterling

By Marc Caden | Photos by Steve Tenney

I have often thought it would be great if our chapter had a real “clubhouse.” I don’t mean some majestic structure with white columns sitting adjacent to the 18th green. Instead, I envision it as a warehouse or non-descript building where folks could gather on weekends to socialize, that has a parking lot suitable for car shows, and maybe an open indoor area where we could install some lifts for projects. The clubhouse would be our chapter’s own private mecca, transforming us into a purposeful car country club sans all the golf scrambles, tennis ladders, and pool parties. For just one day BMW of Sterling allowed me to live out this dream, but on a much grander scale.

On Saturday, May 7, 2017, BMW of Sterling graciously became the chapter’s unofficial clubhouse by hosting three simultaneous club events. A swarm of club members descended upon the dealership, taking over the front parking lot for a lively Cars & Coffee, using ten lifts for maintenance and repairs, and convening a reception for new members in a capacious boardroom fit for a Fortune 500 company.

BMW of Sterling is one of the largest BMW dealers in the country.

And the Sterling Motorcars Group includes Mini and a luxury brands building for Rolls Royce, McLaren, and Lamborghini. They have one of the largest inventories on the East Coast and their showroom alone was its own car show – with two M4 GTS’s parked side-by-side and a cute Isetta microcar displayed right behind them.

The earliest of our crew arrived for the DIY event beginning at 7:45 am. After some safety instructions from DIY chair Phillip Cummings and Shop Foreman Jason Brown, everyone got to work on their cars. Parts Manager Ryan Hoover had all our new parts ready for us and, he even delivered some of them directly to our work bays. My replacement parts literally arrived right next to my bay without me doing a thing – now this is country club living!

DIY regular John Hewes took on one of the more involved tasks of the morning by replacing the front struts on his 2004 325ci. One of the technicians, Ricky, was on hand to help John with the spring compressors. Mario Rodriguez replaced the manual transmission fluid, rear differential fluid, and fuel filter on his beautiful Imola Red 2006 330ci ZHP. Clark



(Top) DIY regular and committee member Chris Wootten replaced the front brakes on his Z3 M Coupe. Note the new 2017 Lamborghini Aventador S lurking in the background. Sterling Motorcars has added Lamborghini and McLaren to their stable of luxury car brands.



Thomason replaced a failing transmission valve body on his 2003 540i M Sport. The father and son duo of Jeff and Jeffrey Kalitan did a brake fluid flush on Jeff's 2004 M3 Convertible. Bob Hollander completed a brake fluid flush on 2011 Z4 3.5. Frank Kapitan changed the oil on his 2005 X3 3.0. Terrance

and Angela Coates signed up as "helpers" and they moved from bay to bay deftly assisting people with their repairs and maintenance. These are just some of the many tasks completed by an industrious group of DIYers early on a Saturday morning.

BMW of Sterling has an inno-

vative program that you can take advantage of every Thursday. You can make a service appointment on Thursday and, at no charge, a technician will place your car on the lift and do a thorough inspection with you present (note: this same service is offered for your Mini on Wednesdays). If any repairs or maintenance are suggested, you can have it done right on the spot (assuming the project isn't too complicated) at a twenty percent discount off normal parts and labor. They are also the only certified BMW classic car dealership in the area and offer a twenty-

percent discount on service for vintage cars.

Paul Saltzman, the Service Director for all brands, was on hand to make sure the event ran smoothly. He reminded me that the

(Top) A nice group of classic BMWs attended the Cars & Coffee event including Jim Gerock's concours winning 1969 2002ti (second from left) and Andy Parahia's Inka orange 1976 2002. (bottom right) Only 300 M4 GTS' were allocated to the US market, so seeing two of them side-by-side is pretty rare.





(Above) BMW of Sterling graciously provided 10 lifts for our DIY event.

dealership offers a twenty-percent discount for purchases of parts on Saturdays. Another huge advantage of this dealership is its proximity to Dulles Airport. If you drop your car off for service, they will shuttle you directly to Dulles and you can avoid airport parking charges while you are away.

The Cars and Coffee event began around 10:00 am and even though there was a little mist in the air, a large gathering of cars quickly assembled. It seems like everyone has taken delivery of an M2 in the last few months because there were so many on hand! With a just right balance of power to size, minimal options available (only four colors), a six speed manual at no extra charge, and a price point starting in the low 50's, this has become the enthusiast's car of choice. However, that is not to suggest there weren't many M3s, M4s, and M6s on hand, but the M2s seemed to have them out numbered.

No Cars and Coffee would be complete without a nod to the classics and there were several E30s and 2002s to see. Jim Gerock

brought his Concours winning 1969 2002ti (see *dB* cover and article Sept./Oct. 2016) and Andy Parahia had his 1976 2002 wearing one of the bright insurance colors - Inka Orange. Some of you may remember Andy's car from when it was prominently featured in a national advertising campaign for the Cocomats Company.

BMW of Sterling was kind enough to let us use their biggest boardroom for our welcome reception for new members. Our Board of Directors and Program Chairs were in attendance and gave an overview of their programs and answered questions. Chapter President Paul Seto gave an entertaining overview of our national and local programs that included some very cool videos of Oktoberfest, our autocross program, and other events. As the largest chapter in the country with over 120+ event days, I think our new members were impressed. There was also a raffle and all of our new members left with some cool BMW swag gifts. New members were then given a tour of the ongoing DIY event and the DIY



program sponsored a nice lunch where everyone mingled.

BMW of Sterling is owned by Thomas Moorehead, who is widely respected both for his business acumen and support of local charities. The Joyce and Thomas Moorehead Foundation (JTMF) is currently running a 2017 BMW Dream Car Raffle with a first-place prize of a new 2017 BMW 320xi sedan. The JTMF foundation is a worthwhile cause that has provided more than \$400,000 in assistance to working families and non-profit organizations in our area. For more information on the raffle see: www.jtmfbmwraffle.com.

Before I left for the day, I couldn't resist strolling over to see the luxury brands showroom and ogle the hypercars. I saw some solid six-figure cars, like the new Lamborghini Aventador S, the McLaren 570 and 650, and a Rolls Royce Wraith. Unfortunately, the time had come for me to leave our temporary clubhouse, but what a day! I do hope one day we will have a real clubhouse to call our own, but we are so fortunate to have the full support of BMW of Sterling and to be allowed to host events at their facilities.

Bimmerworld Race School

Hosted by the National Capital Chapter

By Dennis Pippy | Photos by Phil Wurz/Bimmerworld

On May 13th & 14th, the National Capital Chapter (NCC) hosted a Bimmerworld race school at Summit Point. While it is common for NCC to host high performance driving events (HPDE), this was only the second race school the Chapter has hosted since 1980 when they first offered driver's schools. Race schools have become increasingly in demand as more and more racing venues require students to complete a race school prior to obtaining their racing license. At the NCC race school, we trained 28 students (men and women) from all over the northeast.

Not every BMW driving enthusiast wants to become a racer. According to BMW CCA surveys, eighty percent of the students who attend a race school do so because they want to increase their driving skills beyond what they learn in a typical HPDE. In fact, only ten percent of the students who graduate from a race school will apply for a racing license in the first year after graduation.

BMW CCA HPDEs are organized to provide driver training to novice, intermediate, and advanced students. Once a student reaches the "advanced" level there is nowhere for the student to go to obtain continuing driver training

unless they want to become a driving instructor. By hosting a race school, we are able to offer additional training that is not offered in a typical drivers' school and continue to increase the skills of advanced drivers.

One of the main differences between a BMW CCA race school and an HPDE is that all students are vetted before they are accepted into the race school. Applicants must present a record of their HPDE experience and a recommendation from a recent instructor. For this school, we accepted intermediate to advanced students that typically had 20-25 days of HPDE experience and had been cleared to solo. The other significant difference is that race school instructors do not ride in the

students' cars. The instructors drive their own cars and evaluate the students as they accomplish the different driving exercises they are required to perform.

In 2005, I was the only NCC member who was also a BMW CCA racer. Today, there are eight NCC members that are active BMW CCA racers. While there has been an increase of racers, this is still a relatively small number considering that we have over 5,000 members in our chapter! However, I was very pleased to see that we had an additional seven NCC members complete a



(Top) Lining up for practice starts. (Above) Rick Cotton negotiating the Esses.



(Below Left) Craig Mahaffy finding some clean air. (Below Right) Michael Dunmire chasing down Anne Saul.



(Left) Race school students and instructors lined up on the false grid. (Below) Turning onto the front straight. (Bottom) Race School Graduation.

BMW driving enthusiasts who are sitting on the fence about signing up for a race school that BMW CCA Racers are members of a fantastic club! We love to compete on the track, but we are all friends and we take care of each other on and off of the track. I have met some great friends over my racing years. I look

forward to seeing them and sharing the great camaraderie that comes with BMW Club Racing. I am hopeful that as word spreads about our successful race school, more and more NCC driving enthusiasts will sign up for a race school. BMW CCA typically offers 6-8 race schools per year. More information about these race schools can be found at: www.bmwccaclubracing.com.

race school in 2017! Hopefully, some of these drivers will join our ranks in the near future.

I believe that the main reasons why more HPDE students do not go on to become racers are cost and safety. While you can get your racing license and start racing for a reasonable investment, the more you race and the more competitive you become, the more money you are going to spend. As for safety, I believe race schools are safer than HPDEs because race school students have more experience than HPDE students, and race-prepared cars are safer than street cars due to roll cages and the other safety

equipment they have onboard.

While it is true that the proximity between cars during racing situations can cause minor rubs and door dings, these are far less serious than the incidents we see between less experienced drivers in cars with no safety gear. This past weekend, we had 44 cars on the track (twice the number in a typical HPDE run group), driving in the rain, with students who were unfamiliar with the track, and no safety incidents! Per Jason Crist, the Bimmerworld Facilitator, this was the best race school he had seen in the ten years he had been presenting them.

Finally, I want to point out to the



Rain, rain, go away...



Photo by Daniel McEnrue

34th Deutsche Marque Concours d'Elegance

By John McWilliams | Photos by Daniel McEnrue and Cyrus Shirali

While the threat of rain once again dampened the mood of participants early in the day, the event at Nottoway Park in Vienna, Virginia turned out to be one of the best in recent years. Rain each day earlier in the week leading up to the concours left the usual display field too soft for driving, so we opted for the paved lot at the back of the park. The lot size put the three marques' participants in close proximity to each other, but the shade of the large trees provided a welcome setting. NCC chapter members brought a variety ranging from the 50s and 60s to models fresh from the showroom for display.

Best of Marque, the award for the car with the highest overall score, was determined by just one-half point between two impeccably prepared M5s, with Stephen Di Giulian edging out fellow E39 owner Mark Elie.

My thanks go to the expe-

rienced corps of judges that volunteered to provide fair and consistent evaluations: Charlie Adams, Doug Dolan, Glenn Fong, Tom Kapikian, James Laws, Chuck Pompei, and Peter Swiek.

A new award was presented this year by the three concours chairmen. The Spirit of the Deutsche Marque Concours Award went to the top automobile that exemplified the spirit of the event, not necessarily the highest-points car. Lothar Schuettler, a true friend of the marque and owner of many historically significant BMWs, was the recipient of the inaugural award for his 1958 502.

Our chapter's main sponsor, BMW of Fairfax, brought current models to entice the members: M4 GTS, M6 Competition Edition, Alpina B6 Gran Coupé, the X5 M and the new (G30) 540i xDrive.



Photo by Cyrus Shirali

(Top and Above) Lothar Schuettler's 1958 502 was the recipient of the Spirit of the Deutsche Marque Concours Award.



Photo by Daniel McEnrue

(Above) Tina Daiyaan's silver 2005 M3 & Steve White's Laguna Seca Blue 2001 M3, next to Daniel McEnrue's Imola Red 2005 330i ZHP.
(Below) Jim Geroch's 1969 2002ti tribute won the 2002 class.

Thanks to our many sponsors who helped make this event possible:

- Mercedes-Benz of Tysons Corner
- Porsche of Tysons Corner
- Blue Ridge Motorwerks – Classic car restoration & service
- Craftsman Auto Care – Alexandria, VA
- Dent Masters – Paintless dent repairs
- D&V Autobody
- LA Tint – Manassas & Sterling, VA – Window tinting & paint protection film
- Leica Store – Washington, DC - Premium-segment manufacturer of cameras & sport optics products
- Odds and Ends Detailing – Darryl Nichols
- Odometer Gears, Ltd - Direct supplier of odometer gears & other plastic injection auto parts
- Radial Tire Company
- Speed Freak Detailing – Brian Lewis
- The Christopher Companies – Quality built, hand-crafted homes



Photo by Cyrus Shirali



Photo by Cyrus Shirali



Photo by Daniel McEnrue

(Above Left) BMW of Fairfax brought a new M4 GTS, parked adjacent to Anita Patton's Japanese-spec 1987 M6. (Above Right) Kelvin Hao's 1997 Z3 roadster. (Below) First-timer Kevin McLaughlin's 1991 850i.

Awards went to the following members:

Classics

1. Lothar Schuettler - 1958 502
2. Doug Dolan - 1972 3.0cs
3. Michael Balling - 1979 320i

2002

1. Jim Gerock - 1969 2002
2. Jack Gallagher - 1976 2002
3. Rich Pople 1974 2002 turbo

Modern 1980s

1. Anita Patton - 1987 M6
2. Michael Powers - 1991 325ic
3. Michael Ko - 1991 M3

Modern 1990s

1. Jared Reed - 1995 M3
2. Susan Morse Kuhn - 1999 328ic
3. Kelvin Hao - 1997 Z3

Modern 2000s

1. Stephen Di Giulian - 2002 M5
2. Tina Daiyann - 2005 M3
3. Rhonda Powers - 2003 540i

Meister Class

1. Mark Elie - 2003 M5
2. Mike DiAndrea - 1974 2002tii

People's Choice

Wayne Watkins - 1967 2000cs

Judges' Choice

Tom Kapikian - 1985 Alpina B7 Turbo (E28)

Best of Marque

Stephen Di Giulian - 2002 M5

Spirit of the Deutsche Marque Concours Award

Lothar Schuettler - 1958 502



Photo by Daniel McEnrue



Radial Tire HPDE

AT SUMMIT POINT MOTORSPORT PARK

By Anna Maripuu

When I was in first and second grade, my Dad worked at Wright Patterson Airforce Base in Dayton, Ohio. We lived on Ardmore Avenue in a rented low slung 1960's style ranch house with Formica countertops and dark wood kitchen cabinets. I was a little Swedish kid trying to learn English and adapt to life in the United States.

My best friend was a kid my age who lived across the street. One of our favorite things to do at his house was

to eat ice-cream in pastel plastic bowls, stirring it until it was half-melted and smooth. We called this making "cement" and while we ate our "cement" we watched the Japanese anime cartoon *Speed Racer*. There was nothing better than watching the adventures of *Speed Racer* in his Mach 5, along with Trixie, Pops, the side-kick chimpanzee Chim-chim, Speed's mysterious and alluring older brother Racer-X and his mischievous little brother Spritle.

I don't think one can underestimate the power that this program and other early automotive influences had on me and my love of cars and how deeply I wanted to grow up to be a race-car driver. My mother set a great example when she bought a red 1965 Mustang with white vinyl seats when I was in the fourth grade. She used to change the sparkplugs and oil in our driveway.

There is nothing I can say in this article that adequately conveys the joy and enthusiasm I felt when taking part in NCC's first HPDE of this season at the Main circuit at Summit Point, West Virginia. In preparation for the two-day driving school, I bought my first helmet, a Bell M8, at OG Racing just a stone's throw away from BMW of Sterling. I also bought a super functional old-school Longacre tire gauge with a dial face.

I took the car I would be tracking to Kevin Lucas at Aktiv Automotive for mandatory tech inspection. Kevin decided I needed new brake pads and rotors on the front wheels so he ordered zinc-coated Zimmerman rotors and BMW



(Above) Instructor Derek Blinken takes a short break after an instructor run. (Below) Radial Tire sponsored HPDE and the BBQ dinner held on Saturday along with BMW of Fairfax who provided some great swag for a few lucky raffle prize winners during the dinner.

stock pads. Pulling the rotors out of their cardboard boxes and running my hands over the smooth zinc coated surface felt a little bit like Christmas. There is nothing that gets me more excited than car parts. Ok, perhaps actually driving cars is tad bit more exciting, but car parts

are right up there.

I arose at 4 am on Saturday, May 13 to drive the 1 hour and 30 minutes or so to West Virginia. It was rainy and cool and that lovely kind of overcast, grey weather that makes everything seem still and calm. When I arrived at the track, I

spied some old friends. Todd Brown was set up for race school with his son's 1998 M3 and his mechanic Eric Meyer was enrolled in the HPDE in C group along with me, tracking his Avus blue 1995 E36 M3.

After a driver's meeting and registration, it was time for class. Paul Bylis and George Hovis served as our classroom instructors and they couldn't have been more informative and effective as teachers. Each student was paired with an instructor and I was lucky enough to have Mike Meyers in the car with me. The first thing he did was to take me for a spin around the circuit in his Ford Shelby, demonstrating the lines and giving me an overview of the track.

During the day, we alternated track time with classroom sessions, short breaks, and one skid-pad session. In total, we had four runs on the track and one skid-pad session each day. During the instructor runs right after lunch, one could hop in an instructor car and observe their lines. I was lucky enough to ride along with Walt Selva who tracks a dark blue Porsche GT3. I had learned so much from having driven the track myself



twice that morning and now I had the good fortune to observe and feel Walter doing it right. I already had an idea of the places I was messing up my apexes, entering or exiting too late or too early, or not braking as hard as I should.

Maybe I was slower than everyone else, though I am almost one-hundred percent sure it was me and not the car. Either way, I gave a lot of point-bys. This was a skill that I was mastering. No floppy fish hands over the roof of the car or T-rex hands out the window. I got to be a pro at giving definitive point-bys.

By lunchtime I was feeling slightly frustrated at being passed repeatedly by my classmates. I knew this wasn't a race but that it this was about my ride and my lines – me smoothing out my inputs, not spiking the brake, not jerking the wheel, and hitting the apex entry points just right with the correct timing and amount of braking.

After my run with Walt I had a little talk with myself. I decided that I could not let cars in my rearview mirror rattle me. I still had to



(Above Left) Longtime instructor Gordon Kimpel pauses with club member Rob Clark who came out for the Saturday evening BBQ and to socialize. (Above Right) Classroom instructor Paul Byliss poses with this E36 M3 track car.



observe them and give good point-bys, but I could not drive my rearview mirror. I had to concentrate on my lines and my technique. It was a real awakening. Letting go of that frustration and going to a more Zen-like place allowed me to drive the third and fourth runs of the day in a much more relaxed state.

I concentrated on slowing down and smoothing things out. I could feel that I was gaining confidence and driving faster.

By the end of the first day I felt I had come a long way. I began to realize it was all about weight distribution. Depending on elevation change and camber one had to control the nose of the car. Was it up and needed to be brought down? Were you coasting where you needed to give a bit of throttle to settle the car? Did you need to get hard on the brakes to slow the car in a straight line and have just enough speed and momentum to carry you into and out of the next apex, but not too much to destabilize the car? There was so much to think about and so much to feel. It was all about these subtle inputs and always looking in the direction you wanted the car go. More than anything I loved the physics and geometry involved. It was so fulfilling.

Radial Tires sponsored a Barbeque dinner on Saturday night which was a great chance to catch up with folks and talk about the day's driving. Gordon Kimpel raffled off

some great prizes (watches and large scale model cars) from BMW of Fairfax to a few lucky winners.

There is nothing more peaceful than a cold track with the birds chirping away and the shadows lengthening as the sun starts its descent towards the horizon. The rain had stopped and it had warmed up during the afternoon. It felt good to catch the last rays of the sun as Dereck Blinken, another great instructor, and I took a little track-walk before I finally left for my hotel for the night.

As I drove the half hour or so to the hotel, I reflected on the day. I pulled the car over on the edge of a small country road to take in the view of a huge field filled with tall grass, blanketed by evening mist and flanked by huge stands of purple flowers. A myriad of cicadas hummed away in the cool pre-twilight air. I drove on into the setting sun and counted myself lucky that I had gotten to spend such a wonderful day at the track with such good people.

That evening in my hotel lobby, I made friends with a family from Pennsylvania who were in town for a family wedding. They wanted to know why I was in town and I told them about Summit Point, the club



(Left) HPDE student Jackson Allen tends to the engine of his beautiful 2013 135is

and the driving school. They were fascinated, and I found myself filling them in about how great it is to track a car and describing the kind of stellar instruction we are lucky enough to get at NCC.

Sunday saw us repeating what we had done the day before. The instructors threw in a very useful passing exercise during one of the runs. I hitched a ride after lunch with Paul Bylis in his track-ready black E36 M3. Paul also spent some extra time with me demonstrating oversteer and understeer on the skid pad.

By the last run of the second day, my speed had picked up, I was hitting the apexes more precisely, was braking harder and better and my timing had improved. I was finally listening to my instructor and realized that everything he said was for a specific reason. It was a real moment of truth and all I could ask for.

I do have to add that I was slightly obsessed with taking tire pressure readings throughout the day each time the car came off the track so I could make sure the tires were properly inflated for the conditions. I was very happy with the Longacre tire pressure gauge. I bought my very first quick release socket wrench at the little store at



(Above) Bimmerworld Race school participants shared the track with the HPDE students.

the track. The prices seemed quite reasonable to me and the store has a good assortment of what one might need.

Pulling off an HPDE is no easy feat. It requires a ton of pre-planning and there are many moving parts that need to work smoothly for the whole thing to come together and be a success before the day and

certainly during. We cannot take for granted the very hard work that the Driving School Committee officers George Hovas, Ann Stall, David Miller, and Matt Oleksiak put in. Others who are integral to making the track magic happen are Jeff Mohan, Chief Instructor, Dennis Pippy, Race School Chief, Jason Schiavone, Registrar, Lisa Quann

and Angie Myers, Registration and Schedules.

Not to mention the corner workers, the emergency responders on call, and very, very importantly the entire cadre of volunteer instructors without whom none of this magic would happen! We owe them a huge round of applause for their labor of love. I must also thank Gordon Kimpel who took me on my very first hot lap ever on this very track some five years ago. He is a great friend and a mentor who always gives excellent advice. Thank you to Kevin Lucas at Aktiv Automotive for being there for me whenever I need mechanical help (or car parts!) Kevin is passionate about BMW and that shines through in his always excellent work. Lastly, thank you to OG Racing for hooking me up with my helmet. My love affair with cars started early and has never waned. It has changed and evolved over the years, but it's been a constant. Now that I've been bitten by the HPDE bug, the Speed Racer that's been in me all my life, finally has a chance to come out and hit the track.

(Below) Instructor Walt Selva's Porsche GT3 is flanked by Race School cars.



Traditions

BY Marc Caden

PHOTOS Marc Caden

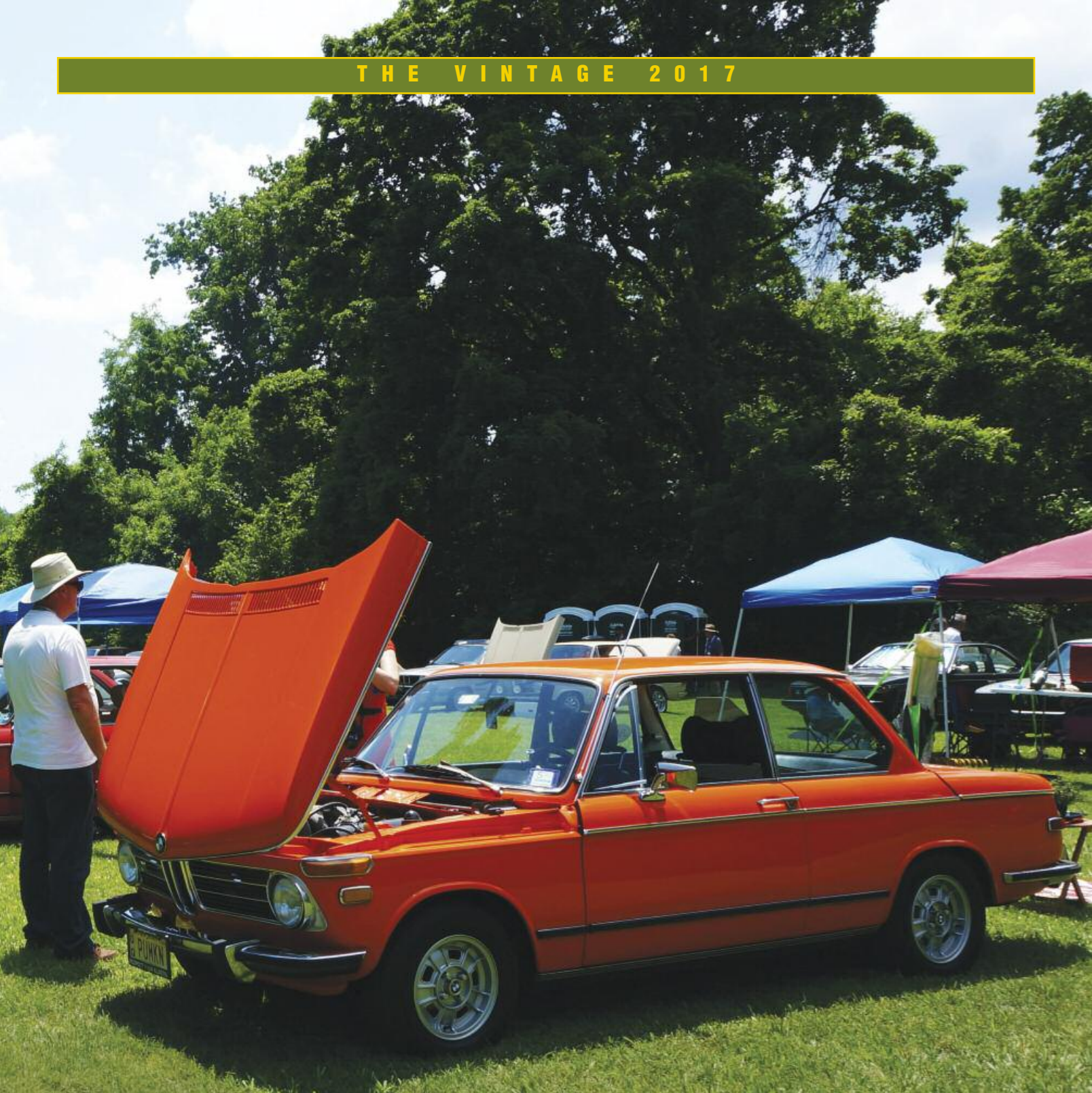


The Vintage 2017

Over 500 Classic BMWs Descend Upon Asheville, NC

On May 18, 2017, the famed Mille Miglia open-road endurance race began its annual run in Brescia, Italy. The route covers roughly 1,000 miles and is limited to production cars manufactured no later than 1957 and that originally ran in the race when it took place from 1927-57. The event is truly a test of endurance for these high-performance vehicles. Not surprisingly, BMWs have done quite well, even winning in 1940.

By coincidence, on the same day as the Mille Miglia this year, a group of chapter members set out to do their own endurance run of sorts by covering more than 1,000 miles in four days in their classic BMWs. We gathered early in the morning and prepared for our annual pilgrimage to the largest gathering of historic BMWs in the country at "The Vintage" in Asheville, North Carolina. Once known as "Vintage in the Vineyards" and held in Winston-Salem, The Vintage is now in its second year using the greater Asheville region as its home base.



(Opposite Page) Two BMW 700s attended The Vintage this year – a 1961 cabriolet and a 1962 coupe. (Left and Right) Don Bowers' drove his 1972 Italian spec Baur 2002 from Georgia. It had an original hounds tooth interior.



Our group of endurance drivers included yours truly (2002), Chuck Pompei (2002), Olivia Willis (2002), Dudley Williams (2002), Matthew Cervi (Bavaria), Lewis Zehmer (E30 325is), John Francis (E34 M5), and Chuck DeHaven (E30 M3). Marshall Lytle and Jim Gerock took turns driving a tow vehicle with Marshall's 1994 K755 motorcycle and Jim's 1969 2002ti.

You might wonder what it is like to be in a caravan comprised of middle aged cars (with mostly middle aged drivers) on such a long journey – do they cruise like a bunch of Grandmas headed to church? Hell no – these are BMWs after all! Each driver takes turns pushing the pace while making sure we don't lose anyone at the tail. The speed stays consistently in the 70-75 mph range and in my four-speed transmission that means the revs never drop below 4000 rpm. Our cars lack any sound insulation and between all the wind buffeting and engine noise, the experience can sometimes feel more like being on a motorcycle than driving in a car. Let's just say driving 80 mph in a classic BMW is akin to how 130 mph feels in a modern 3 Series.

Since a 2002's gas tank is only 10 gallons, we are forced to stop every two or so hours to refuel and empty bladders. On our way south, it was smooth sailing without incident until suddenly Chuck Pompei's car started smoking – turns out his starter motor had fried itself. This was only a temporary setback as Dudley Williams quickly disconnected the starter wires and with a second gear bump start, we were back on our way. Fortunately, Dudley had a spare starter with him and later that night it was installed in Chuck's car in the hotel parking lot.

The next morning we rose early and decided to drive one of the three rally routes specially designed for attendees. This particular route was meant for the driver that likes the quick, sharp curves for which the western North Carolina Mountains are famous. This route is right up there with the Tail of the Dragon on the fun scale and it took us over three hours to complete. Marshall Lytle led us through the curves on his motorcycle and it was a challenge keeping up with him.

In the afternoon, we were off again to attend a very special event

called "The Heroes of Bavaria: 75 Years of BMW Motorsport" hosted by the BMW CCA Foundation in Greer, South Carolina. In partnership with BMW NA and some private collectors, the Foundation assembled 22 exceptionally rare and legendary examples of BMW racecars.

We saw the 1937 BMW 328 that won at the Zandvoort Grand Prix in 1939. There was also the 3.0 CSL Batmobile driven by Brian Redman, the Williams Formula 1 car driven by Rolf Schumacher, and the recently retired Team RLL Z4 GT driven by Bill Auberlin. It was my first time seeing one of the most famous racers in all of BMW Motorsport history – the V12 LMR. The V12 LMR was a LeMans prototype built through an alliance between Williams and BMW. It is famous for being the only BMW to achieve an overall victory at LeMans (1999). And, don't despair if you missed it, The Heroes of Bavaria display of historically significant racecars will remain at the BMW CCA Foundation through August.

The main event is a huge car show on Saturday that takes place on the lawn of the Hot Springs Resort and Spa. The first time this event was held coordinator Scott Sturdy said he was elated when 55 cars showed up. Now in its 14th year, this has become the largest gathering of classic BMWs in the country and over 550 cars were on the field. This is not a judged show where cars are obsessively wiped down with detailer spray before being displayed. Instead, it is a come as you are party and attendees came from as far away as Arizona, Maine, Florida, and even California.

The show has never attracted a BMW 700 before, yet this year there were two! One was a coupe and the other a convertible. For power the 700 used a 40 horsepower air-cooled engine mounted in the rear – kind of like BMW's answer to the VW Beetle, Porsche 356, or Corvair. In essence, the engine was a stepped up 700cc motorcycle engine. They sold very well in Europe and were raced

extensively, but not many of them made it to the US market.

The 700 coupe was a lovely two tone red and white. It was a US spec car manufactured in 1962 weighing just a touch over 1,200 pounds. It had been recently converted from its original Solex carburetors to a dual Weber carb set-up.



(Above) The BMW CCA Foundation assembled 22 historically significant racecars for its "Heroes of Bavaria" exhibit. One of the most significant was the V12 LMR (cover photo) which is the only BMW to have won an overall victory at LeMans (1999).





Photo by Kevin Grimm.

It came from Henderson, North Carolina and its owners reported that it easily maintained a highway speed of 60 mph. The 700 cabriolet was a 1961 model year and wore a lovely shade of light blue. Its owner was a microcar collector who had brought the car by trailer from Florida. Unfortunately, the car had some fuel delivery problems and wasn't able to leave the field under its own power despite the efforts of several people to get it running.

I bumped into *Roundel* writer Rob "The Hack Mechanic" Siegel standing by his 1972 BMW 2002tii nicknamed "Louie." You might recall Rob wrote an entertaining series of articles recounting how he bought a long dead car and brought it back to life. That adventure resulted in his third book – "Ran When Parked How I Resurrected a Decade-Dead 1972 2002tii and Road Tripped it a Thousand Miles Home and You Can, Too." He had signed copies of his book in Louie's trunk and it is already available for purchase on Amazon.

In case you are wondering what Louie looks like in person, let's just say it has a nice patina. The engine

bay is pretty tidy and it is clear that Rob replaced quite a few parts to make it road worthy. Its Agave green paint is dull and in places it appears to have been touched up with a non-matching can of Rustoleum green spray paint. However, it is a mostly rust free and very original round tail 2002tii and these cars don't exactly grow on trees. I asked Rob whether it was a "keeper" and he said the jury was still out.

There were a couple of Baur 2002s in attendance that were really nice. These were essentially hand built models with removable targa tops made by Karosserie Baur. Don Bowers drove his 1972 Baur 2002 all the way from Athens, Georgia. This was an Italian market car that had been recently imported with the assistance of a broker in Germany. It had received a quality repaint in Schwartz Black, but still wore its original hounds tooth interior. It was completely stock in appearance and was one of the

most handsome cars in attendance.

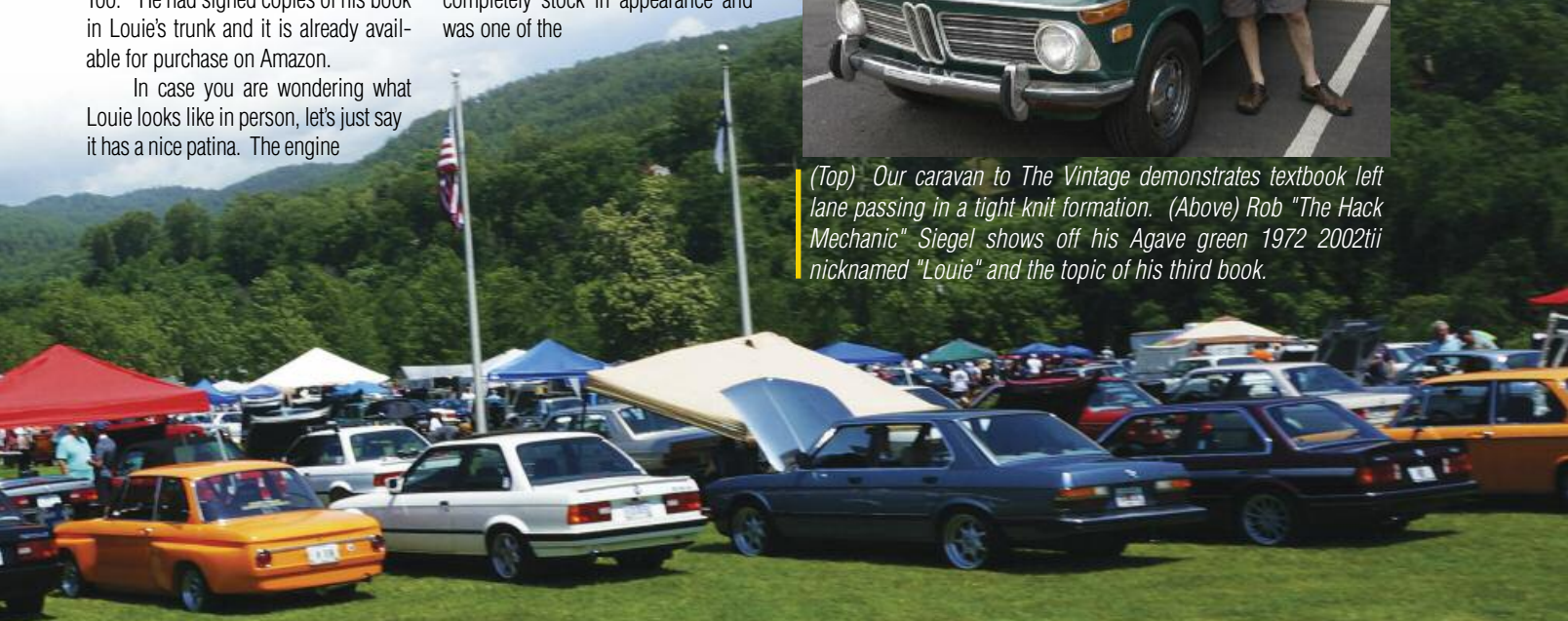
Our chapter's overall attendance at this event was pretty darn impressive. While I am sure I'm missing some folks, I saw Doug Dolan (E9), Ryan Hoover (E30), John McWilliams (E46), Brooklyn Taylor (E24), Clay Weiland (1600), Jonathan Shiu (E30), James Laray (2002), John Hartge (2002), David Roach (2002), and Tom Baruch (E9).

By the end of the weekend, I had covered more than 1,300 miles in my 45-year-old car. And, while I hadn't

exactly traversed the Italian countryside in the historic Mille Miglia rally, the hills of North Carolina are really something special. I am consistently amazed by how robust these little German cars are and we all made the return trip home without incident. The Vintage is truly the one event that I look forward to each year and miss the most once it is over. If you haven't had a chance to attend either as a participant or spectator, I hope you will make a point to join us next year.



(Top) Our caravan to The Vintage demonstrates textbook left lane passing in a tight knit formation. (Above) Rob "The Hack Mechanic" Siegel shows off his Agave green 1972 2002tii nicknamed "Louie" and the topic of his third book.



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How My Dream Came True

By Carl Ledgister | Photos by Alan Dummett and Carl Ledgister

Where do I start? Well let's see... I'm a car nut pretty much like everyone reading this article. I had humble beginnings though: Honda Civics and a few Nissans sprinkled in throughout the years. Things got serious when I bought my 1997 Maxima that I poured my love, sweat, and tears into. It was beautiful and well built. I also bought a 2006 Mitsubishi Lancer Evolution MR in Apex Silver (Yeah, that car). I was very content and extremely happy, but alas life happens and the Maxima (it was tired at this point) and the Lancer (which I regret selling) soon found homes elsewhere. This left me without any kind of "cool" transportation for a few years. In other words, I was living in automotive purgatory.

I needed to scratch the itch. I yearned to bang some gears and do the "look back" walk in the parking lot. I thought about getting everything from various Civic hatchbacks to building a VIP style Infiniti M45 (still on my bucket list). Then one day I was sitting at the stoplight and I spotted an Estoril Blue E36 M3 sedan. My immediate thought was

"I can get down with that." With that notion, the search (a.k.a. obsessive passion) began. I knew I wanted a manual transmission with a black interior at a reasonable price. This proved to be easier said than done. I found a bunch of convertibles (thanks Florida) and even more automatics (thanks America) and a ridiculous number of convertible automatics. I soldiered on for what seemed like an eternity, but it was actually just a year and a half.

I don't know about you, but I am addicted to Craigslist or as I call it

"Cracklist." I love looking at what is being sold or finding that super rare part that some hapless seller posts for "OBO." In June of 2014 I was stalking my local area and stumbled upon an E36 M3 that checked all the boxes; manual, black interior, local, right price. After a little negotiating, I picked up a mint condition 90s icon and brought it home. I was very happy with the purchase as the M3 surpassed my dreams.

After some tasteful modifications to the M3, my very good friend (and neighborhood enabler), Tim

Robinson, encouraged me to attend the 2015 Vintage at the Vineyards in Winston Salem, NC. That adventure sounded great, but I was a little apprehensive considering that Vintage celebrated, well, vintage BMWs. Despite what my friends and family thought, my M3 was not yet considered 'vintage'. At any rate I was excited to rub elbows with fellow enthusiasts and see my old Marine Corps friends from decades ago.

Upon touching down in the Tarheel state and reacquainting myself with my Jarhead buddies, I found myself in absolute awe. The level of classic machinery was unbelievable; 2002s, E34 M5s, E32 750iLs, E9 CSi coupes, E24s, Alpinas, the list went on and on. Every type of classic BMW was present and it was almost too much to take in. But I did. My crew and I were having a blast, checking out each other's rides and gawking over the other cars as well.

On the second day of the show something amazing happened. I had that "moment." In today's social media world it would be described as "that moment when you



(Above) The car that started the entire high-performance sedan segment. Carl's 1988 M5 still has a commanding presence.

find your next obsession.” As I was walking down the street of the show I saw something I never thought possible: a row of E28 M5s all backed in against the sidewalk. At this point in time, I would not call myself an expert on BMW production numbers but I do know that there were only around 1,200 M5s built for the United States. That was more than 30 years ago. I was in the presence of ten mint condition E28 M5s. They were absolutely beautiful. I was even more impressed by this. See, I have a “thing” when it comes to cars; I love four door sports cars, hence the aforementioned M3 sedan, Lancer Evolution and Maxima. I appreciate a car that can be unassuming yet haul ass when needed. Not only does the E28 M5 embody this principle, it is the patriarch of the genre.

It was then that I realized that I needed to be number 11 lined up against that wall. Challenge accepted. Well, that was the good news. The bad news was that it seemed like everyone else in America had the same revelation and much to my chagrin, E28 M5 prices had SKYROCKETED. So what would I do? Subject myself to countless encounters of “the dream car that got away” and “I would have, should have and could have scenarios?” Or would I recognize that there was a distinct probability that I was in a “sellers” market and grudgingly move on to another vintage era BMW?

Needless to say, I chose the former over the latter. Now in full disclosure I refrained from aggressively looking until around January 2016. The first one that got away was a 1988 M5 in mint condition. I booked a hotel and set up an appointment to look at the car. It was as advertised, and literally the first time I had ever been inside of an E28 M5, much less driven one! When you are shopping in a market that favors the seller (or consignor in this case) you are limited, as far as negotiating tactics go. This amounted to my first encounter being nothing



Above) Carl's 1997 M3 sedan on cult classic LTW style 24 wheels and tastefully lowered with an H&R/Koni set up.

more than a learning experience. To sum up the exchange, I noted a few issues with the car (odometer discrepancy, steering was very loose, etc.) and made an offer accordingly. We were at one point \$900 off and collectively decided to “see what happens.” The positive is that I actually got to drive it and that was way cool. Unfortunately it sold at full price two days later. Damn. 0-1.

I will spare everyone the gory details but between January and April I came within striking distance of at least another five E28 M5s that I had to wave off for various reasons. A predominate factor was rust and the inflated asking prices or a combination of both. There were people literally dragging their M5s out of deep cold storage and slapping them on websites with an additional zero on the backend.

I marched on. The annual Vintage show moved venues from Winston-Salem (loved it there) to Asheville (craft beer capital of the world, no complaints) and I pretty much had given up on the dream. I had a REALLY close call with an M5 out of San Francisco, but there was some frame damage that eventually turned me off. Low and behold a friend of a friend pointed one out in Trinidad, California. If you know where that is, lucky you. The island of Trinidad was geographically closer to me than this M5. But I digress.

Time was not on my side. The owner and I exchanged correspondence and developed a decent relationship, so I felt confident in executing this sale from such a distance. Well, after the fact, I read an article from “the Hack Mechanic” Rob Siegel, that said never buy a car sight unseen, yet that’s exactly what I did. The goal was to drive the car to Vintage, unbeknownst to my closest friends whom I would be meeting. Each day that passed the probability of that happening shrank. The deal was done, the car was paid for and title in hand, but I refer back to the location. Not only was Trinidad on the western most coast of California, but it was hundreds of miles away from the closest major metropolitan area. This posed a problem for the shipper and by problem; I mean it would be more expensive for me. The clock ticked away. The day that I was supposed to be leaving for Vintage I was still holding out, hoping the car would be delivered that day and I could hot-seat it to North Carolina.

It wasn't meant to be. The car didn't arrive until two days into Vintage (I drove my M3 again). I was able to drop the bomb on my friends about the acquisition, but obviously the impact was lessened without proof of purchase. Except for one friend, BMW guru Adam “the Wolf” Armour, who had helped me,

no one had a clue about the adventure I was undertaking, until that night. A sweet victory nonetheless, but my anticipation to get back home was unreal as the M5 was now idly awaiting my return.

As Vintage came to a close and we said our goodbyes, I was readying myself to say hello. The M3 made quick work of the return trip and the moment of truth was upon me. I walked into my garage and I couldn't believe what was in front of me. My dream had become a reality. Sometimes people wish for money, fame or success. All I wanted was an E28 M5 (I'll get the rest later). This car meant everything to me and I was ecstatic. The smell, the feel, the lines, the provenance. Everything amounted to the excitement of Christmas, New Years and my birthday all rolled into one. I sat in the car and basked in my accomplishment for what seemed like hours.

Well, the big question is did I get what I paid for? In essence, yes. There were some issues that the seller did not point out despite specific requests on my end. I accept those concessions as I knew I was taking an enormous gamble. I spent a lot of money on a car that I had never laid eyes on and couldn't point the seller out in a room of two people. I rationalized this purchase in many different ways and each reason still holds true for me. The market continues to soar for these cars and I am confident I could sell it for a profit as is.

There are some maintenance items that I am currently working on to get the car road trip ready. As of this writing there are less than fifty days until its official debut at The Vintage in Asheville. You will be able to find me easily. I'll be the guy next to an E28 M5 with a huge smile on my face. Dream realized.

BMW at the 2017 New York Auto Show



Crossroads

By James Chew

It's the last week of school.

That was my thought during the train ride to the 2017 New York Auto Show. Yes, it would be great to again see our BMW product specialist friends Yasmin, Inge, and Leah, wishing them a good summer before seeing them in Los Angeles. And I was hoping to have a chance to chat with Mr. Willisich, the Head BMW Group Region Americas, concerning the state of the American market as well as chat with Tom Plucinsky, BMW Corporate Communications, concerning the BMW RLL ALMS racing campaign. But this last major show of the season felt different – as if we were graduating from one school, preparing to enter another.

This long, quiet train ride gave me time to reflect on the state of the American auto market and on the auto industry in general.

The auto industry is a very strange industry. It's the ultimate "left brain/right brain" business.

The left-brain part of the industry is quite straightforward. In fact it

was one man, Alfred Sloan, who wrote THE book on the business of the auto business. *My Life with General Motors* is required reading for anyone who is interested in the business world. Ironical that it was an ENGINEER that turned a mechanical curiosity into a major contribution to the Global economy.

But Mr. Sloan would not have had anything with which to work if it

were not for the "right brain" Billy Durant.

Durant's *instincts* turned this mechanical curiosity into a mass-market business. He created General Motors to compete with Henry Ford. While one could have any color on a Model T as long as it was black, Durant's experience in the carriage industry taught him the value of offering products for every income level

and taste. It was Alfred Sloan that famously expressed Durant's vision in to a clever phrase when he said that GM had a "car for every purse and purpose." Based on his instincts, Durant bought the companies that formed General Motors. But his instincts weren't always right, so he was fired from the company that he created

It was Durant who brought Sloan to General Motors. When Durant created United Motors, Sloan became part of that company. United Motors was then sold to General Motors. Sloan stayed while Durant, who was fired AGAIN, looked for his next business venture.

Sadly, the "right brained" Durant never learned how to develop "gotta have" products that also make money.

As you read *My Life with General Motors*, note that there are about two pages devoted to the heart and soul of this industry – product development. Because it's all about the design, it's an *instinctive and subjective* art form. Terms such as "gotta



(Top) In New York, it's all about the 5! (Above) Wouldn't we all like to take this one on a track?



have” and “crazy great” are used by the right-brained designers to describe their proposed next big thing. If you ever have a chance to tour an automotive product design studio, you’ll see that designers are driven by a unique passion to CREATE something great.

When the product design hits the right chord with the market, it’s a thing of beauty. When Jack Telnack brought the “aero look” to the entire Ford product line, Ford cars quickly became the industry leader. That was followed closely by Tom Gale’s “cab forward” look to the entire Chrysler

Corporation product line that took the auto market by storm. It was those products that generated the revenues and margins that made Chrysler such an attractive acquisition target. And because of the timeless BMW double kidney grill, “Hofmeister kink” look, every volume performance luxury car brand tries to have its distinctive look.

In the auto industry, product is king. When something works, every company develops its own version. And it’s those competitive forces that make this industry so exciting in which to work and/or follow. Egotistical chief designers, who ARE the face of their respective OEM, create the next big thing based on their instincts. So you have a business betting big bucks on someone’s instincts.

And the stakes are high. One design miscalculation will forever damage a legacy product. We BMW fans fully appreciate this – witness the high regard both the 5 Series and 7 Series were held before their designs were “Banglized” and the struggle both “post Banglized” products have had trying to regain their market mojo.

From my experience, data has become the enemy of good product development. Carefully used, product clinic data can prevent the “Road To Abilene” product development mistakes. But an over reliance on that data also takes car companies down that road. Based on the number of “sure fire” products that miserably

failed, it’s clear that many past and present Auto CEOs never read the book, *How to Lie with Statistics*.

Such is the case with today’s BMW. Time has shown that focusing on developing products to appease the “climate change” whims of the previous BMW AG CEO was a mistake. Buying into the biased data, most likely promoted by the “anti car forces”, that millennials prefer car sharing over car ownership and that they prefer to live in urban environments, was proven to be misleading. They viewed the average Tesla transaction price with envy. They bought in to the “bean counters” position that all the rest of the product line needed was a double kidney grill, Hofmeister kink, and low cost leases to sell. They studied data on average commute distances, focused their considerable product development groups, and focused resources to develop an infrastructure to produce the “perfect” global electric BMW, the i3.

And the technologies developed to support the i3 and i8 were quite impressive. Carbon fiber design and assembly, electronic steering, regenerative braking, and safe li-ion battery packs were among the impressive developed subsystems and components.

But after the “electronauts” swarmed the BMW dealerships and bought out the first wave of i3’s and wrote large deposit checks to secure the first wave of i8s, the buzz and

sales quickly faded.

To those of us that understand the American auto market, this was no surprise. As I told a friend who was then working at the BMW Technology Center in Mountain View, American drivers are all about having freedom and horsepower. Yes, our daily commute may be less than 50 miles, but we want to have the ability to travel long distance on a whim. And while having the ability to access other BMWs for longer commutes makes sense in theory, it falls apart in practice. From the look on his face I could tell that to my German friend, this attitude made as much sense to him as having cup holders in a car.

I also told him that Tesla buyers view themselves as revolutionaries. They are buying a Tesla as a political, technological, and economic statement. In short, Tesla buyers are telling the world that they are more intelligent and wealthier than the rest of us, and they are “fighting the man.” They view their Teslas as a huge middle finger on the wheel. And they are driving Tesla’s irrationally high market valuation and may soon need to resort to Ponzi-like tactics not to lose their fortunes.

To recoup their considerable investment, BMW has been integrating the i-series components and subsystems in to their entire product line. At this year’s New York Auto Show, BMW had the entire line of iPerformance vehicles on display. Having reviewed both the X5

(Above) “i” was prominently featured. (Below Left) Trying to recapture the E39 “mojo”. (Below Right) This color combination stirs the souls of the BMW faithful.



eDrive4.0 and the 330e, it's clear that the benefits of the iPerformance hybrid powertrain are better suited in the 3 Series. As I experienced during my evaluation, the 330e drives like a properly balanced M3 while achieving a fuel economy of well over 35 miles to the gallon. I hope to soon have the opportunity to evaluate the 740e and the 530e.

The all-new 5 Series was the centerpiece of the BMW display. Having been formally launched at the Detroit Auto Show, all versions of the 5 were on display for the show attendees to admire. As I told Dr. Willisch, I suspect that this generation of 5 will recapture the E39 5 Series driving soul and driver spirit.

Speaking of our friend Mr. Willisch, it was good to discuss with him the recent announcement of Bernard Kuhnt as the new BMW NA CEO. Since 2012, Mr. Willisch has been "dual hatted" as the Head of BMW Group Americas and the BMW NA CEO. Dr. Willisch is not going away. And that is a good thing. And senior auto executives that seek out the opportunities to drive their products, whether on the open road or on a racetrack, "gets it." I do hope Mr. Kuhnt has that same attitude. It would be great if Mr. Kuhnt were to drive cross-country in a new 5 Series to attend this year's "Legend of the Autobahn."

There was the complete line of BMW X-series, as well as 2s, 3s, 4s, 6s, and 7s. I think they were there to



(Above) Audi RS3 - the newest rival to the M2 and the M3.

prove that BMW still understands how to offer "Ultimate Driving Machines." I do hope the 6 is soon shown some love. It is my favorite BMW series (especially the M6 Gran Coupe - I WILL own one someday!) but it's long overdue for a re-design.

No BMW Auto Show display is complete without M products. It was great to see the M2, M3, and M4. The ultimate expression of the "Ultimate Driving Machine", these are the products that have kids make crying pleas to their parents, "Can we buy a BMW?"

I did have a chance to chat with our friend Tom Plucinsky about the state of the BMW RLL ALMS campaign. I do agree that it's quite hard to compete against a racecar that's "modified" to be a street car (Ford

GT40) and I also agree that the RLL team is doing better. But the optic of others brands (especially Mercedes) doing well while the RLL teams struggles to have BOTH BMW M6s complete a race is simply not good. I once interviewed a senior member of the famed Audi World Endurance racing team. He said that at Audi, they race to win. I have yet to see that same attitude on display with the RLL BMW ALMS teams.

And while the battle over BMW's soul are currently being waged in the BMW AG executive suite and board room, Mercedes and Audi have taken advantage of this distraction to overtake BMW in terms of sales and image. Both Mercedes and Audi went back to their roots to again develop great products. Ironically, it was

BMW that took advantage of Audi's Audi 5000 disaster and Mercedes product de-contenting from the launching of Acura and Lexus to solidify BMW's "Ultimate Driving Machine" standing in the market.

Simply speaking, the Mercedes display was there to "pile on" to the BMW display. Dieter Zetsche is bound and determined to have the auto world erase from their memories his disastrous tenure at Chrysler brands. While I am sure that he was under orders from the Stuttgart overlords, he cannot hide the fact that he ran the hottest American Car Company into the ground. All of Chrysler brands current woes can be traced to Zetsche's time at Auburn Hills.

It seems that once given the reins at Mercedes, he had only one goal - beat BMW. Taking full advantage of "climate change" agenda BMW followed during Norbert Reithofer's time at BMW AG CEO, Mercedes focused on again being the "Best or Nothing" and pummeled BMW in terms of new product launched that surpassed every BMW product in terms of design, refinement, quality, and drivability. The headline story in 9 November 2016 Automotive News best summed up the result of Mr. Zetsche's product strategy: "Star Power: How Mercedes took the luxury lead, 4 years ahead of schedule".

Ironically, BMW executed this EXACT SAME strategy when

(Below Left) Porsche makes a station wagon - look out your window to see if pigs are flying. (Below Right) Alfa brings us an SUV - does anyone care?



Mercedes de-contented their product in response to the successful launch of Acura and Lexus brands.

The BMW AG Board must have noticed. A few weeks ago the current BMW AG CEO, Harald Kruger, announced a new BMW product offensive. One can only hope that during the development of this new product offensive, the bean counters and the well-intended but misguided climate-change people were brushed aside.

The Audi display featured the all-new RS3. The "buff books" are already lining up to compare this to the BMW M2, BMW M3, and Mercedes AMG CLA. It also had on display the pre-60 Minutes Audi 5000 smugness. In 1986, one month prior to the infamous 60 Minutes episode, an Audi salesperson who saw me drive up in my Plymouth Turismo Duster told me that I "wasn't ready" for an Audi. That attitude seems to be returning.

The Lexus display showed that they would continue to use the proven "Toyota thon" sales strategy to generate sales. But these appliance-like products will never have the timeless presence Toyota CEO so desires. Their latest attempt to develop a timelessness design appeared to me as if they grafted their "Japanese fish mouth" front end to a 1995 Buick Riviera. Frankly, none of the Lexus products, including their F-series, drive as well as the 1993 Toyota Supra. Continuing this course may

prove hazardous to over Lexus sales - the average age of their buyer is dangerously close to 60.

As for Acura - it took them almost a decade to launch the new NSX. The rest of the products are expensive Hondas.

My reaction to the new Lincoln Navigator design surprised me. Contrary to my instincts, this "70's Continental" design theme still looks fresh. It would be interesting to see if the new Continental was bringing in a younger buyer. The average age of the Lincoln buyer is the oldest in the market segment. Please don't tell Matthew McConaughey.

The Cadillac display reflected the new GM Executive Suite attitude of "as long as you're profitable, I don't care." The Kip Wasenko "Art and Science" design theme has been stretched to beyond ridiculous, with each of their new products looking as synthetic as the original cast members who are still on the "Real Housewives of Orange County". Uwe Ellinghaus, Cadillac's Chief Marketing Officer (formerly with BMW), was on a quest to determine the "natural" Cadillac sales level (e.g., no incentives). Thanks to his efforts, Cadillac sales are below Infiniti (remember them?), but at least each sale is profitable. It will be interesting to see the impact Cadillac's outstanding racing effort has on sales and on buyer demographics. If there is a positive impact, Tom Plucinsky should take notice.

The relaxed attitude during these media days reflected that, as hard it is to believe, another major auto-show season was over.

This auto-show season seemed as if we were preparing for a new frontier. Starting the major auto show season with press conferences and speeches on autonomy, connectivity, electric vehicles, and vehicle sharing, there was nary a mention during this "last week of school."

Once exposed to harsh light of reality, these lofty themes quickly faded. Apple and Google discovered the difficulties with developing an affordable autonomous vehicle. The major auto suppliers found themselves dealing in unknown territory - microelectronics. They not only are they struggling to understand and appreciate the commercial electronics product design cycles, they were struggling to get that industry's attention. The automakers were shocked to discover that they were NOT attractive customers for the consumer electronics industry. The automotive design cycles are far too long for the electronics industry. And those in the electronics industry who have aggressively entered the "connected auto" market, they are still trying to determine a way to make money. Government has yet to fully rear its ugly head to begin to develop regulations governing autonomous vehicles and vehicle connectivity. The lawyers have yet to determine whom to sue when something goes wrong. The

high visibility failures of the Tesla semi-autonomous systems as well as fully autonomous test vehicles gave everyone pause. On top of everything, no one knows the consumer price tolerance for these technologies. Based on the current electric vehicle sales, developing attractive and profitable connected and autonomous vehicles seems to be a multi-variable equation with far too many unknowns.

That being said, it's no longer a matter of "if" these technologies make in to vehicles, it's a matter of "when." Semi-autonomous and connectivity features are already available in today's vehicles. And the engineering leap required to make these components support affordable, profitable fully autonomous vehicles is coming. And when they happen, I hope you all will join me in toast my good friend, Dr. Tony Tether, the DARPA Director who created the two DARPA autonomous vehicle Grand Challenges.

BMW's new product offensive has me excited for the new major auto show season. Hopefully we'll see a return of the grand BMW major auto show product launches. If we don't, we will have to admit a very ugly truth: BMW now thinks China, not North America, is their best market.

Shaking hands to end our discussion, I said to Mr. Willisch, "See you next year in Los Angeles!"

He said with a smile, "You mean *this* year".

(Below Left) The new Lexus design - body of a 90's Buick Riviera and face of a carp. (Below Right) The new Acura NSX - too little, too late.



The Fun-damentals of Physics:



What Friction and Force Can Teach You About Autocross

By Jaclyn Heck | Photos by Fraser Dachille and Jaclyn Heck

Whether you are just starting out or are an autocross champion, having a better understanding of how physics plays a role on your car (knowing the how and why) can significantly improve your understanding of how to drive your car and navigate the course.

Physics and driving go together like Germans and beer in Oktober. Physics and autocross even more so. The laws of physics can't cease to exist on your stove, nor can they cease to exist on your car.

In autocross, you use techniques to enhance and maximize the performance of the vehicle while accelerating, maneuvering through turns, and braking. Knowing how to read a course is important, but understanding how physics affects your car is invaluable in keeping you on course, and decreasing your times.

Friction

Friction is the resistance that an object encounters while moving

across another object; it's the way a car moves in a straight line, turns, or stops. Friction is entirely through your tires, and your tires alone. Even more so, it's only four very small patches of each tire that are in contact with the road at any one time. These are called contact patches. These four patches are what keep you and your car connected to the ground.

The amount of friction is dependent on the road surface and the rubber compound of your tire. Knowing the basics of physics and motion, the faster you are moving, the longer and farther it takes to come to a stop. In addition, the conditions of the road surface, impacted by conditions such as rain, snow, ice, or loose gravel, have a severe impact on these contact patches, and thus affect the amount of time and distance required to stop.

The amount of friction between your tires and the road surface, the size of the contact patches connecting with the surface, as well as the amount of weight from the vehicle



(Top) **Slow but stylish:** Oversteer looks cool, but is not the fastest way around the course. (Above) **Gripping:** When your tires are gripping and your suspension is forced to work hard.



Classic: Among most of the modern hardware at our events, this 1971 2800 CS was a standout from the rest of the crowd.

on the tires, results in the amount of traction you'll end up having while driving.

If you look at my last article, in the May/June issue, you will find a discussion of the different types of tires, and the respective

grip or friction levels for each of those types of tires.

How Does this Apply to Autocross?

The more traction you have, the more grip you have. The more grip

you have, the harder you can turn, brake and accelerate before the tires break loose. More time before the tires break loose means the faster you can maneuver through the course.

Inertia & Centripetal Force

School may be out for summer, but it's time to put your learning helmets on.

In physics, inertia is roughly the idea that a moving object will continue its movement in a straight line, unless acted upon by an external force to alter its direction. In other words, a body in motion tends to stay in motion unless an external force works to alter its direction. In pretty much every instance, this external force acting against us is friction (potentially in multiple directions).

Centripetal force is the force acting upon an object to pull it inward and toward the center of rotation. When you turn your car, you are adding centripetal forces to the vehicle to pull it around the corner. Without friction, or without enough friction, the centripetal force (and thus turning your car) cannot occur. Instead, due to inertia, you will continue to move in a straight line.

So, Why Do I Care You Ask?

When driving during autocross, you will encounter plenty of turns. At its core, the goal for autocross is to get your car through these turns as fast as possible. As we discussed above,



(Above) **When grip strikes back:** If you have enough grip, the rest of your suspension may cause you to lift a wheel when cornering hard.

when you turn your vehicle, a centripetal force acts on the vehicle to pull it around the corner — that force is being generated from the tires on the pavement (as well as you turning the wheel). If the centripetal force needed to complete the turn (based on the speed and weight of your car) is greater than that of the friction between the contact patches of your tires and the road surface available, you won't be able to complete the turn. Instead, as stated above, due to inertia, you will continue in a straight line and blow through the wall of cones. This loss of friction (and its resulting skid) can happen at the front axle, resulting in understeer, or at the rear axle, resulting in oversteer.

The greater the speed of the car and the sharper the turn, the harder it will be to make the turn successfully. This is where the timing of your braking becomes crucial. As I've discovered autocrossing, you rarely want to brake once you've begun your turn. Braking while simultane-



ously turning causes the amount of friction to be reduced (especially on the rear tires), and thus control of your car can be lost. You are asking your tires to do too much at one time: slow the car, turn the car, and keep the car planted on the ground. Learn to brake, and brake hard if necessary, before entering the turn. Once you've successfully completed the turn, you can accelerate out of the turn and continue on your merry way.

Again, other factors that you need to consider when determining your braking time before a turn are the conditions of the surface (weather dependent) and the banking (camber) of the course, if any.

As always, the line you take through the course also matters in you getting through successfully and at a quick pace.

Remaining Autocross Events:

7/22	Points Event #4	Regency Furniture Stadium, Waldorf, MD
8/12	Points Event #5	FedEx Field, Landover, MD
9/3	Points Event #6	Regency Furniture Stadium, Waldorf, MD
10/8	Points Event #7	Regency Furniture Stadium, Waldorf, MD

(Above) **Silver streak:** A fast autocross run may not look dramatic, but finding the balance of friction and speed will result in the fastest run.



(Above) **UNDERsteer:** When your car understeers, your car will want to go straight. The result: You end up on a collision course with the cones.

The New York Auto Show

By Anna Maripuu



I love cars and BMW is my main squeeze. However, I feel that my BCF (Best Car Forever), has been letting me down lately -- at least it did this year at the New York International Auto Show. The zing seemed to be missing from our relationship. I didn't feel that sizzle and pop at this year's show. What was missing for me was the wow factor. BMW seemed to come up short.

There was plenty of wow from other manufacturers: Lexus, Mercedes Benz, Porsche, Volvo, Ford, Dodge — all seemed to be dressed up in new and beautiful duds and ready to party. Any one of these cars would have made a great date. BMW was over in its usual corner, looking aloof and holding itself apart from the other marques, acting like a snooty wallflower.

The only super fascinating car in the BMW corner was the race car sitting on a platform high above the other bimmers. But it was not even possible to climb up and get a close look at this lovely and distant specimen.

BMW seemed to be showcasing the new 5 Series or G30 cars as evidenced by the giant number 5 that was emblazoned on the wall in loud blue neon, although I only spotted a couple of 5 Series in the collection of cars shown. There were several new 40's, 50's and a 60: the M240i xDrive convertible, the 340i xDrive sedan, the 440i coupe, the 540i sedan, as well as the 550i xDrive Sedan, the 650i xDrive Gran Coupe, and the M760Li xDrive.

There was quite a collection of hybrid and electric cars, several X cars: the X1 xDrive 28i, X3 xDrive 35i, X5 xDrive 50i, and X6 xDrive 50i, and only three M cars: the new M2 coupe, the M3 sedan, and the M4 convertible.



(Above) The all new 440i Snapper Rocks blue color was a source of much discussion and attention. (Below) A colorful variation of the new M4 convertible.



There was a lot of talk about a new color for the 440i coupe called Snapper Rocks blue (named after a real place in Queensland, Australia) which had made its debut at the Geneva international auto show but looked suspiciously like the “special” M color Long Beach blue. This has had some grumbling that the panache of an M color is being diluted by using this color on a non-M car.

A (sort of) cool car on display was the Qualcomm i8 which is the official safety car of the FIA Formula E race series that launched in 2012.

Also on display was the i3, which comes in three different styles with futuristic techie names such as Mega World, Giga World, and Terra World. I half expected this car to sprout wings and fly Jetson style above the display. Both the Giga and Terra World versions come complete with sustainable open-pore eucalyptus wood from certified forestry. Because after all, we all absolutely need that in our cars, right?

Continuing the electric/hybrid theme, which is not exactly a cheap theme even if you do stand to save money on fuel over time, the 740e

xDrive iPerformance car was priced at an MSRP of just over \$90k which included the M sport package and M sport brakes. To round out the hybrid cars, BMW had thrown in an X5 xDrive 40e iPerformance, a 330e iPerformance, and a 530e xDrive iPerformance for good measure. All impressive looking, stylish cars. But still, there was nothing there that really looked like it would be able to rock my world.

To my surprise, the only BMW that seemed as if it might want to get down and boogie was the M760Li, all dressed up in its best coral red



(Left) The most exciting car at the BMW display was a race car, up on a high shelf, and not for sale.

interior. I spent many minutes lounging around in the back seat of the M760Li, because, face it, that's the most exciting place in which to be in such a car. I and a backseat buddy amused ourselves by pushing various buttons to enable back massages, hoist window shades up and down, launch the infotainment system (hand gestures will work) and play with the tray tables while making the inevitable jokes about fastening one's seat belts and stowing one's tray tables. With plenty of leg room and incredible comfort, the backseat of this car is not one you leave willingly. It would be just fine to be stuck in traffic for a while back there.

But what does it say about BMW this year, that I, a person who is incredibly excited about

driving and about being in the driver's seat, found myself having the most fun in the back seat of a BMW?

In the opinion of BMW Blog, the top five cars at NYIAS did not even include a BMW. Instead, they deemed these to be the 808 hp Dodge Challenger SRT Demon, the Audi RS3 Sedan, the new Lincoln Navigator, the new Land Rover Discovery, and in first place of pride, the Mercedes-AMG E63 S Wagon. Per BMW Blog, a bimmer did not make this cut because BMW did not bother to showcase anything that hadn't been seen before. I tend to agree with this sentiment.

BMW didn't make *Motor Trend's* long list either, which included that really, really fast Dodge Demon, the Toyota FT-4X concept car, the Genesis GV80 SUV concept car, the Lincoln Navigator, the Infiniti QX80 Monograph, the Subaru Ascent SUV concept car, the Volvo S90, the Jeep Grand Cherokee Trackhawk, Buick's TourX and its Enclave, Porsche's 911GT3 and its Panamera Sport Turismo (a station wagon no less!), the TransAm Worldwide 455 Super Duty, the Rimac Concept One, and finally, the super Swedish supercar Koenigsegg Agera RS1. With nary a BMW to be seen on this diverse and not exactly short, list.

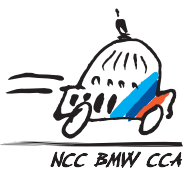
Big sigh. So, what is a BMW loving driver supposed to do? I say, hang on. The tide is bound to turn eventually. It's kind of like riding the stock market --what goes down will inevitably go up again. One fine day BMW will stop trying to be all cars to everyone, stop manufacturing one hundred different models while selling their very soul to end up as ubiquitous as Honda. They will then pick up the pieces and turn back to their performance oriented roots to once again engineer the Ultimate Driving Machine. Either that, or they will be so busy focusing on the Chinese and Indian markets that we'll never get them back. But in the meantime, climb into the back seat and pull down your tray table, pour yourself a glass of champagne and peruse the infotainment system in comfort. It could be long ride.



(Above) The M sport 760i cockpit was not short on luxurious details.



(Top) The 5 Series was being showcased as evidenced by the giant numeral "5" emblazoned on the wall. (Above) The M sport 760i steering wheel and dash was very luxurious looking yet functional.



NEW MEMBERS



The National Capital Chapter of the BMW CCA now has 5,356 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 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.



Matthew Adams	Anthony Cruz	William Kaplan	Daniel McEnrue	Gregory Sakes
Eugeniu Aftenii	Kirk Curran	Charles Keegan	Benjamin Meade	Ena Salter
Alberto Alejandro	Kiren Dayal	Timothy Keller	Leonardo Merlo	Karen Santoro
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Stefan Baugh	Andrew Hankewycz	Sanitta Lanier	Laurent Poirot	Tom Sylvester
Edgar Bernard	Christopher Hess	Niokie Laws	Chuck Porter	Daphne Tan-Chin
Randy Bernard	Lynette Hill	Jeffrey Lee	Janet Proctor	Ross Thian
John Blanton	Merrill Hoekstra	Noel Leslie	Timothy Proctor	Loren Thompson
Dennis Bokman	Jon Hoffman	Robert Levinson	Kenny Pursley	Rostislav Tsiomenko
Bill Bucci	Ernest Holloman	Bryce Lively	Gregory Queen	Aristides Turcios
Robert Bull	Jeff Holmes	Marcelo Lopez	Jose Ramirez	Diederick VanDillen
Mikael Calloway	Philip Holzbauer	Malcolm Lumpkins	David Ramos	Jedd Vertman
Andrea Campbell	Ludley Howard	Harold Martin	Maurice Rand	Leslie Walker
William Carpenter	Evan Howell	Nick Martinez	Nolan Rappaport	Omar Williams
Anthony Clark	Brian Hunt	Amy Maskiewicz	Lawrence Reece	Ana Wiseman
Richard Clute	Harvey Johnson	Ian Matthews	Michael Rejda	Jordi Yeh
Asiya Colburn	Christopher Johnson	Ken Maynor	Richard Ro	Hans Yu
Naomi Coleman	J Johnson	Tom McCluskey	Juan Rodriguez	Heather Zampier
Scott Connolly	Jeff Johnson	Alan McCree	Bradley Ross	
Joseph Conwell	Jacqueline Jones	Jesse McDaniels	Martin Rusinowitz	



A D V E R T I S E R S

Alexandria Bavarian Service.....	36
BMW of Silver Spring.....	C2
BMW of Sterling.....	C4
J&F Motors, Ltd.	3
Martin's Auto Service.....	36
OG Racing.....	22
Radial Tire.....	3
Road Race Technologies	22
SpecR53.....	36
The Car Whisperer.....	36

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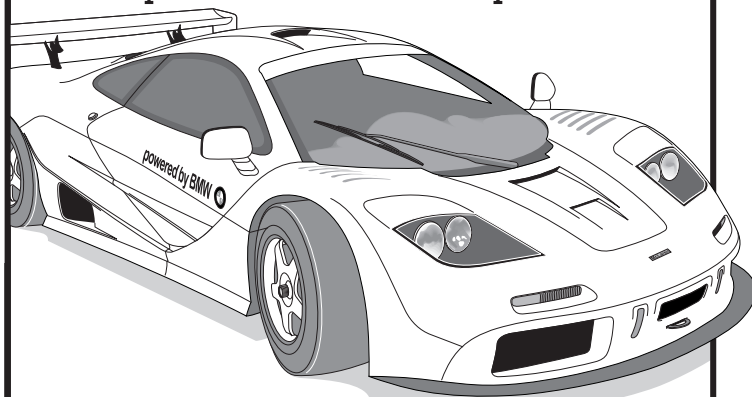
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