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Cover: Mike Renner from the Performance Center giving charitable rides in an M3 at the Pittsburgh Vintage Grand Prix. Read the article on page 16. Photo: Jaclyn Heck

Magazine of the National Capital Chapter BMW Car Club of America

derBayerische

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BMW Car Club of America

National Capital Chapter



President's Message

What an incredible weekend at Pittsburgh Vintage Grand Prix (PVGP)! If you've never been, it's a true celebration of cars that essentially shuts down the city around Schenley Park. The Allegheny chapter of CCA runs the BMW hospitality tent and does an outstanding job as host to several hundred people. Several thousand rare cars, all makes and decades from American muscle cars to exotic super cars, lined Schenley Park with the best of them on German Hill. The vintage racing can be seen right in front of our CCA corral and it's super cool to see several 2002s come tearing around the corner. Even Mike Renner from the BMW Performance Center was there to drift members on hot laps around the 2.8 mile course.

Every year it seems like ever more NCC members make the trek to Pennsylvania. I estimated about 30-40 people in attendance. I bring up this event because next year, BMW will be the featured marque at Pittsburgh, but it only gets better. BMWCCA Oktoberfest will run right after PVGP for almost two weeks of BMW nirvana! Hopefully everyone can make the trip next year, so save up those vacation days.

Finally, it's that time of the year again. Our annual Car of Your Dreams raffle has started and this year's Grand Prize is a BMW CCA Special Edition Alpina B6 Gran Coupe! This is a one-of-one custom build, so it's guaranteed to be a collector's item. Plus, don't forget that for every 5000 tickets sold, another car is added to the pot. So, the more tickets you buy, the more chances you have to win a new BMW! National Capital Chapter has a great tradition of winning tickets, so will your number be called?

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FromThe Editors

Tours are an outstanding benefit of our club, so sign up. Just make sure you know where to meet. Directions are not always complete. Also ensure that you have contact information, just in case.

This is after the fact, but I hope many of you went on the tour through Longwood Gardens. It is a really interesting experience. Part of the DuPont Estate heritage.

Following Mi Lipe, I have developed a strong interest in safety and how to promote it.

Since the last editorial, I have been watching drivers pretty carefully. My sense is that the (relative) number of poor drivers has not increased, but the antics they go through have become more breathtaking. For example, I am in the right-hand lane of four lanes at 60, and a driver in the left lane swerves across all four to take an exit ramp. That can be a little discomforting.

Remember, the car goes where you are

looking. At 20 mph, that is not a problem, but at 80 mph in heavy traffic, it takes on more significance.

A plea to our membership – we are a visual magazine, so please, when you submit articles (and the photos to accompany it) make sure the resolution is high. High in this case typically means at least 3MB.

Virginia Club License Plates – Be one of the first to make this historic event happen!

To all club members living in Virginia who have been waiting and wanting BMW CCA club license plates, just like your brethren in Maryland, good news! The process has begun to obtain Virginia BMW CCA license plates. If everything goes as planned, Virginia club tags would commence being issued to club members in December 2018.

In order for this to happen, we need 450 members to commit to getting a Virginia club tag. In other words, the Virginia DMV requires that 450 paid applications be on file before club tags can be issued.

Billy Dixon is collecting the names of those interested in a Virginia club tag. If you want to be part of the process, send an email to NCCBaltimore@outlook.com with the subject line “VA license plate” to let him know your intent and to be kept informed of this process. Once all the paperwork has been filed on our end, Billy will contact interested parties to get your application in to the Virginia DMV.

- Billy Dixon, Maryland License Plate Administrator and Baltimore Area Rep

THE JOYCE & THOMAS MOOREHEAD FOUNDATION 2017 BMW Dream Car Raffle

The National Capital Chapter of the BMW Car Club of America has been presented with an opportunity to assist a local foundation with its goal of serving the community, while providing an additional source of funding for the chapter, and possibly having a member win a 2017 BMW.

Thomas Moorehead is the owner of BMW of Sterling, among other premier automobile dealerships in the Washington Metropolitan area. BMW of Sterling has been a strong supporter of our chapter, providing us time and space for DIY sessions, meetings, and Cars and Coffee events.

One of Mr. and Mrs. Moorehead's philanthropic endeavors is the Joyce and Thomas Moorehead Foundation (JTMF), founded in 2004. It has provided more than \$400,000 in charitable assistance to students, working families, and non-profit organizations in Northern Virginia.

The JTMF 2017 raffle is offering a 2017 BMW sedan as a grand prize. There will be monthly drawings for a \$250 prize. The winner of the \$250 prize remains eligible for the grand prize drawing. The grand prize drawing will be held on December 31, 2017.

Raffle tickets are available for a cost of \$100 each, and will be limited to a total of 5,000 tickets.

Twenty-five dollars of each ticket sold goes directly to the chapter treasury, with the remaining funds going to the JTMF for the drawing.

For ticket purchases please contact James Laws at membership@nccbmwcca.org or 240.424.5380.

Information regarding the JTMF or the raffle may be found at www.themoorehead-foundation.org and www.jtmbmwraffle.com.



CALENDAR OF EVENTS

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
- 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

August

- 3 NoVa Social- Greene Turtle, Springfield
- 5 Heroes of Bavaria (BMW CCA Foundation)
- 6 our 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
- 13 DIY @ Craftsman Auto Care
- 17 MoCo Social- Pizza CS, Rockville, MD
- 25-27 IMSA Weekend at VIR

September

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

- 22-24 St Michaels Concours d' Elegance (*)
- 30 NCC Crab Feast, Nicks Fish House, Baltimore, MD

October

- 5 NoVa Social- La Sandia, Tysons Corner
- 7 Ladies DIY @ BMW of Annapolis
- 8 2017 NCC Autocross Points Event #7, Regency Stadium, Waldorf, MD
- 11 Board Meeting/Social - Seasons 52, Rockville, MD
- 12 Columbia Social- BJ's Brewhouse, Columbia, MD
- 14 Rockville Antique and Classic Auto Show
- 19 MoCo Social- Pizza CS, Rockville, MD
- 28 Solomons Saturday Social - Solomons Island, MD
- 28-29 Fall 2017 ///M Club Day @ BMW Performance Center
- 31-4 48th Annual Oktoberfest, New Orleans, LA

November

- 2 NoVa Social- La Sandia, Tysons Corner
- 4 DIY @ BMW of Sterling
- 8 Board Meeting/Social - Seasons 52, Rockville, MD
- 9 Columbia Social- BJ's Brewhouse, Columbia, MD
- 11 Great Pie Run XX
- 16 MoCo Social- Pizza CS, Rockville, MD

December

- 7 NoVa Social- La Sandia, Tysons Corner
- 13 Board Meeting/Social - TBD
- 14 Columbia Social - BJ's Brewhouse, Columbia, MD
- 21 MoCo Social - Pizza CS, Rockville, MD

COMING EVENTS

NCC Autocross Points Event #6, Regency Stadium, Waldorf, MD

Sunday, September 3, 2017

NoVa Social- Greene Turtle, Springfield

Thursday, September 7, 2017

Summit Point, Shenandoah HPDE

Saturday, September 9 – Sunday September 10, 2017

Board Meeting/Social - Seasons 52, Rockville, MD

Wednesday, September 13, 2017

Columbia Social- Corner Stable, Columbia, MD

Thursday, September 14, 2017

BMW of Sterling Oktoberfest, Sterling, VA

Saturday, September 16, 2017
See ad this issue

MoCo Social- Pizza CS, Rockville, MD

Thursday, September 21, 2017

Concours d' Elegance at St Michaels (*)

Friday, September 22 – Sunday, September 24, 2017

Crab Feast @ Nicks Fish House, Baltimore, MD

Saturday, September 30, 2017

NoVa Social@ La Sandia, Tysons Corner

Thursday, October 5, 2017

Ladies DIY @ BMW of Annapolis

Saturday, October 7, 2017

Autocross Points Event #7, Regency Stadium, Waldorf, MD

Sunday, October 8, 2017

Board Meeting/Social - Seasons 52, Rockville, MD

Wednesday, October 11, 2017

Columbia Social- BJ's Brewhouse, Columbia, MD

Thursday, October 12, 2017

Rockville Antique and Classic Auto Show

Saturday, October 14, 2017
For details, see the special section

MoCo Social @ Pizza CS in Rockville, MD

Wednesday, October 19, 2017

///M Club Day @ BMW Performance Center

Saturday, October 28 – Sunday, October 29, 2017

Solomons Saturday Social @ Solomons Island, MD

Saturday, October 28, 2017

48th Annual Oktoberfest, New Orleans, LA

Tuesday, October 31 – Saturday, November 4, 2017
(*) Not a chapter event

1. Bethesda, MD

Saturdays, 8-10 am, Corner Bakery Cafe, 10327 Westlake Drive, Bethesda, MD, Westfield Shopping Mall; see: <http://www.carsncoffeebethesda.com>

2. Burtonsville, MD

Sundays, 7:30-10 am, "Church of the Holy Doughnut," Dunkin Donuts, Route 29 & 198, Burtonsville, MD; see: Facebook page

3. Fairfax, VA

Sundays, 8-10:30 am, Fairfax Circle Shopping Center.

4. Great Falls, VA

Saturdays 6-9am, Katie's Cars & Coffee located at 760 Walker Road, Great Falls, VA. see: www.katiescarsandcoffee.com

5. Potomac, MD

Sundays 10-12, 10220 River Road, Potomac, MD; see: www.potomaccaferacers.com



2017 Rockville Antique and Classic Car Show

To National Capital Chapter members who own classic BMWs (1992 or older), here is an opportunity to show off a classic car to a crowd of enthusiastic fans.

Join us on Saturday, October 14, 2017 from 8:30 am to 3:30 pm as the grounds of Glenview Mansion are transformed when more than 575 antique and classic automobiles go on display. From Alfa Romeo to Rolls Royce, more than thirty car clubs are represented during this annual event as auto collectors and enthusiasts enjoy their favorite classic cars.

The National Capital Chapter is a member of the Rockville Antique and Classic Car Show Committee, and as such has the benefit of a dedicated display area for BMWs registered for the event.

In 2016, the show featured twenty-one BMWs, and close to 600 total automobiles. Iconic vehicles from different marques were showcased as Special Display vehicles. Our own Wayne Watkins and Marc Caden received special recognition in the Special Display category for their vehicles.

The grounds open to spectators at 11 am. This event is open to the public and there is no charge for admission.

If you would like to register to participate in the 2017 show, please go to www.rockvillemd.gov/carshow to register online or download a registration form.

Show participants should arrive as early as possible!

Preregistration does not guarantee a spot on the field!

Additional details regarding the show are also available on the website.

Registration fees for the Car Show, Flea Market and Car Sale areas are as follows:

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

Limited spectator parking is available at Rockville Civic Center Park.

The rain date for this event is October 21, 2017.

To the Membership of the National Capital Chapter:

The Club bylaws were recently changed for readability and flow of language. The functional changes that were made had to do with the language regarding the Drivers' School Steering Committee (DSSC). Please see the revised language below.

"The DSSC shall be composed of five individuals with a reasonable level of drivers' school expertise and organizational experience, as follows:

Old Language: A chairperson, who shall be an elected officer and who shall be appointed by the other elected officers of the Board of Directors and who shall take direction from the Board of Directors.

New Language: A chairperson who shall be nominated by the current DSSC and agreed to by a majority of the Board of Directors and who shall take direction from the Board of Directors ("Committee Chair")."

In order for the new version of the Bylaws to be adopted, the chapter membership must vote on the new language. We have set up this site in MotorsportReg.com for member voting: <http://ncc.motorsportreg.com>. Registration will be open from Thursday, June 15, 2017 through Friday, September, 15, 2017. We encourage all members to vote on this change in the NCC Bylaws.

Twisty Roads to Seneca Rocks Park, West Virginia

By Rob Clark



One of the great pleasures of owning a BMW is driving one, especially if the roads are top notch. Add to that sharing your joy with fellow BMW enthusiasts and you have the recipe for a great day!

On May 20th, fourteen members of the National Capital Chapter joined me on a trip that started just south of Frederick, Maryland and headed along some of the finest side roads to Seneca Rocks Park in West Virginia. The roads we drove run parallel to major roads which meant there was very little other traffic besides us. Only in a few places did we share the road with other cars. The tour also avoided many, but not all stop lights. Of the 300 miles, we only drove through ten intersections with a stop light.

We had a good mixture of BMWs, a variety of 2, 3, 4, and 6 Series BMWs, a 1991 M5, a Z4M roadster, several M3s, an M4, and a Honda roadster.



(Top) The gang's all here at Seneca Rocks Park in West Virginia! We took some fantastic back roads from Frederick Maryland through Maryland, West Virginia, Virginia, back to West Virginia down to the park itself. Not only were the roads nice and twisty but the mountains and valleys were so beautiful. (Above) Everyone enjoying a hearty lunch at Baby Blues BBQ in Moorefield.

The day started out very cloudy with a threat of rain. Fortunately rain never materialized and the weather turned out quite spectacular. That was good news as six members drove their convertibles with the tops down. I knew I should have brought my new Z4!

The route started on Maryland Route 180, heading towards Harper's Ferry, West Virginia. Just before we crossed the Potomac into Virginia, we picked up MD 340 for a few miles as we crossed into Virginia then into West Virginia. Route 180 passes through Jefferson, a small, older city of just a few thousand. The older homes are mixed with new. Just after the WV state line we turned left onto Chestnut Hills Road, a narrow, twisty, tree-

covered road. The turns were tight, the hills steep, but the challenge was worth it! From there we picked up West Virginia Route 9 and back onto Route 340 headed south until we arrived in Charles Town. Charles Town is



(Above) Getting ready to head out from Frederick. The weather looked threatening, but it turned out to be a great day weather wise. Our members brought a beautiful collection of BMW M3s, a classic M5, a nice 228i, a Z4 soft top, a hard top Z4, a 435i, and a 335i, a 650i, and one Honda S-200.



a small town, but has some beautiful older homes with some good-looking landscaping. We drove through the heart of downtown Charles Town, a lively town with lots of fun and interesting shops. From there we drove some more fun twisties on the way to and through Summit Point, a place where my M3 and I spent a lot

of fun weekends these last few years. No track time this weekend, but it was almost like visiting an old friend!

Once past Summit Point we drove into Winchester Virginia and then onto I-81 to Stephens City. Although I-81 is a fast road, it was the least fun part of the tour, by far. So much traffic! But Stephens City,

like most of the towns we drove through were small, pretty, and lots of older stores and homes were fun to look at as we passed them as we headed south.

Soon we were in the country side again. Lots of large, new homes and lots of farm land as we headed for route 55. Route 55 and especially old route 55 in West Virginia were the highlight of the trip from a driving standpoint. Wide open roads that are in good to great shape because they run next to new route 55, a major four-lane divided highway. Only car enthusiasts like ourselves drove on the older fun roads up and down hill after hill and turn after turn, BMW after BMW, and one Honda S-2000 driven by Robert Hopkins!

Once old 55 ended in Moorefield, we headed south to

Seneca Rocks Park, about 45 miles south. While that part of the trip didn't offer the same driving experience with the hills and twisties, it offered beautiful scenery as we slowly headed into a small valley road surrounded by small craggy mountains with a fast moving stream on one side and log cabins everywhere. Once we got to Seneca Rocks Park, we all wanted to take a break and some photos.

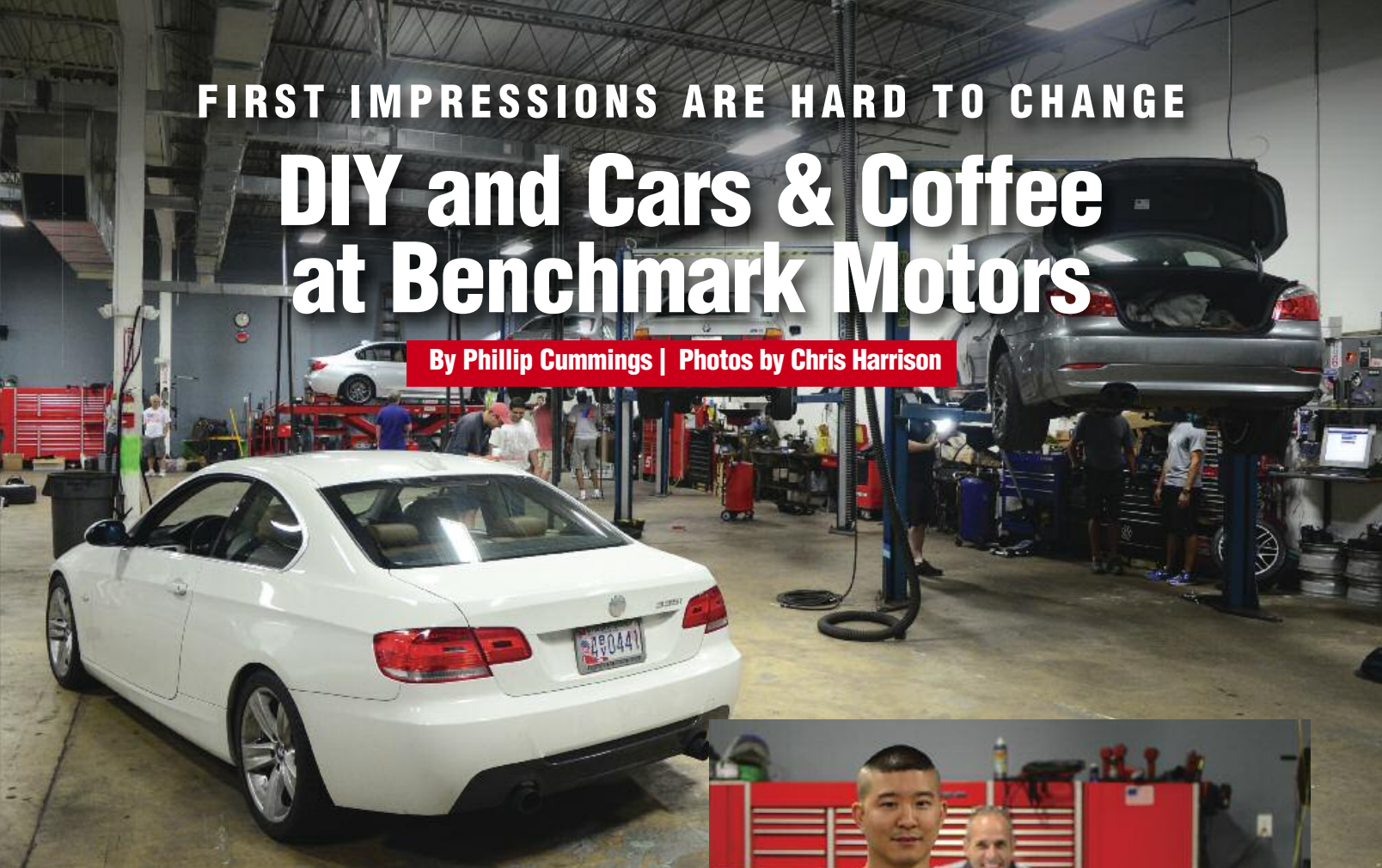
From there we headed back to Moorefield for lunch. There's a fun lunch spot called Baby Blues BBQ. While some of us were separated during the drive, everyone met up at Baby Blues, so we were all together again. The conversations were lively and the food very good. It sounded to me as everyone had a great time on our tour!

See ya next time!

FIRST IMPRESSIONS ARE HARD TO CHANGE

DIY and Cars & Coffee at Benchmark Motors

By Phillip Cummings | Photos by Chris Harrison



We all know the saying “First Impressions are Hard to Change” and “You Make a First Impression Once.” Well the National Capital Chapter could not be more impressed with our first DIY and Cars & Coffee at Benchmark Motors in Columbia, MD.

Actually Benchmark Motors is very well known to many of our members in the Maryland counties of Howard, Montgomery, Carol and Ann Arundel. I have heard good things from many of our members for a few years. The day finally came where schedules meshed and the weather was superb. Actually the weather was not required but an added bonus. More about the great weather and Cars & Coffee to follow.

What made this first DIY feel special was the way the staff at Benchmark Motors went out of their way for our club members. Shop Owner Danny, Technicians, Gary and DJ along with Service Writer Greg, were absolutely fantastic. To start the whole experience off

with that extra care, Danny emailed the registered members with recommendations on parts based on the jobs submitted to the DIY Coordinator. They assisted members when they reached a point that required technical expertise, they answered questions, and they provided an outstanding facility and environment in which to work, learn and have a great time.

The club had access to nine lifts and nobody minded waiting for a turn. Club members socialized, bought parts, admired cars at the C&C going on in the parking lot out front, and, as always, ate great food. Coffee and donuts were provided in the morning, and an incredible array of pizzas arrived for lunchtime. Nobody is ever left hungry from one of our club events.

We had five first-time DIY attendees. Scott Kim completed a brake fluid and engine oil change on his 2016 M4. Phillip Green performed a transmission oil and filter change on his 2001 530i.



(Above) Kevin Kuo and DIY Coordinator Chris Wooten were discussing the suspension mods completed on Kevin's 335i.

Bryan Hammer drained and filled the fluids in the transfer case, front and rear differentials on his 2009 328i xDrive Touring. Kevin Kuo completed an oil change. Last but not least Vikram Pant replaced rotors and pads and all four corners on his 2012 X5

As is always the case, members were busy with a variety of jobs. Louis Mezo replaced an AC Tensioner and did engine oil change on his 1998 528i. Dennis Last also did an engine oil change and some other jobs that needed his attention and the use of a lift.

Chris Parente replaced the front rotors and pads on his 2006 M3.

Bradley Jansen had a hard time with the replacement of front struts on his 1997 Z3. DJ and Danny combined efforts to get that job accomplished. There was a lesson learned about quality replacement parts. More on that in a later edition. Bill Kraigsley completed one of the more ambitious jobs, replacement of the oil filter housing gasket on his E46 330ci. Mike Herbert bled the brake lines, changed oil in the motor and manual transmission on his 2003 540i.



(Above) Line of classics just a few of those at the Cars & Coffee at Benchmark Motors. (Left) Chris Wooten's 318ti has been completely refitted with E36 M3 suspension. (Below) Lots of work being done by the members at the DIY. Benchmark Motors had nine bays and additional floor space available for our members.





(Above) Fine example of E46 M3 at the Cars & Coffee. It was a beautiful morning in Columbia at Benchmark Motors.

Joseph Concaugh completed a brake rotor and pad replacement on his 2003 330ic. Other members were able to get some maintenance jobs accomplished during the day.

There was information sharing, teaching and learning how to keep our cars running better, longer and safer. This is the kind of fellowship and interaction we experience at our Chapter events. We are enthusiasts who do what we love and share this with people who love the same thing. It's actually a pretty beautiful thing! There is no way you can have a bad day when hanging out with fellow club members.

Our DIY event is a sample of the kind of great experience and camaraderie that is to be had at all our NCC events. Learning how to keep your "Ultimate Driving Machine" in great shape, getting to know your fellow club members better, and meeting the great sponsors that support our events is what it is all about. This is what keeps the National Capital Chapter on the top of any car lover's list of organizations of which to be a part.

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SOME INSIGHT FROM

Collector Automobile Expert Evan Ide

Interview by Marc Caden | Photos Courtesy of Evan Ide

Biography: *Evan Ide is a senior specialist with the British-owned auction house Bonhams. Evan has a degree in fine arts and is a specialist in prewar automobiles. Previously, he was the curator of the Larz Anderson Auto Museum in Massachusetts and he is a member of the Society of Automotive Historians. Evan makes frequent television appearances and is the author of "Packard Motor Car Company." He is a lifelong car enthusiast who isn't afraid to turn wrenches himself and also maintains a personal collection.*

dB: *Have you owned any BMWs and, if so, which models?*

EI: I currently have a 1937 AERO powered by the engine from a BMW 326. Over the years, I have owned the following BMWs: 1968 1600, 1977 320i, 1996 M3 Coupe and 1999 328ci.

dB: *If a client asked your advice on two or three historically important BMW models to include in their collection, what would you recommend?*

EI: The prewar 328 is a superb automobile. The performance and driving ability is quite remarkable for its period. The engine (and chassis) lived on quite successfully into the postwar era with Frazer Nash and Bristol. I am always amazed how good these cars are every time I drive one.

The 2002tii set the model for the small, high-performance affordable car. It laid the groundwork for the Volkswagen GTI and other early accessible performance cars. This template lives on today in the WRX Subaru, Toyota GT86, and the Ford Focus ST and RS models.

dB: *If an owner of a mostly original BMW that was beginning to show some wear or "patina" was considering a restoration, from a collector's standpoint would you recommend that he endeavor to keep the car as original as possible or pursue the restoration?*

EI: I would recommend restoration only as a last resort. Unless you are prepared to go through what is involved with restoring a car correctly and properly, then leave it as original as possible. With newer models, buyers more and more demand original examples and values are



(Above) Evan Ide getting ready to drive onto the field at the Pebble Beach Concours as a 1974 BMW 2002 Turbo lurks in the background.

affected by non-original work.

dB: *You are a regular guest on Wayne Carini's television show "Chasing Classic Cars," how did you meet Wayne and do you see your role increasing?*

EI: I have known Wayne for many years and have done many projects over that time. Some of our projects started to get incorporated into the show and it has taken off from there. He is always turning up neat stuff and he usually turns to me when he finds something older. I can say what you see on television is real, there is nothing scripted or staged.

dB: *Only one postwar car has won Best in Show (a 1954 Ferrari 375MM in 2014) at the Pebble Beach Concours. Do you think we will see a trend more in that direction in the next five years?*

EI: Possibly. The cars receiving this award are typically one-off or very limited production coach built automobiles. There are several early postwar cars that fall into this category. It is inevitable that more postwar cars will win, but I don't foresee a complete shift in that direction. Cars before the war are so different and the quality was never equaled after the war so the postwar cars are at a bit of disadvantage in this respect.

dB: *Upon restoring his Bugatti Type 57SC Atlantic, Ralph Lauren famously changed the color from its original French blue to black. Despite this move away from originality, the car's popularity and value have steadily risen. Under what circumstances do you think a color change can actually improve an automobile's value?*



(Above) Evan Ide (left) with Wayne Carini (right) and Rob Kaufmann (center) at Thompson Speedway with a 1901 Panhard racer. This Panhard was recently featured on an episode of *Chasing Classic Cars* and it was a Revs Institute Award winner at the Pebble Beach Concours in 2016.

EI: In a historically significant automobile, I personally see changing the color to be an unacceptable thing. I think the color selection is a major design consideration of the original build. Changing this can significantly change the interpretation of the automobile. A good friend uses the example of buying one of Vincent Van Gogh's sunflower paintings and changing the flowers to blue. Even with higher production cars, manufacturers employed large departments just to create and choose colors. These colors are products of their time and a key part of interpreting the car.

dB: What BMW models do you think are poised to appreciate significantly in the next five to fifteen years?

EI: Any limited production high-performance models. I am not an expert on more recent models, but an E46 M3 CSL is a car likely to appreciate in the future. The lightweight E36 M3 is another car with great long term prospects. I think the Z3 M Coupe is likely to see growing interest down the road because it is different.

dB: You are probably one of the few people in your area of expertise who actually knows how

to do restoration work on a car, how does that benefit you?

EI: This is a huge advantage to me. I can give a different perspective to clients when they are interested in a car. I can give them historical details, but I also evaluate the car's condition and provide a sense of what it might need and the cost to correct. I end up driving so many cars that I can pick the good ones from the bad quite efficiently.



(Above) Evan Ide driving the 1901 DeDion Motorette he restored for the Pebble Beach Concours in 2012 - it won second in class.

dB: What cars do you own in your personal collection and do you have one car you could never sell (e.g., the proverbial "keeper")?

EI: I have no intentions of ever selling my 1928 Bugatti Type 44 Roadster, it is my keeper. I currently own the following cars:

1914 Chalmers 60hp speedster
1928 Lancia Lambda
1928 Bugatti Type 44 Roadster
1937 AERO Roadster
1953 Nash Healey LeMans Coupe
1956 Victress C3 coupe

dB: You must have had some interesting experiences trying to secure cars for auction, do you have a favorite story?

EI: Several years back we pulled a Vauxhall 30-98 out of a backyard in Washington, D.C. These are one of the great sports cars of the 1920s. The car was part of an estate and was going to be scrapped as it looked quite rough. We dragged it up to my shop and reassembled it. It turned out to be a famous Brooklands racing Vauxhall that made over \$150,000 – and per the deceased owners wishes all the money went to charity.

dB: Why would collectors choose to list their car for auction with Bonhams and, if they did, what do you think sets them apart from other auction houses?

EI: Bonhams is the oldest and most international of all the motorcar auction houses. Our reach is very broad and we tap a huge network of international clients. We have achieved many world

records including the highest price ever for a motorcar the 1963 Ferrari GTO at \$37,000,000.

dB: *What kind of work do you typically undertake to research and prepare a car for auction?*

EI: I like to familiarize myself with the car as much as possible. I will look for historic images or articles about the car and any notable owners or collections it may have been part of.

Being hands on, I have physically prepared cars for auction. Getting things running and shaped up so they look their best on the day. The most important part of preparation is thoroughly detailing a car and making sure it has a good battery and clean fresh fuel. These are three simple things that will make any car make more money at auction.

dB: *To what extent are you personally involved in the restoration of cars?*

EI: I am hands on with all aspects of restoration. I use a specialist for plating, upholstery and some paint work, but I do everything else in house. I am particularly involved with fabrication. Given the types of cars I work on, I need to be able to make just about anything.

I have done several full restorations for Pebble Beach and currently have four in the works.

dB: *Hypothetically, if I gave you \$100,000 to buy an investment car of your choosing in today's market and you had to keep it locked away in storage for fifteen years until it would be sold at auction in 2032, which automobile would you choose in the hopes of realizing the greatest profit?*

EI: Buy something you love and buy the best one you can. This usually produces better results than speculating. That being said, low production special cars are always the best performing. A lightweight E36 M3 is probably a pretty good bet along with the E46 M3 CSL.

dB: *How do you find investment grade collector cars appreciate in value when compared to other types of investment avenues, such as stocks, mutual funds, and more traditional arts and antiques?*

EI: The traditional collector cars have shown very steady appreciation over the years. Prewar Alfas, Bugattis, Bentleys, etc. have shown steady

appreciation with no period of significant decline. Newer collectibles tend to go in cycles that can retract as quickly as they rise as interest builds and wains.

I think the great cars have performed as well as any tangible investment. I think they have been more steady and solid than most things.

dB: *What is it like preparing for Bonham's really big auctions, like the one at Pebble Beach?*

EI: Not that different from any of our sales. The big auctions are all sales where the cars drive over a stage. This poses an extra challenge to me as I am the one who needs to make sure they all run and behave.

dB: *How do you go about setting auction estimates for some of the rarest or very limited production models and what kind of research goes into learning the provenance of each vehicle?*

EI: When faced with assigning an estimate to a rare or one-of-a-kind car you must look for comparable things. You need to find a car with similar characteristics to the one you are estimating and see how it has performed.

A tremendous amount of research can go into these cars. There have been situations where we have found information that has had a major impact on the value of the car. Depending on the car, we have a network of historians in

addition to our own in-house work. I keep a large library for information and documentation for the cars I specialize in.

dB: *Can you recommend three auto museums to visit that are located east of the Mississippi River?*

EI: The Larz Anderson Museum, Brookline, MA – the oldest car museum in the country; The Simeone Foundation Museum, Philadelphia, PA – one of the finest collections of racing sports cars in the world; The Louwman Museum, The Hague, Netherlands – the greatest car museum in the world

dB: *You are living any car enthusiast's dream, literally travelling the world and seeing the finest cars ever made. What is your favorite part of the job?*

EI: I wake up every morning happy to start my day. Each day is different and you see a lot of great things and meet a lot of interesting people. My favorite part is going into a dirty old barn and finding the treasures. I love pulling old cars out of many decades of storage and identifying all the stuff in the garage.



(Above) The Crew of Chasing Classic Cars television show after winning the FIVA award with the Stutz Bearcat at the Pebble Beach Concours in 2015 (Evan Ide in center and Wayne Carini holding the trophy).

3rd Annual Euro Marque Golf Tournament

By David Costanza | Photos by Chris Harrison

Well, that was interesting. And by interesting, I mean fun, frustrating, hot, cold, dry, wet, short, long, and ultimately both satisfying and unsatisfying. The 3rd Annual Euro Marque Golf Tournament and Concours was all these things and more (and less). On a schizophrenic weather day, eighteen BMW CCA NCC members squared off against Team Porsche at the Raspberry Falls Golf & Hunt Club. Other marques including Mercedes, Audi, and Aston fielded golfers but only in the social flights. The competition once again boiled down to the Müncher and the Stuttgarters.

Tireless NCC BMW CCA President Paul Seto pulled together terrific Team BMW uniforms and

generous swag bags courtesy of BMW of Silver Spring. Raspberry Falls Director of Golf and General Manager (he's been promoted since last year) and long-time NCCer Willy Lutz was once again our gracious host and provided a humorous and inspirational greeting to all the golfers.

Like last year, the day started off very hot but this time with the threat of severe weather. That threat turned to reality about twenty minutes after starting when a garden-variety line of thunderstorms moved through the area. Some teams headed back to the clubhouse while others sheltered in place. After about a half hour, the worst of it passed and most of the golfers took back to the course.

The weather continued to play a role in this year's event, with an almost chilly interval between the first big storm and a longer, steadier rain that interrupted play some two hours later.

Despite the poor weather, all of Team BMW finished their rounds. The foursome of Chris Henn, Tim Gallagher, Shaun Cavan, and Patty Lee posted an impressive eleven under par 61, the low round of the day. Brian Hair, Rich Sperry, Ian Mayhew, and Matt Sniscak scored a solid 66 while Ryan Carter, Ron Majors, Joe Espinosa, and Lori Andrese carded a 74. The final competitive foursome, Paul Seto, Willy Lutz, Cynthia Heller, and your author started off strong with an eagle on #4 and made back-to-back

birdies on #18 and #1, but faltered late in the rain to score 65.

It is worth noting that all four Team BMW foursomes played all eighteen holes. This is important because none of the Team Porsche foursomes finished, chased off the course by the second round of rain, never to return. In fact, as Team BMW foursomes made the turn from #18 to #1, several Team Porsche members could be seen, and heard, drinks in hand, on the clubhouse patio, trash-talking those still playing golf.

Because none of the Team Porsche foursomes played all eighteen, or even close, Euro Marque Tournament organizers faced a dilemma in trying to figure out who won. Willy Lutz, ever honorable and

decent, charitably determined the fairest way to proceed was to compare scores on the holes that all the foursomes completed. Because Team Porsche foursomes bailed at various points, that meant only scores from holes #5-14 would count. That also meant that Team BMW eagles on #4 and #18 as well as multiple other birdies were not counted. After comparing only holes #5-14 for the two lowest foursomes, Team Porsche was declared the winner at nine under vs. Team BMW's eight under par. At least Team BMW players did win the longest drive, including Rich Sperry's blast on #3 and Patty Lee's Closest to the Pin dagger at the very difficult thirteenth hole.

A subdued and wet group of Team BMW golfers, along with the remaining Porsche, Audi, Mercedes, and Aston participants ate a nice cookout style buffet dinner and commiserated, contemplated, and yes, complained about



(Above) Team BMW member Matt Sniscak practices amongst the enemy.

the unsatisfying outcome. Even a few Team Porsche players were overhead admitting that because only Team BMW foursomes actually finished all eighteen holes, Team BMW should have been declared the winner. Another wag suggested

that maybe in the next IMSA race, BMW can just complete laps 5-14 and then claim victory over Porsche despite not actually finishing the race.

Because of the rain and the fact that some participants left early

not only from playing golf (Team Porsche) but also from the event itself, the Concours was cancelled and those prizes distributed to the Team BMW and Team Porsche Presidents.

Like a tie in soccer or kissing your sibling, the golf competition itself was ultimately unsatisfying. For the fourth annual Euro Marque Tournament next year, I think we can expect some format and rule changes to ensure that the team with the lowest score over eighteen holes is the winner.

That said, for this year's event, the spirit and enthusiasm of Paul Seto and all the Team BMW players, the graciousness of host Willy Lutz, and the camaraderie and fun that everyone had playing golf with good friends was terrific, enjoyable, and highly satisfying. Despite the asterisk that will always be associated with the third annual Euro Marque, that's the most important part.

(Below) 2017 members of Team BMW showing off their snazzy uniforms provided by BMW of Silver Spring. Top row from left: Chris Henn, Paul Seto, David Costanza, Tim Gallagher, Brian Hair. Third row from left: Matt Sniscak, Joe Espinosa, Lori Andrese, Ryan Carter. Second Row from left: Rich Sperry, Ian Mayhew, Cynthia Heller, Ron Majors. Bottom row from left: Team Captain Willy Lutz, Patty Lee, Shaun Cavan, Jerry Meadows, Peter Battaglia.

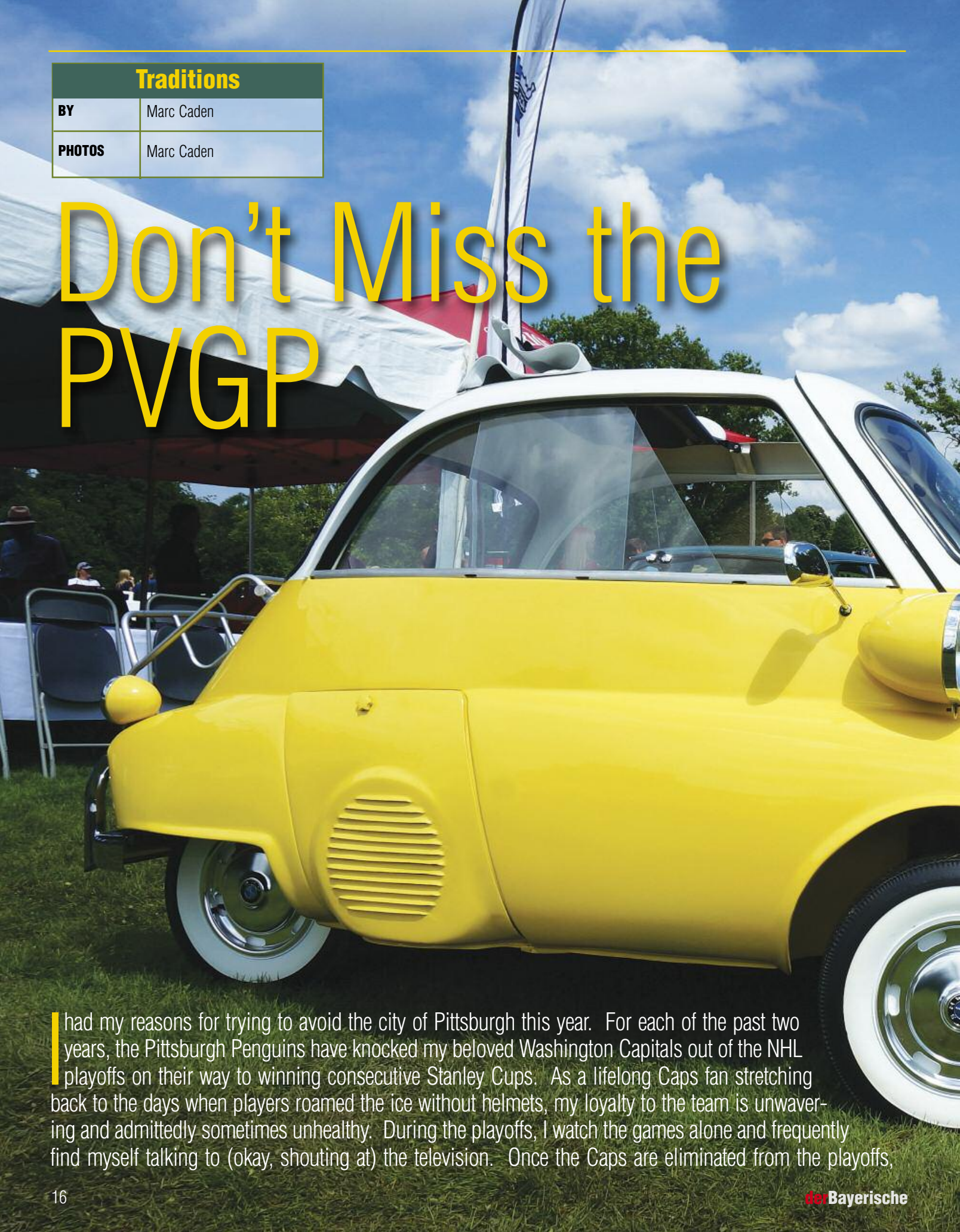


Traditions

BY Marc Caden

PHOTOS Marc Caden

Don't Miss the PVGP



I had my reasons for trying to avoid the city of Pittsburgh this year. For each of the past two years, the Pittsburgh Penguins have knocked my beloved Washington Capitals out of the NHL playoffs on their way to winning consecutive Stanley Cups. As a lifelong Caps fan stretching back to the days when players roamed the ice without helmets, my loyalty to the team is unwavering and admittedly sometimes unhealthy. During the playoffs, I watch the games alone and frequently find myself talking to (okay, shouting at) the television. Once the Caps are eliminated from the playoffs,



(Above) The parachute on the back of this Yas Marina Blue BMW M4 was not just for show! TPG Tuning's BMW M4 is said to be the quickest in the world and the first to achieve a sub-10 second quarter-mile pass.



I sulk for a while, then grouse, ultimately accept, and then start dreaming about the upcoming season. Am I troubled? Yes, I am, at least for the much too short amount of time each spring the Caps are in the playoff hunt before they are eliminated – all too frequently at the hands of the Penguins.

So, the thought of visiting Pittsburgh this summer and seeing images of the Stanley Cup plastered all over billboards and the backs of t-shirts caused me a great deal of consternation. Would a trip to the city cause me to relapse into my post-playoff malaise and despair? Fortunately, my genuine love for the Pittsburgh Vintage Grand Prix (PVGP) made the decision to divorce it from my home team's rivalry with the Penguins quite easy.

THE PITTSBURGH VINTAGE GRAND PRIX



(From Left) The all-new McLaren 720S has large headlight sockets that include functional air intakes allowing air to reach its heat exchangers for cooling. George and Johna Snyder displayed their limited-run Jahre Edition BMW M3 in Macao Blue. One of the very best cars on the field to see was the almost half-million dollar Ford GT supercar.

The PVGP is a celebration of vintage automobile racing (held each July) with a full week of events, including car shows, parades, tours, rallies, and races. This year marked the 35th consecutive running of the PVGP, a one of a kind event where vintage racecars battle it out on a street circuit. The purely street racing presents some challenging hazards to its participants like concrete curbs, traffic poles, jagged stone walls, and very little margin for error. That the event coordinators somehow convinced the city of Pittsburgh to close over two miles of public roads and an adjacent municipal golf course for the weekend is an amazing feat. But maybe it shouldn't be too surprising since all the proceeds from the PVGP go to help the Allegheny Valley School and Autism Society of Pittsburgh, two local charities that benefit people with developmental disabilities and autism.

As has become our annual tradition, my son and I made the four-hour trip to Pittsburgh to attend the vintage races and car show occurring on the weekend of July 15-16. Our gracious hosts for the weekend are the Allegheny Chapter of the BMW CCA, whose tent and parking area are high atop "German Hill," which is among the very best spots to view the races. This year the Allegheny Chapter selected the 5 Series as its honorary BMW and all generations of that model were provided special parking adjacent to the race circuit.

Once again, the head instructor from the BMW Performance Center, Mike Renner, was on hand to give people hot laps around the circuit for a charitable donation. Mike brought the 2017 BMW M3 Competition Package that had recently won its class and finished

10th place overall in this year's One Lap of America race. Mike drove us on the first two-thirds of the circuit flat out along a normal racing line. On the half mile straight after turn two, Mike hit 116 mph (faster than the racecars) before braking hard to wiggle through a hay barrel chicane. The real fun began at Turn 13 when Mike started drifting the M3 on every corner that followed and smoking the tires as the crowd cheered on. Mike also very generously raffled off a two-day M School, valued at \$3999, with all the proceeds going to charity. Wanna experience Mike Renner's hot lap of the PVGP circuit for yourself? See: <https://www.youtube.com/watch?v=Fp04hrt0R-Q&t=10s>

There are very few races that also include a concomitant car show with over 2000 automobiles, but the PVGP has that too – with show cars displayed along the neatly manicured fairways of the Bob O'Connor Golf Course. There were so many classics, sports cars, supercars, and even hypercars. For example, it was my first time seeing the new Ford GT supercar. The nearly half-million dollar car didn't disappoint and it truly appears to be a racecar built for street use. However, even more impressive than the new supercar was the original (located less than fifty feet away) Ford GT 40 MkIV that A.J. Foyt and Dan Guernsey won LeMans in 1967.

My son Andrew spotted a new McLaren 720S, and like the Ford GT, it is the first one I have seen outside of

Photo by Fraser Dachille.



THE PITTSBURGH VINTAGE GRAND PRIX



(Above) Wayne Watkins' BMW 2000CS begins a row of E9 coupes designed by Giovanni Michelotti. Tents for Griot's Garage and the BMW CCA flanked a large central tent where food and drinks were served for club members. (Left) Mike Renner brought the Competition Package M3 that recently won its class at this year's One Lap of America event. Mike gave some tire-smoking hot laps around the circuit between races for a charitable donation.



Photo by Jaclyn Heck.

a magazine or video review. A direct competitor of the new Ford GT and Ferrari 488, the car has fifty horsepower more than either of them produced by a twin-turbo 4.0 V8 engine that pumps out 710 hp. The new design of the 720S is very different from nearly every other mid-engine supercar on the market because it has no side intakes, giving it a much sleeker and sinuous look. The side engine air intakes from the previous generation have been deleted and replaced by a mostly invisible air channel intake located near the rear windows. McLaren even admits that the new 720S is faster around many tracks than its big brother the P1 (with 903 hp) and yet its opening price of \$288k is over \$150k less than the new Ford GT. Quite an enticing package if you have couple of hundred thousand bucks lying around the house.

There were also some impressive cars in the BMW car corral. When I first saw a Yas Marina Blue BMW M4 pull into the lot with a parachute attached to the rear bumper, I assumed it was just a poseur. A BMW with a parachute to assist with braking, c'mon are you kidding me? Boy, was I wrong! I met its

owner, Jason Slater, whose team at TPG Tuning created the first F82 BMW M4 to hit a nine-second quarter mile pass using an S55 engine. Making a dyno verified 745 horsepower and 801 Nm of torque, it is said to be the fastest BMW M4 in world, and I have no reason to doubt that. Although the engine has been modified internally and the stock turbos have been replaced, the M4 is running all stock bodywork, suspension, transmission, and differential. Indeed, so many stock parts handling an engine with nearly double its original output helps to demonstrate the robust build quality of the M4!

Allegheny Chapter President, George Snyder, handed me the keys to check out his recently delivered Jahre Edition BMW M3. The Jahre is a limited edition run intended to celebrate the thirtieth anniversary of the M3. George's car was painted Macao Blue, a color first seen on the E30 M3 Sport Evo. The interior wore two-tone leather seats in black with blue center sections. There were many carbon fiber accents in the interior and just above the glove box was a placard stating that the car was 1 of 500 produced. The Jahre produces

an extra nineteen horsepower and it wears twenty-inch competition package wheels. I really didn't want to give George the key fob back, but he finally extracted it from my tightly clutched claw.

The big news for next year is that the PVGP will coincide with the BMW CCA's Oktoberfest with Pittsburgh serving as the host city. While nearly 400 BMWs were on display this year, expect over 1000 next year. You can also expect Oktoberfest to include gymkhana, HPDEs, racing, rally drives, T/S/D events, and a concours d'elegance at Point State Park right along the river. The PVGP has named BMW the "marque of the year" for 2018, which means our cars will enjoy special privileges, such as registered vehicles participating in a parade lap. Next year is also the fiftieth anniversary of the iconic BMW 2002, and they hope to set a Guinness world record for the largest ever gathering of 2002s.

There were at least forty members from our chapter in attendance at this

year's PVGP including President Paul Seto, Doug Verner, Tom Baruch, Doug Dolan, Fraser Dachille, Jaclyn Heck, Doug Dowling, Seth Koch, Wayne Watkins, and Kamran Bahktian. There was a special surprise celebration on Saturday night at the Hofbrough House in downtown Pittsburgh for dB contributor, hot shoe, and all-around good guy Steve Tenney in honor of his 70th birthday.

Back to the Penguins – I did in fact see way too much Penguins memorabilia over the course of the weekend, rubbing salt in the wounds inflicted during the playoffs. However, the City of Pittsburgh, the people I met, and especially the volunteers from the Allegheny Chapter are all first-class and make this an event that even the most diehard Capitals fan must attend. With Oktoberfest set to coincide with the 2018 PVGP, mark your calendars for next July and plan to wear your Caps 2018 Stanley Cup winning t-shirts all weekend long! See you next year in Pittsburgh.

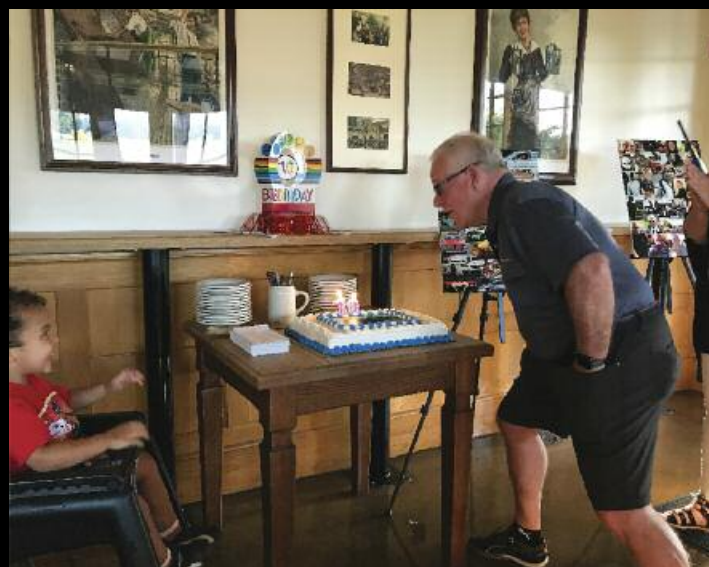
Surprise BIRTHDAY PARTY AT THE PVGP

As a long time BMW fan, Steve Tenney has experienced more than most. His love for the marque and motorsports intersect a lot. So when it was time to head north for Pittsburgh Vintage Grand Prix weekend, he was ready to see some cool cars, watch the races, and catch up with friends and family. What he didn't know was that his daughter, Kristen, wanted to mark this as a milestone weekend to celebrate his 70th birthday. And with social media today, it's pretty difficult to throw a surprise party for someone without them finding out.

Kristen made all the

arrangements at the Hofbrauhaus, a very cool German beer hall in downtown Pittsburgh, and another long-time NCC member, Doug Verner, helped rally the troops. Throughout the day at PVGP, we all said 'Happy Birthday' to Steve and recruited folks behind his back to join us for the evening celebration. Somehow it all worked out as he was pretty surprised when he walked in and saw all his family and friends there to wish him well.

It was an honor to share this big moment with him and his family. So here's to Steve and another 70 years!



Replacing Engine Coolant

By Bill Shaw

Keeping the radiator's coolant topped off in your Bimmer, using the correct type of coolant ("regular" or extended life), knowing the proper coolant to water ratio for your application, and regularly changing the engine coolant, will significantly help prevent the most common cause of engine-related breakdowns: cooling system failure.

Why Replace The Coolant?

The combustion process in an engine creates heat, some of which is expelled through the exhaust system. Whatever heat is not dissipated in this manner remains in the engine. In order to reduce this residual heat so the engine temperature doesn't become too high, engineers devised two types of cooling systems: liquid-cooling and air-cooling.

A radiator is a type of heat exchanger and is designed to transfer heat from the engine, to the coolant that flows through it, to the radiator, and lastly to the air. Coolant flows from the inlet to the outlet through a number of tubes mounted in a parallel arrangement. The fins conduct the heat from the tubes and transfer it to the air flowing through the radiator.

Since cars operate in a wide variety of temperatures – from well below freezing to well over 100 F (38 C) – the fluid used to cool the engine must have a very low freezing point, a high boiling point, and have the capacity to hold a lot of heat.

Water is one of the most effective fluids for holding heat. But water alone is generally not used since it is easily susceptible to freezing. The fluid that most cars use is a mixture of distilled water and ethylene glycol (C₂H₆O₂), also known as antifreeze. By adding ethylene glycol to distilled water, the

boiling and freezing points are improved significantly. The cooling system also uses pressure to further raise the boiling point of the coolant. Just as the boiling temperature of water is higher in a pressure cooker, the boiling temperature of coolant is higher if you pressurize the system.

Antifreeze serves three purposes: It helps to keep the engine from overheating; it keeps the coolant from freezing; and it helps keep cooling system components from corroding. Most manufacturers recommend a coolant mixture of 50% antifreeze and 50% water (preferably distilled water). A 50/50 ratio will protect the system from freezing down to -34 Fahrenheit and boil over to 265 degrees. The boil over point will depend on the pressure rating of the radiation cap. The higher the pressure rating of the radiator cap the higher the boil over temp.

For those wanting an even wider range of temperature variation, higher concentrations of antifreeze can be used to protect the cooling system in extreme conditions. A 70% antifreeze and 30% water solution will protect the cooling system down to -84 degrees and boil over up to 276 degrees. But anything higher than 70/30 should never be used since antifreeze does not carry heat as well as water and higher levels of concentration could create an overheating condition. It should also be noted that antifreeze by itself will freeze at -8 degrees.

Ethylene Glycol does nothing to prevent corrosion in the system. For that reason, corrosion-inhibiting chemicals are added to the antifreeze. In conventional antifreeze, silicates, phosphates and/or borates are used in combinations to form a protective coating on the cooling system surfaces. Eventually heat and other conditions

dissolve these inhibitors. Once these inhibitors are gone, the electrolytic corrosion begins to accelerate very quickly. The electricity flowing through the coolant system can cause pinholes to form in the heater core and/or the radiator. The first thing the electrolysis process will attack are aluminum components of the cooling system such as cylinder heads, intake manifolds, water pumps etc. Proper servicing of the coolant and correct installation of engine grounds can greatly reduce the electrolysis process. Generally speaking, the coolant needs to be replaced about every two years. Postponing this maintenance will actually accelerate the corrosion process rather than inhibit it.

Flushing versus Drain and Fill

As is the case when changing brake and transmission fluids, there is a difference between a "drain and fill" and a complete coolant flush. Most shops do not advocate just draining old antifreeze and then topping off the radiator as the effects of the "new" fluid will quickly lose their effectiveness due to contamination from the "old" fluid.

Using state-of-the-art coolant transfusion machines is best since they are engineered to completely flush old coolant from the radiator, engine block and hoses. A cooling system flush solution is first added to the existing coolant and circulated throughout the entire system for about 20 minutes (the additive essentially removes tough organic deposits that result from oil fouling, grease and glycol oxidation residues). After it has circulated through the entire cooling system, the old antifreeze is then back-flushed. This is the preferred method for replacing the old fluid since it removes scale and debris not

accessible when the coolant flows in the normal direction. As the old antifreeze is forced out of the cooling system, the transfusion machine simultaneously introduces new fluid. Once all the old antifreeze has been replaced, the hoses, radiator cap, drain valve, overflow reservoir, and all connections should be thoroughly inspected for signs of possible deterioration.

Recently, some manufacturers have installed extended life coolant in many of their vehicle cooling systems. This type of coolant contains special additive packages that can extend coolant life up to five years or 100,000 miles. These types of coolants can be used in any vehicle application old or new where long-term protection is desired – if the old coolant is completely flushed out the system before installing the extended life coolant. But when in doubt, give us a call or check with your shop. We don't guess, and you shouldn't either.

Conclusion:

Many shops don't test the coolant unless asked. If you don't remember when you last changed the antifreeze, or if you recently acquired a used car with no maintenance history, then we recommend having the fluid tested with a hydrometer. Hydrometers measure the specific gravity of the coolant, or in layman's terms, tells you how acidic the antifreeze is and if it needs to be replaced. You can stop by virtually any automotive shop to have the coolant tested. This time of year is a good time to check the condition of this vital fluid. If you have any comments or questions, feel free give us a call. If you have any questions about your car, please contact your dealer, independent repair shop or Bill Shaw at Coho Automotive.



“Super Vintage Bowl”

By Carl Ledgister | Photos by Lisa Rickman and Carl Ledgister

In the National Football League, making it to the Super Bowl is a team's culmination of hard work, hard play, and lots of preparation. Similarly, the third weekend in May is my Super Bowl. It consists of a road trip from my home in Jacksonville, FL to Asheville, NC; which kicks off a weekend of BMW nirvana. For me and my Bavarian Motor Works friends, we cannot think of another event that we lust after more than The Vintage.

So how did I get there? Well, I start off by repeating the words “Vintage Prep” at every possible moment: Use the bathroom? Vintage Prep, Brush my teeth? Vintage Prep, etc. As comical as that may be, at some point I actually have to prepare my E28 M5 for the 434-mile trek. Typically, my procrastination gets the best of me and the ensuing last minute shenanigans push the limits of my girlfriend's patience. This year I made a point to start my preparations well in advance. I made a comprehensive

“to-do” list and placed it front and center of my phone to serve as a daily reminder.

First on the list, I needed to replace the radiator. Why does the radiator need to be replaced? Well, my friends, that adventure will have to be explained another time (spoiler alert— the story involves RTV silicone and the most spectacular display of spewing coolant ever!). But, I digress. I ordered a replacement radiator from ECS Tuning and a few days later, installed it with no problems. Since this was the

biggest obstacle keeping the M5 from becoming roadworthy, I was pretty stoked.

The next mission was to baseline the remaining fluids. This was pretty important, as the details of the previous owner's maintenance rituals were sketchy at best (think radiator story).

I added fresh oil, filters, spark plugs, transmission and differential fluids. A drop in K&N air filter from Pelican Parts rounded out the under-the-hood maintenance.

Next up was to adjust the

suspension to carve up the North Carolina backroads. For reference, I also own an E36 M3 that's well sorted, so it's an absolute blast to drive. I wanted to duplicate that performance standard in the M5. The ingredients for that required super sticky tires, lowering the ride height and a plus-up on the standard wheel size. I got a good deal on four Yokohoma Advan Nevoa tires down in Miami and had them wrapped around a freshly polished set of seventeen-inch BBS wheels. I had acquired those from

my favorite automotive marketplace, Craigslist.

My M5 came with Bilstein struts and shocks all around from the previous owner, so I felt pretty good that installing lowering springs wouldn't be an issue. I won a set of AP Sportwerke springs on eBay UK and they were delivered a few days later. This is where the real fun begins.

To recap, I am following my schedule to ensure there are no last-minute hijinks in the Vintage Prep. At this point, I am little less than a week out from the Thursday launch to Asheville - any setbacks could be a game changer. I made a run to the auto-parts store, picked up a set of spring compressors and promptly got to work. I removed the rears springs and shocks with little fanfare. The fronts, after prodigious use of liquid wrench, quickly followed suite. The installation of the new springs went off without a hitch and I was now feeling confident, perhaps even cocky. New wheels-check, new tires-check, nice and low with the proper stance-DOUBLE CHECK! I couldn't contain my excitement, I was jumping around the garage like a kindergartener at recess.



(Opposite page) *The Greatest Show on Earth, the M5 made it to the show. (Above) The optimistic start of it all; the first go round at suspension removal.*

Everything was buttoned up – all I needed was to take the car for a shakedown run to make sure all the parts were getting along as advertised. Provided this went right, I could be done with my Vintage Prep days in advance; unheard of for the self-anointed King of Procrastination.

I hopped in the M5 and headed to the store to drop off all the rented tools. I made it roughly a half mile down the road and realized that I had a new problem; the front struts could not handle the aggressive drop. They were bottoming out on even the slightest undulations in the road. Actually, this was a BIG new problem. Part of the attraction of Vintage is the rally routes. These drives include plenty of twisty, curvy and snaking roads. The M5 would not be able to survive the weekend with blown front struts. To add to the would-be mystery, I began to question whether or not the fronts had been upgraded to the Bilsteins as I had thought. Hmmm...

My initial reaction with four days left to launch was that I could baby the car for the weekend during the Vintage and deal with the issues afterwards. Realistically though, that wasn't going to work. To get to North Carolina you have to drive through South Carolina, a state infamous for spending zero tax dollars on roadway improvements. Ugh.

With work and school commitments consuming nearly every day leading up to the launch, the window for additional wrenching was slim to none – and slim just left the building. This was it. This was the showstopper. How was I going to get out of this one? Backup plan dare you say? Ha! Well... I did have the M3 on the ready, it was poised and willing to make its third Vintage appearance. But alas, the E36 was yesterday's news and wouldn't move the needle like the M5 would. To add insult to injury, my bank account was running very lean after all the prep acquisitions. But I needed new struts and I needed them fast.

There's an old saying that "behind every successful man stands a good woman", well, in this case – "behind every BMW enthusiast with delusions of grandeur stands a good woman". And I had exactly that.

With a quick phone call to ECS Tuning and the game saving assistance from my better half, I had the much needed Bilstein B8s struts inbound. Shipped overnight, they



(Above) *Removing the suspension for the second time after discovering the blown struts.*



(Above) The finished product, the legendary E28 M5 in all its glory. (Below) On the way to slice up North Carolina's back roads with the newly installed suspenders.

arrived Wednesday morning and I got to work. For the second time in five days, I yanked the front suspension apart and pulled the existing strut cartridges out. Surprise, surprise – the struts were softer than a roll of Charmin. I quickly discarded them and inserted the new B8s. Once I got everything tightened up the M5 was ready for a pre-game walk through. I strapped in and started tearing through the streets of Jacksonville (I actually have to send a thank you letter to the city D.O.T., as I was forced to drive quite a bit to find some crappy roads). The M5 swallowed bumps with ease and took corners like it was the #9 train running behind schedule. I thought to myself, what would Darth Vader say? “Impressive young Jedi... most impressive”. With less than

twenty-four hours to launch, I was back in business and the crisis had been averted.

Once again, I snatched victory

from the jaws of defeat. The next morning, we hit the road right on schedule and a few hours later made it to Asheville. We greeted

our friends and promptly kicked off the weekend's festivities. It was Super Bowl time. 🏈





2017 BMW 530i

Glory Days

By James Chew

Premium brands have one thing in common — since their inception they offer timeless products and service. When one shops at Nordstrom's, best in class customer service and products are expected. The use of a Montblanc writing instrument during a meeting sends an immediate message. Rolex and Tag Heuer watches are instantly recognized and often copied. MacBook Airs and the rest of the Apple product line are positively associated with the technical elite and innovation leaders. And when "Disney" is on a product, excellence is expected.

Such was the case for BMW. Using the proven "one-two" punch of outstanding products and service as well as clever sales and marketing, BMW successfully shed its 1980's shallow "yuppie" image to become the benchmark premium performance luxury vehicle leader.



(Top) The new 5 Series evolves its famous timeless design. (Above) The new instrument panel yields a 21st century feel.

It was the E39 that solidified BMW's "The Ultimate Driving Machine" image. It not only made the 5 Series a timeless executive car, its performance prowess became the envy of the entire auto industry. The E39 5 Series was so impressive that Lexus and Acura decided to focus on comparing their sedans to Mercedes, while Audi and the Cadillac V-series design team used the E39 M5 as their benchmark. Today, an E39 with the Sport package is one of the most sought after used vehicles on the market.

For better or worse, each subsequent 5 Series has had to chase the ghost of the E39. Even with a controversial design, the E60 5 Series became the best-selling 5 Series. While the exterior design was polarizing, the chassis and drivetrains were still best in class. I still have fond memories of driving the V-10 powered E60 M5.



(Above) The welcoming cockpit invites the driver to really drive. The inviting rear seating area comfortably accommodates two full-size Americans.

Then something odd happened with the F10 5 Series. BMW decided to move the 5 Series upscale. While the exterior design was in line with what one expects from BMW, the F10 5 shared a chassis with the 7 Series. On top of that, the F10 5 Series featured the now-proven TwinPower Turbocharged four-cylinder engine, the first generation auto-stop (at the time nicknamed "auto-stall"), and the first-generation electronic steering. BMW transformed the 5 Series into a luxury highway cruiser when the market was expecting another E39. Surprisingly, the tried and true formula of developing an M product didn't help the F10's image. The luxury cruiser chassis seemed to be overwhelmed by the M drivetrain. It's not that the F10 5 Series was a bad vehicle. The F10 was a wonderful grand touring sedan that was competing in a sports sedan market.

It sold quite well and gained a loyal following.

But what was disturbing to the BMW faithful was the seemingly indifferent attitude by the BMW AG leadership toward the development of the 5 and the other core BMW products. The BMW AG Board invested massive resources into the development of the Mini brand and the "i" products.

The investments in the core product line left BMW faithful and those in the business world scratching their heads. One can appreciate the X3, X5, and 6 Series. But one must wonder about the business case for the X6, the X4, the 3 GT, the 5 GT, and now the 6 GT. Clearly, SOMEONE at BMW AG is convinced that there is a soaring demand for an SAV alternative, and they are bound and determined to keep developing a non-SAV hatchback product to prove all

the non-believers wrong.

Even more alarming is BMW's demonstrated indifference toward racing, preferring to use their scarce marketing resources toward golf, boating, and Olympic team sponsorships. From my experience, it's extremely difficult to show a positive brand equity and sales impact from racing. But it's nearly impossible to do so from tangential sponsorship activities. One can only conclude that the BMW AG and BMW NA leadership must really enjoy golfing, boating, and the Olympic games more than racing. Rather odd for a company that brands itself as The Ultimate Driving Machine.

There seemed to be a conflict within the BMW AG Board room. Strategically, BMW is investing in advanced powertrains, materials, and new product segments, trying to create the futuristic vision of The

Ultimate Driving Machine. Tactically, it seemed as if the BMW Board believed that the market would buy any BMW product with a double kidney grill, Hofmeister kink, and roundel. Therefore, the key to immediate success was to create a BMW for every purse and purpose.

The famed German business discipline seemed to all but disappear during this massive product line expansion. While the introduction of a new vehicle will generally generate significant incremental revenue and margins, they require sales and marketing resources to maintain a profitable sales level, as well as a parts and service logistics chain to support them properly. Clearly, the lack of success from BMW's product strategy put massive pressure on their margins, resulting in compromised interior designs and a reduction in their once benchmark

new and certified pre-owned warranty and free maintenance programs.

The current situation for BMW NA is not good. The much touted “i” products have all but disappeared from the American BMW dealer showrooms – many of them happy to be rid of that slow selling product. While the new i3 REx is very, very nice, the lack of Tesla-like panache and the Bolt/Volt/Prius practicality, limits its market appeal and brand impact. With the massive model proliferation, there is simply no room at the dealerships for the new i-Performance products. The number of products on display in the modernized and expanded BMW dealer showrooms give the brand and the dealership the appearance and feel of a Big Lots rather than an Apple Store. The lack of a sales increase and market enthusiasm from the freshened 3 Series showed BMW that they simply did not go far enough with that refresh. And there



(Above) The proven TwinPower Turbo four-cylinder engine is powerful, responsive, and thrifty.

are still a few BMW dealers that have an M4 GTS in a corner of their showroom, collecting dust.

The recent Autoextremist column on the state of the BMW brand and products as well as the

corresponding reader emails highlight that the current state of the BMW brand in North America has not gone unnoticed by “car guys” and the “true believers.” Indeed, most have noticed that this slide

started twenty years ago.

Fortunately for BMW, the problem is quite solvable. It all begins with again offering benchmark core products. And the new 2017 G30 5 Series is a very good first step.

The G30 5 Series continues to share the chassis with the 7 Series. Dimensionally, the G30 is close to the E32 7 Series. My first BMW was an E32 7 Series, so I immediately felt comfortable behind the wheel. Since my second and seventh BMWs were E39 5s, I have a unique perspective to assess the 2017 5 series.

The G30's exterior design seems to have recaptured the E39's timeliness design spirit. With outstanding proportions, smooth and pleasing lines, tasteful surface texturing, and the right amount of chrome highlights to showcase the fender gills, the exterior design has the unique combination of athleticism and class. This effect gives the car the feeling of motion, even when it is

(Below) Using appropriate design cues from the new 7 Series, the 5 Series exterior successfully combines performance and luxury cues to produce its timeless design.



standing still. It will look fresh and modern decades from now.

The G30 5 Series interior design is also very nice. BMW has not offered such a no compromise interior design since the E32 7. There's a solid feel the moment you shut the doors. With outstanding materials, benchmark refinement and outstanding ergonomic design, no longer will you have to use the excuse "it's really a sports car" to your non-BMW friends. In fact, if you order the Nappa leather and comfort seating, your passengers may even be more eager to take a road trip in the 2017 5 Series than you.

The first thing one notices when starting the engine is the benchmark refinement. The now proven TwinTurbo Power four-cylinder engine no longer shakes and rattles. Even when standing outside, one notices the quiet smoothness from this engine.

This solid, quiet refinement fosters driver confidence during spirited driving. After reading all the comments about the 2017 5 Series light steering, I make a fried chicken run from my Fredericksburg home to Charlottesville in order to evaluate the vehicle dynamics.

The first thing I noticed was that the G30 5 Series felt lighter than the F10 5 Series. Checking the specifications, I was delighted to see that the

G30 was indeed over 200 pounds lighter than the F10, bucking the new vehicle weight growth trend. The second thing I noticed was that the G30 has the same driving feeling as the 6 Gran Coupe – while it is a large car, it drives as if it's much smaller. Switching between the Comfort and the Sport setting and using the steering wheel paddle shifters to run through the gears of the standard 8-speed automatic transmission, I found the G30 to be a delight to drive. Driver vision is outstanding. The larger graphics in the instrument panel, heads up display, and iDrive screen enhance the already outstanding driver ergonomics. Responsive, agile, and quick, I would not hesitate to drive a G30 5 Series on Laguna Seca, Willow Springs, Road America, and Summit Point tracks. That would be quite fun to do, especially if there was an E39 Sport package on hand for comparison.

Incidentally, even with that spirited – sometimes aggressive – chicken run I achieved twenty-nine miles to the gallon.

I think the handling and steering complaints that I've read about the 2017 5 arise from two things. First are the tires. That BMW is using Goodyear tires as standard equipment is puzzling, though I suspect it's yet another area where the BMW AG bean counters prevailed over the

BMW AG true believers. When I replaced the Goodyear-owned Dunlop run flats on my 135i convertible with Pirellis, the handling and steering feel on my car immediately improved. I suspect that if the G30 used Michelin or Pirelli tires instead of Goodyear, most of the handling and steering complaints would go away. Second is from the lane-departure warning. While most all the semiautonomous driver assist features on today's BMWs are quite helpful, the lane departure prevention feature can be rather annoying. If I owned a 2017 5 Series, that would be one feature that would be permanently switched off.

I do agree that the 2017 5 Series would benefit from having a 3 Series-like Track-Handling Package. But I would appreciate hearing my fellow BMW CCA members' thoughts on the 2017 5 Series handling dynamics. Coincidentally, this is THE featured vehicle in the autocross portion of the current BMW Ultimate Driving Experience Tour.

It's clear that BMW understands that when the G30 is used to carry more than two adults, it most likely will be for a golf outing. The G30 has a massive trunk that easily accommodates five full-size golf bags. If used for family or volunteer duty, the dual folding rear seats instantly provides SUV-like cargo capacity.

The importance of the 5 Series to the business cannot be understated. It has been the second best-selling BMW since its introduction, significantly contributing to BMW's bottom line. The success of the G30 5 Series will determine if BMW AG is able to meet its long-term margin forecast of between 8% to 10%. With the popularity of subsidized short-term leases in this market segment, this is a challenging, yet achievable, goal.

But this all begins by winning back the BMW faithful and the G30 has a good chance of doing so. It isn't a re-born E39; the physics of a larger chassis simply won't allow for that. But it does bring back the feel of those old glory days, urging the driver to create new ones.

The new 2017 BMW 5 Series shows that BMW still knows how to develop an ultimate driving machine. One can hope that the Quandt family realizes BMW's current predicament and takes decisive action to stop this continued march toward mediocrity. Demanding that BMW again make only Ultimate Driving Machines, such as the G30 5, would be a great start.



(Above Left) Yes, five full-size golf bags easily fit in the trunk. (Above Right) The timeless design continues in the rear.



Reading an Autocross Course

By Jaclyn Heck | Photos by Fraser Dachille and Jaclyn Heck

What the cones mean. There are a plethora of cones that you may see on an autocross course on any given day.

To start, there are upright cones and pointer cones. An upright cone is self-explanatory: hit it and get a penalty. A pointer cone is one that, you guessed it, points at what direction you should go. When an upright cone and a pointer cone are grouped together, say a single upright cone with a pointer cone to the right (with the top of the cone facing the upright cone), it means you need to stay to the left of the upright cone. Should the cones be switched, then you need to stay to the right of the upright cone. These types of sets of cones can either be stand alone, or strung together to create a slalom.

Gates are indicated when there are upright cones placed on

either side that you simply drive between. Double gates, when there are two upright cones placed on either side, signal that you will be driving through the gate twice on the course.

Not an official designation, but you may hear some cones referred to as “Throw away cones” – these are cones that should not impact how you drive the course.

Finally, there are cones that will have no job other than to restrict the amount of room on course or to give a general sense of direction in which to move.

Look ahead. Rather than going from cone to cone or gate to gate, it is important to look ahead and be aware of what is coming up next on the course. Doing so allows one to prepare better to properly set up for entry and exit of each corner, creating a smooth line throughout the course, and in



(Top) **Around the outside:** A stunning Long beach Blue M2 passes the cone on the proper side, indicated by the pointer cones. (Above) **Watch Out!:** Even if you intend to go around the cone on the correct side, you still need to make sure you do not hit it.

turn times drop.

Walk-thru. A few things to remember: try to stay to the front of a group, or distance yourself from a group so you are able to clearly see the course in front of you. Walk with someone who has more experience, talk with them, and get their insight on the course. Eventually, you will quickly pick up the new courses, read and understand what each cone or grouping of cones means, and be able to string together the elements of the course together to create the quickest line. Walk it multiple times if possible. Each time you walk it, the more you will memorize the course. Also, take advantage of the novice walks, where one or two instructors will be leading and talking you through the course.

Learn the line. To achieve the best possible run times, and depending on the layout of the course, you will need to determine what areas you must prioritize over others. There is always a compromise between the shortest distance and fastest line. Keep an eye out for the November/December issue for a more detailed breakdown of how to learn the best line for each course.

Remember, each course is different. Walk each course for each autocross. Make sure to get there early so you can walk it as soon as the course is open for walking. Walk it multiple times to help you remember the course while you are driving, try to learn from a more experienced autocrosser, and always remember to look and think ahead to put the course together as smoothly as possible.



(Above) **Know where to go:** Pointer cones direct you what side of a cone you must pass it on – in this photo you must go around on the left hand side.



(Above) **All about perspective:** A sea of cones quickly becomes a gate followed by a pointer cone when you know what to look out for.



(Above) **Orange everywhere:** Looking at the course for the first time can look like someone just dumped a bunch of cones on a parking lot.

Remaining Autocross Events:

10/8 Points Event #7 Regency Furniture Stadium, Waldorf, MD

(Right) **Too Tight:** Get as close as you can, but not so close that you hit the cone!





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A blue 2017 BMW i3 with Range Extender is parked in front of a modern building with large glass windows. The building has signs for BMW Group, BMW, and MINI. The car is parked in a blue-painted parking space with the word "PARKING" visible on the ground. The car's license plate is "A62 HNU" from New Jersey.

2017 BMW i3 WITH RANGE EXTENDER

i3, I see!

By James Chew

It's 110 miles to San Francisco, I have one-quarter charge, a half –full Venti of Starbucks dark roast, its dark and my Dad (who taught me how to drive) is sitting next to me.

We go.

This was NOT how I planned to start this trip. I thought I would have a full charge. Coupled with the 2.4-gallon gas tank and on EcoPro mode, I planned to make it to San Francisco without stopping. Unfortunately, I learned two things about the 2017 i3 the hard way. First, the charging settings can be switched from low to maximum – and for some reason it was set to low. Second, even when the charging is set at maximum, the fully discharged larger-capacity battery (94 amp-hours) can't be fully charged overnight with a Level 1 charger. So I made sure the 2.4-gallon tank was full before starting this trip.

We did make it to San Francisco with only one stop for gas. Requiring only 1.8 gallons, it was a NASCAR-like fuel stop. On the EcoPro setting, a full gas tank yielded a 77-mile range, comfortably getting us to San Francisco. Once there, we quickly located a free Type 2 charging station at a public parking garage. It was a little disheartening that even after charging for close to 2.5 hours, this deeply discharged battery was only at one-third charge. Even with charging from regenerative braking, we would still require four more fuel stops as we traveled back to Sacramento via Silicon Valley.

Later in the day, we're in the middle of the perpetual Silicon Valley 101 traffic jam. I'm using the iDrive features to entertain my father, while watching the digital speedometer slowly change from zero to twelve and back one number at a time. As frustrating as that was for me, I could feel the mounting frustration from the driver to my right. He was driving a new BMW M3.

This charging experience made me appreciate the complimentary fast-charging stations at my hotel. I also appreciated that despite driving an average of forty-five miles for my weekday commute from my hotel to my work location in stop and go traffic, thanks to regenerative braking the battery charge never went below 75%.

After meeting with the i3 marketing team during the 2013 New York Auto Show and meeting with the BMW engineers at the BMW Technology Office USA, it was clear to me that the EV-only 2013 i3 would have very limited appeal. I felt that BMW had used data to convince themselves that the U.S. market would accept the extremely limited range (80 miles). It was not the first time I had seen that data used to justify an EV. I first reviewed this data in 1993, when Chrysler launched an electric Dodge Caravan. Had BMW NA used their knowledge of the American car market, they would have known that American drivers



(Opposite Page) In front of where I first drove the first generation i3. (Above) Northern California has plenty of "pay to plug" charging stations.

want the freedom to travel where they want, when they want. And after the initial wave of electric-only i3s were quickly swept up by the BMW "electronauts" (these are the loyal BMW EV owners who drove the Mini E and the BMW ActiveE), BMW must have learned that lesson. Making the 650 cc-cylinder engine range extender option standard expanded the vehicle's appeal.

For 2017, the new li-ion battery pack (30 kWhr vs. 22 kWhr) significantly increases the i3's electric-only range from 80 miles to 110 miles. On the "Eco Pro" setting (and a fully charged battery) the drive from Sacramento to San Francisco would not have been a problem. Had we had access to a fast-charging system in either San Francisco or Silicon Valley, we would have made it back to Sacramento without having to use any gas.

When approaching the i3, you know you're in for a different experience. Our test vehicle's bold Protonic Blue metallic color highlighted the i3's unique exterior design. However, night is the best time to approach the i3. A pleasing

blue color bathes the i3's interior and various colors highlighting the i3's exterior provide a Disney-like experience.

While small on the outside, the i3 has a surprisingly large interior. The driver and passengers sit upright, making maximum use of the interior. The organic interior design features a flowing dashboard and a cleverly designed instrument panel, the size of an iPad mini, I was

delighted by the intuitive instrument information display and sight lines. Driver visibility was outstanding and rear passengers noted that their vision was quite good. The interior materials complement the design and provide an inviting environment. It won't be the car to take you and three of your adult friends golfing, but is more than fine for the traveling soccer/dance parent duty.

Despite being cited in several



(Above) The front storage area contains a portable charging unit.



(Above) The front showcases a very space-efficient design.

buff book reviews, I did not notice any excessive engine noise. Even though the 650 cc two-cylinder engine was operating during a majority of my Sacramento-to-San Francisco-to-Silicon Valley and back to Sacramento road trip, I noticed a lack of typical engine noise.

From an engineering viewpoint, the i3 is a technological marvel. Designing a car body and chassis using carbon fiber is quite challenging, though is it now common practice with Formula 1 race teams. But adding the passenger vehicle standards for safety and durability adds an additional layer of complexity. The lightweight stiff body, coupled with the responsive motor, suspension, and low center of gravity make the i3 fun to drive.

While BMW has expanded the application of their carbon fiber reinforcement plastic technology to the core of the new 7 Series and to the M-vehicle roofs, this material is still cost prohibitive for wider applications. One would hope that the BMW M Division is experimenting with designs

all carbon fiber reinforced plastic bodies for future M and motorsport vehicles. I suspect such vehicles would be wickedly fun to drive on both the backroads and the track.

The i3's electronic steering technology, as well as the clever electric motor design has transitioned to the rest of the BMW models. The electronic steering design has improved tremendously since it was first introduced in the F30 3 Series. The BMW engineers have finally tuned the steering to feel like a BMW, not a Lexus. When the latest vehicles to have "i" derived power-train were reviewed, the 330e, we were delighted to have a 3 Series that had near M-performance while achieving fuel economy in the high-30s.

Our test vehicle had an MSRP of \$54,000. It's challenging to find a competitive product to the 2017 i3. It's not a true hybrid, such as the Chevrolet Volt and Toyota Prius and it's not a true EV, such as the Tesla Model S, Nissan Leaf, Chevrolet Bolt, or Kia Soul EV. Except for the Tesla Model S, the i3's MSRP is much more than all the



(Above) The rear seating area is quite comfortable for two adults.

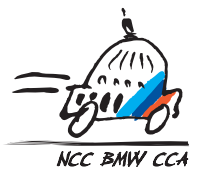
mentioned products. BMW must be hoping that the i3 will find its own market. Frankly, the i3 can be considered the Segway of the EV market.

The BMW faithful need to appreciate that BMW EVs are here to stay. The BMW AG executive management and Board enviously look at the average Tesla transition price and the Tesla stock price. In the Silicon Valley, Tesla has replaced BMW as the preferred car brand for the technology elite. And now that my friend Mark Reuss has successfully led the charge at GM to launch the first practical (238 miles range), affordable (\$36,600) and profitable EV, the Chevy Bolt, EVs are a genie that will not go back in to the bottle.

Even with my self-inflicted charging challenges, I must say that the new i3 was a blast to drive. The larger capacity battery has transformed the i3 from a boutique urban vehicle to a practical family vehicle. It's a car that will allow me to comfortably make my daily commute from Spotsylvania County to Washington, D.C., but also allow me to drive to anywhere in the mid-Atlantic region on a moment's notice. I would not hesitate to drive the i3 from San Francisco to Los Angeles and back. If there are BMW faithful who are seeking a practical alternative-fuel vehicle and are willing to give the i3 a second chance, they won't be disappointed.



NEW MEMBERS



The National Capital Chapter of the BMW CCA now has 5,277 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.



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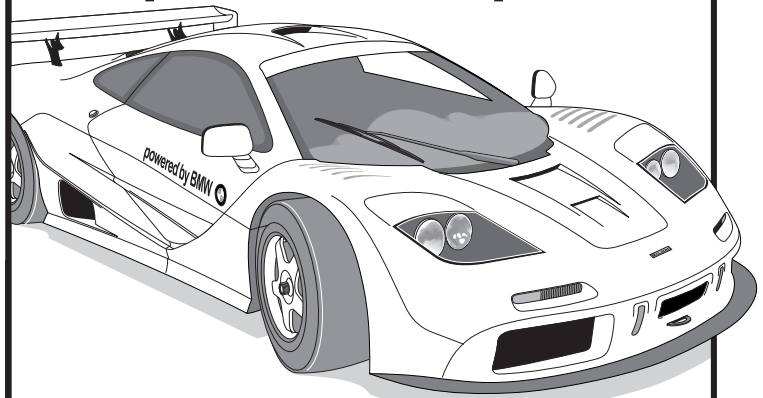
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