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**Cover:** Michael Wah and his very rare E36 M3 Lightweight prepared by Prototype Technology Group. Read the article on page 8. Photo: Tony Lopez

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# derBayerische



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



## President's Message

As I prepare to head to Oktoberfest in New Orleans, our annual CCA celebration of all things BMW, I reminisce over another great year for our chapter. By the end of December, we will have put on 100+ event days for our members. Lots of fantastic autocross, track days, social events, DIYs, and so much more. A special thanks to the volunteers for devoting time to planning and running all the fun stuff; this chapter would be nothing without your enthusiasm and dedication.

But, the fun doesn't stop because the year is ending. BMW of Sterling is inviting all club members to the last BMW CCA Cars & Coffee of 2017 on Saturday, November 4th. Shortly thereafter, one of our most popular events, the Pie Run, returns! Several stops are planned to stock up on holiday goodies and, of course, some great twisty roads for your Ultimate Driving Machine.

Lastly, speaking of the Pie Run, the creators of this famous NCC event, Algie and Angela Livingston, have moved to Texas to begin a new chapter in their lives. They have meant a lot to this club the past decade, hosting our monthly NoVa socials, running various tours to awesome places, and planning our Annual Membership Meeting for many years. While this club serves as a way to bring people together through their cars, it's also a vehicle to build long-lasting relationships. Without CCA/NCC, I would have never met them, but after many years of running this chapter together, they will always be friends and family for life. Especially now that I have someplace to stay for Formula 1!



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Synergy. Working together. It takes a village to run a car club. I realize more and more that no man or woman is an island and we need each other to make things work and to make them work well. This is not unlike the components in our cars. The spark plugs, valves, pistons, connecting rod, crankshaft, the air/fuel mixture working together to make combustion occur. I think that's what we are trying to achieve – ensure that the engine runs smoothly for a great driving experience.

Starting with this edition of the *dB*, Walter and I are going to trade off writing the editorial. You will read two distinct voices in this column. I would like to reiterate that we would very much like to hear our readers' views. Please feel free to send in Letters to the Editors, to [db-editor@nccbmwcca.org](mailto:db-editor@nccbmwcca.org).

At the last Board meeting, one of our members, Chuck Pompei, came up with what we all

thought was a witty title for the editors' column. We must admit, we had gotten inspiration from The Breeze newsletter, Windy City's editors' column. So, here it is, your first glimpse of the *dB* "Steering Column".

It takes many people, energy, resources, and much love to run a car club. At NCC we try very hard to ensure that there is something for everyone – that our programs are well run, that our members feel included and excited to attend events, that the club magazine is engaging, informative and a fun read. A lot goes on behind the scenes.

One of the things we talk about at our monthly meetings is expansion and inclusion. By that I mean including as many of our members as possible in club activities, encouraging members to take active roles, and expanding our reach. To that end, we would like to encourage more contributors to send articles to the club

magazine and expand the range of topics covered. We encourage ladies to come out to DIYs to learn to repair their cars, hence an upcoming Ladies DIY (see the calendar of events for details). We want to hold bigger, better, more inclusive events that draw many members, such as by combining Autocross, HPDE, Social and other club programs into one big wonderful event. By the way, monthly Board Meetings are always open to all club members. Between all the work, we also have a great deal of fun.

Synergy. As in a car engine, all parts need to work together to create forward motion. The board of directors, program heads, committees, and volunteer members work together, tinkering behind the scenes, to make sure the NCC engine runs smoothly so that everybody can have a fun ride.

Anna

## Guidelines for submitting articles to *der Bayerische*

Contributors should send articles, pictures, and captions to [db-editor@nccbmwcca.org](mailto:db-editor@nccbmwcca.org).

The deadline for submissions is the 14th of every other month,  
e.g. September 14, 2017, November 14, 2017, January 14, 2018, March 14, 2018, May 14, 2018, July 14, 2018

### Photo guidelines

a. Pictures should be sent either via Google drive or Dropbox when possible.

i. <https://www.google.com/photos/about/>

ii. <https://www.dropbox.com/>

b. Picture resolution should be at highest resolution setting

c. Portrait pictures are preferred

d. Size guidelines for images and pictures:

1. Full page/cover needs to be at least 1.5MB compressed.

At 72dpi this is 35.9" x 54", and at 300dpi it will be only the size of the page. Actual file size is 28.8MB.

2. Full page horizontal needs to be at least 842KB compressed.

At 72 dpi this is 35.9" x 23.9". Actual file size is 12.8MB.

3. Half page horizontal needs to be at least 360KB compressed.

At 72 dpi that picture would be 18.2" x 12.1". Actual file size is 3.2MB.

### Article/column guidelines

e. Authors to send their article accompanied by high-resolution photos (6-8 per article) and captions for the photos

f. Authors to provide their email address in the article

## HELP WANTED

The National Capital Chapter's Membership committee is seeking volunteers to assist with activities related to attracting, involving and retaining chapter members.

Previous experience in motivating member participation in enthusiast organiza-

tions is a plus, but a positive attitude and a willingness to help are the basic requirements for the position.

If you have a few hours monthly that you are able to dedicate to improving the membership experience for your fellow chapter

members please contact the Membership committee at [membership@nccbmwcca.org](mailto:membership@nccbmwcca.org)

Please let me know if you need anything else.

James

We are currently looking for a volunteer to host our monthly NoVa social. Always held on the first Thursday of every month, the host is responsible for choosing locations for our meets and having fun.

No experience required, although an event planning background

is helpful. This is a great way to help our club and meet your fellow chapter members.

For more information, please contact Paul Seto ([paul.seto@nccbmwcca.org](mailto:paul.seto@nccbmwcca.org))

## September

- 3 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
- 7 10th Annual Vienna Oktoberfest
- 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

- 21 BMW CCA Cars & Coffee, PD Autowerks, Winchester, VA
- 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
- 4 BMWCCA Cars & Coffee @ 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

## Saturday, November 4th



## Cars & Coffee

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## 2018 NCC Officer Nomination Period

Each year, our volunteer-run organization elects the leaders of this great chapter. Every elected position is up for grabs annually: President, Vice-President, Treasurer, and Secretary.

For more information about the officer positions, please see our chapter bylaws.

To run for an elected position, one must be a CCA member in good standing and be nominated during the Nomination Period which runs from Nov 1 to Dec 31. Please submit candidacy statement to our webmaster at [webmaster@nccbmwcca.org](mailto:webmaster@nccbmwcca.org) so it can be posted to our website, [nccbmwcca.org](http://nccbmwcca.org).

Voting will take place online starting Jan 1, 2018 and end during our 2018 Annual Meeting.



## 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](mailto: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



# Lothar Schuettler - Friend of the Club

I am pleased to announce that longtime NCC member Lothar Schuettler has received the latest BMW CCA Friend of the Club Award. Lothar was presented this prestigious and well-deserved award on August 20th at his home in MD in the presence of family and a few close friends.

Throughout the history of the BMW CCA, outstanding individuals have supported The Club in many ways. It is appropriate that this passion, enthusiasm and commitment to The Club be recognized. The BMW CCA recognizes and honors individual club members for outstanding achievements and exceptional dedication through the Recognition Program created two years ago.

It is difficult to define the accomplishments of the member who deserves the Club's highest national tribute. The criteria required to be nominated for this award are:

- Demonstration of outstanding enthusiasm.
- Passion, and dedication to the Club.
- Investment of time, talent and/or energy in the Club.

- Demonstration of continual effort to improve and enhance the Club experience.

I truly believe Lothar checks all of the criteria listed above and fits the descriptions very well. I also know there are other folks that feel the same way. In addition to the numerous "likes" on the Facebook post about the award; here are a few of the comments other club members posted concerning Lothar:

- Darlene Doran - Congratulations Lothar!
- Denise Greppo - Congratulations Lothar!
- Jamie Millhiser - Great person to give it to. Still remember when he gave me a ride in his motorcycle side car when I was 12.
- Brett Sutton - Congratulations.
- Woody Hair - Most deserved. Congratulations Lothar!

Congratulations Lothar, BMW CCA Friend of the Club Award Winner!!!!

Lou Ann Shirk  
BMW CCA North Atlantic RVP



## 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](mailto:membership@nccbmwcca.org) or 240.424.5380.

Information regarding the JTMF or the raffle may be found at [www.themoorehead-foundation.org](http://www.themoorehead-foundation.org) and [www.jtmbmwraffle.com](http://www.jtmbmwraffle.com).



# August DIY at Matt Curry's Craftsman Auto Care

By Marc L. Caden



(Above) DIY regular Mark Shaffer checks the oil level on his 5 Series after completing an oil and filter change.

Last year, when my mother-in-law picked up a nail in the front tire of her Toyota Camry, my wife urged her to get it repaired quickly and conveniently at a nearby national tire chain. I immediately rejected the idea, suggesting instead that she take the car to her regular shop with whom we had built a long-term and trusting relationship. However, as these things often go, my wife prevailed and her mother brought the car down the street to the tire chain, with her final comment being - "c'mon, it's just a tire plug. What could go wrong?"

About three hours later I found out the answer to that question. My frantic mother-in-law called saying the shop was recommending almost \$3,000 in repairs. Instead of simply plugging the tire, the shop suggested replacing all four tires and buying a lifetime alignment plan at a cost of nearly \$800. They also noted a coolant leak and, therefore, suggested replacing the entire cooling system for about \$2,000.

When I showed up at the shop, the manager claimed the coolant leak

was no longer active and could not be reproduced. And, my inspection of the tires using a penny to judge the tread depth revealed at least another 10,000 miles. However, just to confirm my own amateur assessment, the next day, we brought the car to my mother-in-law's regular mechanic, who deemed it healthy. He recommended no further repairs other than simply plugging the flat tire. In the journey of life, we sometimes depend on others for certain tasks and this experience brought home the significance of having people that you can trust and rely on.

This notion provides the perfect segue to our August DIY at Matt Curry's Craftsman Auto Care located in Alexandria, Virginia. Matt Curry is a name you can trust. He is a true car enthusiast and runs a family business fully devoted to quality car service and repair. If his name sounds familiar, that is because Matt previously owned and operated the well-regarded Curry's Auto Service from 1998-2013. Under his leadership, he grew that business from one original shop in Gainesville to ten locations in the greater metropolitan area. However, after selling the Curry's chain of shops and trying his hand at retirement, it turns out that retirement just didn't suit him.

Enter his new business, Matt Curry's Craftsman Auto Care, the site of our most recent club DIY. Matt has gathered the same cast of trusted technicians that he has relied on for many years, that include Drew, Chris, and Ben. This is a true family run business and Matt's wife Judy, son, and daughter (when home from school) all work on site. The facility employs four ASC master technicians, has seven work bays, and uses the very latest





(Left) Terence Seawright changing the brake fluid on his 2012 328i.

ing, or good old face-to-face conversations. They provide a free shuttle service to Metro and offer a five percent discount on parts for BMW club members. Craftsman Auto Care also sponsors a Saturday morning Cars and Coffee event every three months and you can register your car for free using their website ([www.craftsmanautocare.com](http://www.craftsmanautocare.com)).

This was our first ever DIY held on a Sunday and we appreciate Craftsman Auto Care opening their doors just for the event. *dB* co-Editor Anna Maripuu got into the act by flushing the brake fluid on her 2013 135is. Eddie Henry replaced the transmission fluid on his 2004 Z4 Roadster. Chapter President Paul Seto flushed the brake fluid on his E90 3 Series. Doug Verner replaced the oil and filter on his 2008 BMW M3. Mark Shaffer did an oil change and fixed

a front control arm link on his E39 5 series. John Francis flushed his brake fluid and replaced the differential oil on his 2000 M5. And many thanks go to my friend and "helper" Ty Joseph, who ensured I was able to replace (on time) the pads and rotors on my 2007 Z4 M Coupe.

The DIY committee provided a nice pizza lunch for all attendees. DIY coordinators Phillip Cummings and Chris Wooten closely monitored our projects to make sure everyone completed their jobs in the time allotted. Many thanks go out to Matt Curry and the crew at Craftsman Auto Care for hosting this DIY event and making it such a great success!



(Left) Our Chapter President Paul Seto leads by example - flushing the brake fluid on his 3 Series. (Below) Every DIY event includes a nice lunch - Terrence Seawright, Doug Verner, and Mark Shaffer take a break from their projects to enjoy some pizza.

machines for alignment, tire balancing, and air conditioning. They do everything from routine maintenance and completing state inspections to prepping cars for serious track day enthusiasts.

Matt Curry explained that they strive to be fair, honest, and provide the customer with the best possible

experience. To that end, Craftsman Auto Care offers some innovative services such as emailing you digital pictures to show more clearly what is wrong with your car so that you can make an informed decision. They will correspond with you in whatever manner you prefer - by phone, text, email, video conferenc-







# E36 M3

## LIGHTWEIGHT

By Michael Wah | Photos by Tony Lopez

**P**rototype Technology Group (PTG) and the E36 M3 Lightweight (LTW) are two names that incite passion by BMW Motorsport fans.

During one of my daily BMW CCA classified ad searches I saw both acronyms used in a for-sale ad and I knew right away the car being advertised was not your typical LTW. With only 126-ish ever made, LTW's don't come up for sale often. When they do the letters 'LTW' are never followed by 'PTG modified'. I knew this was a special car and I needed to act fast.

Luckily the ad had been placed about an hour prior to me spotting it, by the seller, Loch Anderson of Bellevue, WA. The ad was brief so my first question was, what exactly was a PTG LTW? I was about to find out.

In 1995, Arthur Coia of Rhode Island, wanted to build an M3 GT car so he called the best in the business, Tom Milner, head of PTG. The discussion turned to the use of an LTW chassis as the best starting point for such a car. Arthur found one in Maryland, not far from Tom's

shop, and had it shipped immediately.

At the heart of this money-no-object build was the motor. Arthur and Tommy decided to pull the hand-picked U.S.-spec S50b30 in favor of a Euro-spec S50b30. The motor specs were not made public in the for-sale ad but Tom's mechanics had managed to produce 365 BHP on pump gas.

The motor breathes via a custom CF airbox and a competitive custom-made euro exhaust. The car was fitted with a 6-speed transmission and a rebuilt differential. A monoball Group A suspension was installed as were AP racing 4 pot calipers front and



(Top) Euro clear turn signals along with functioning brake ducts and the original LTW adjustable front splitter. (Below left) AR Racing 4-Pot Calipers and 14" rotors behind 18" x 9" Apex EC-7 wheels wrapped in Michelin Sport 245's.

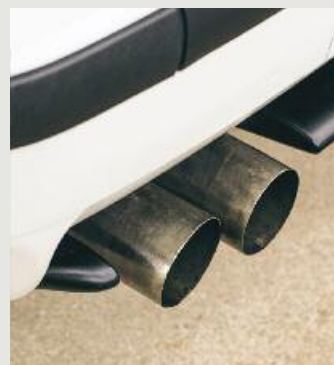
rear. 14" rotors up front and 12" rotors in the rear. 18" BBS RS II wheels were sourced.

A CF hood, trunk and wing

were fit, likely borrowed directly from one of Tom's race-car-parts stash.

Moving to the interior, MOMO racing seats and steering wheel were sourced and a PI System 2 instrument cluster was installed. The PI System cluster looks like something Tom borrowed from one of his championship winning GT race cars.

The car took six months to build and when all said and done, the result was a 2720 lb car (without driver) with 365 BHP which would stop as well as it could get up and





go. The PTG LTW car was born.

Arthur drove the car sparingly after the build as he had other cars in his collection to look after, including a Ferrari F40. In October, 1998 he hired Tom to help him sell the car. Loch Anderson would be the one to purchase the car in November 1998 and he had it shipped to his home in Bellevue where it would reside for nineteen years. The car would see about 3000 miles during Loch's ownership, roughly 2500 of those miles being on the race track as Loch used the car for HPDE events throughout the northwest region.

After learning of the car's history we quickly agreed to a price and made a deal? Not so fast. This wasn't just any other car and Loch didn't really want to sell it. He felt like he had to sell after having been diagnosed with stage IV cancer.

For Loch the sale of the car was not about the money. Having owned and operated a successful commercial contracting business in Seattle he was doing fine financially. It was about finding the right caretaker for the car and Loch wanted to hand-pick the car's next owner. After discussing my plans



(Above) Comfortable at the track or in the street the LTW finds time to rest while in the paddock.

for the car and showing him pictures of my modest car collection, Loch said he felt I would make a good owner of his LTW, which he lovingly referred to as 'White Lightning'.

Normally this would be the time I would wire the funds and call my shipping broker, right? But I had a better idea. Why not fly out to Seattle and trailer the car its next home? Not only did I want to meet

Loch, frankly, I didn't want to wait another three to four weeks and worry about the car for every mile it traveled as it was shipped across the country.

My 2800 mile journey behind the wheel of a 26 ft diesel truck with the LTW in tow is a story for another day. However, once it had reached its destination, the car was sent into the capable hands of Road Racing Technologies (RRT) in Sterling VA.

With the help of Wayne, we

came up with a game plan to modernize the car. What would Tom do if he were to build the car now? Most of our focus was spent updating the suspension and chassis and giving the car a fresh look with a set of new Apex EC7 wheels.

Once back in my garage the car went to Brett and Tiffany of All American Paint Protection in Rockville MD for a complete detailing. Brett and Tiffany have detailed many cars for me, and always produced amazing results. When it came to the LTW, I knew they were up to the task of making her look better than new.

After a full paint correction, trim restoration, the installation of the trademark LTW Motorsport flags and many coats of Ceramic Pro's finest paint protection, the car was ready. Whether it's at an HPDE event, at a car show, or cruising around town, the PTG LTW is up to the task.

A true Street/GT car indeed.



(Clockwise from left) Momo seats and steering wheel and 6-speed transmission along with the LTW's original CF interior goodies. Closeup of the PI System 2 instrument cluster keeping track of the car's pertinent data except for fuel. Euro S50b30 producing 365 bhp with modified strut tower bar to clear its custom CF airbox.



# RACING IN AUGUST but not in the Rain\*

By Walter Jones



*\*The Art of Racing in the Rain, Garth Stein*

**D**o I wake up in the morning to the smell of gasoline and burning brake pads? I am back. Well, it started a little earlier. First, to the West Coast.

It began with the California Automobile Museum in Sacramento. The museum was just as James Chew had described. A wide variety of cars. Mostly early American. The only foreign brand was Linda Ronstadt's '82 911, parked nose to tail with Jerry Brown's '72 Pontiac. It was a start.

Then to Danville and the Blackhawk Museum. Not exactly what I envisioned. Once again early American. It was a trifecta: car museum, African Art, Cowboys and Indian. On the first floor were mid-century American autos; also on the first floor there was a small room with (mostly) African sculpture (not sure how this meshes with a car

museum; and on the second floor there was a diorama of cowboys and Indians. Must be the interests of the owners.

Then the fun began. I went to Laguna Seca to see the vintage races. Friday was Legends of the

Autobahn sponsored by Michelin. Then Saturday and Sunday was Festorics at the Mazda Laguna Raceway sponsored by Michelin and Rolex. What a lot of fun. I fell in love with the 1954 BMW 501. I probably cannot afford one, but that is the

stuff of which dreams are made.

Friday was "Legends of the Autobahn," where cars were displayed. Many of these ran the next two days. I walked many miles to see all of them. Then the actual race, titled 'Festorics' was held on Saturday and Sunday. The name speaks for itself. Once again, I walked many miles to see cars in the various turns. BMW had a front row seat and hospitality area at turn five. I only saw two people that I knew, Steven Schlossman and Mike Renner, though Steven said there were 470 registered from the CCA and twenty or so walk-ons.

Then to the East Coast.

I started with The Car Corral in Baltimore. These are working cars, from touring to racing. All in working condition with battery minders.

Then on to the Virginia International Raceway in Alton,



(Above) M School Raffle winner Jim York; provided by BMW Performance Center.





(Above) Festorics with BMW leading the pack Zoom, Zoom. (Right) Team RLL: Bill Auberlen and Alexander Sims in Car 25, and John Edwards and Martin Tomczyk in Car 24. (Below right) Linda Ronstadt's '82 '911 and Jerry Brown's '72 Pontiac.



Virginia. Again, I did a walk-a-thon to see everything. This event is called the Michelin GR Challenge.

Here I met up with many members of the NCC, including our president Paul Seto.

The real treat for us was to go to the BMW RLL pit just before the race started. Team RLL was in full gear and ready to go. There were two BMW RLL teams, Bill Auberlen and Alexander Sims in Car 25, and John Edwards and Martin Tomczyk in Car 24.

The two BMW RLL teams started well, and were in positions one and three during the early part of the race. Then Car 24 had a power-steering failure. It required five minutes to repair (think about that the next time you are waiting for service) and it put the team ten laps out. They finished, but not in the money. Car 25 had a problem with tires. It turns out to have been a nail. But it took two pit stops to figure out and solve the problem, at which point this team was out of the money as well (finishing in fourth place).

The most interesting happening was to watch the Ferrari leave the track at turn four. It was not







pushed out, just over-exuberant. But it made it back on track to finish in twelfth place. This was a pretty good recovery I think.

There were many marques present: Lamborghini, Ferrari, BMW, Porsche, Mercedes, Lexus, Audi, Acura: all the usual suspects. It made

for a great couple of weeks.

Wait a year, then repeat. I think I will skip the museums the next time around.

(Above) Andretti Turn at the Laguna-Seca Raceway.

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# CCA Club Racing

Mike Saul driving #017 Spec E36  
at Summit Point July 23, 2017.

By Michael Saul | Photos by eTech Photo

*Mike Saul driving #017 Spec E36  
at Summit Point July 23, 2017.*

**By Michael Saul | Photos by eTech Photo**

**On July 22-23, 2017, I participated in my first ever BMW CCA Club Race at Summit Point Motorsports Park.**

Although this event was sponsored by the New Jersey Chapter, several other NCC Club Racers attended, including Dennis Pippy, Jeff Quesenberry, Peter Kerekgyarto and Patrick Harris.

Over the past five years, I have transitioned from HPDE student to Instructor to Club Racer and I wanted to share my experience with others who may be interested in following a similar path. Along the way, I have received tremendous instruction and support from fellow club members and built rewarding friendships.

My HPDE addiction began in 2002 after I bought my first new car, a VW GTI. At the time my budget only allowed participating in one or two events a year, but I was hooked after my first "Friday at the Track" at Summit Point. NCC Instructor Kirk Shell was one of my earliest instructors, and he was very encouraging while tactfully showing me that I had much to learn! I continued to make improvements in my driving over the

next few years, and expanded my horizons by visiting VIR a few times by 2006. In 2007, I introduced my fiancée, Anne, to HPDE, when she did her first NCC Highway Safety School in her R50 MINI Cooper.

Due to some higher priorities, I put HPDE on hold in 2008 but kept the motorsports passion alive by joining a competitive arrive-and-drive karting league at Allsports Grand Prix, organized by NCC Karting Coordinator Steve Tenney. Anne (now wife) and I did A LOT of karting and we had a blast while building car control skills and learning "racecraft" in a competitive but lower cost/lower risk environment.

Fast forward to 2013 ...after the birth of our daughter Lily, Anne and I needed some couples time. Since we had both progressed pretty well in karting, we decided to get back into HPDE! We started participating in five to six events a year and finally bought our first BMW, an E36 M3 sedan owned by former NCC

Instructor Klaus Hirtes. I remember one instructor asking me if my long-term plans included Club Racing. At the time, I didn't know anything about club racing, and was content to continue having fun and improving my driving ability through the HPDE "ladder".

In 2014, I was invited to enter the NCC Instructor Academy. I wasn't sure if I would enjoy being in the right-hand seat, but I knew that this was an opportunity to take my driving to a higher level, so I was eager to give it a try. The NCC HPDE and Instructor Academy programs include a key component not found at events with most other clubs: skidpad. We are fortunate that Summit Point has multiple dedicated skidpads that can be used to develop car control skills in a low-speed, low-grip environment. Early on, I struggled greatly with mastering the skills needed to be successful on the skidpad. It took me two years (six HPDE weekends) to finally become profi-

cient. But (spoiler alert!) these skills literally saved my butt during my first ever race! At the end of 2015, I graduated from the Instructor Academy.

In 2016 I began by instructing skidpad, which I found very rewarding because I was able to teach what had been so difficult for me to learn. I could see some students experiencing similar challenges to those I had recently overcome, and felt that I helped speed the learning process for them by relating my techniques in ways they could understand. Moving to in-car instruction later in 2016 was challenging and exciting, and I realized that I truly did enjoy teaching, especially people new to the sport. It felt rewarding to be able to give back to the Club, like others had done for me in my early years.

Realizing that teaching others had also resulted in having more fun at the track while at the same time improving my own driving, I started thinking about how I could continue to develop. Several instructors

encouraged me to attend a BMW CCA Club Race school.

In April 2017, I attended BMW CCA Club Race school at VIR. One of the biggest benefits of BMW CCA Club Race school is that you do not need to have a fully race prepared car with a roll cage to participate. Your HPDE prepared car is perfectly suitable. Since I do not own a fully caged race car (nor a vehicle capable of towing a race car), I entered the weekend with the intent of having fun and learning some new tools that I could utilize to help make me a better instructor and driver.

If you think HPDE is addicting, Race School is a whole new level of WOW! For me it brought back the thrill of kart racing, magnified by at least ten times. After three-wide exercises, passing without point-bys, practice starts in a field of forty cars, and a simulated race, I finished the weekend scheming about how I would get into Club Racing! Knowing there was a Club Race weekend at Summit Point in July, I needed to figure out how to get a race prepared car and get it to the track, while staying within some semblance of a reasonable budget. No matter how you slice it, racing is certainly not the most affordable hobby!

Here is where I became amazed by the generosity of folks in the Club Racing community. I was able to leverage a connection I made with fellow NCC Instructor and Club Racer Jeff Quesenberry, who won the 2016 Spec E36 class championship in BMW CCA. Jeff had purchased a second race car in a higher class (I-Prepared) but still held on to his Spec E36. For those not familiar with class designations, Spec E36 has strict limits on what modifications may be performed to a non-M E36 chassis car, and all cars run the exact same tires and suspension setup in an effort to keep costs down. By contrast, I-Prepared (IP) allows (among others) E36 M3s with some engine and suspension mods, wider tires, plus aero (wings). Jeff graciously agreed to let me use his #017 1992 325is Spec E36 and help me transport it to and from the track using his truck and trailer. I agreed to pay for the car's annual inspection, a set of tires, brakes, and gas and (hopefully not) any damage.

One of the things you learn in race school is that to be successful, developing and executing a good plan matters as much if not more than having excellent driving ability. Competing at my home track for my

first event definitely helped with the planning piece. I was happy with my pace in the Saturday morning warm-up session, and confident in my ability to navigate in a field of forty plus cars. My lap times were pretty equally matched by the three other Spec E36 drivers in my class. Qualifying on Saturday was delayed due to heavy rain and a tornado warning. We switched to rain tires and driving conservatively, I qualified fourth in my class and fortieth out of forty-four cars overall. Not quite what I knew I was capable of, but I kept myself out of trouble in order to race the rest of the weekend.

Based on track conditions, my first-ever race on Saturday afternoon was going to be a trial by fire. The track started out mostly dry, but there were puddles in the typical spots for those familiar with Summit Point. On Lap 1, I made what in hindsight was probably an ill-advised passing maneuver on the inside entering the Turn 10 braking zone, driving right through a big puddle, resulting in ABS engagement and ending up with my inside wheels on the wet curbing. But I was able to make it stick and gained two positions in class.

On Lap 2, with two class com-

petitors directly behind me, we entered Turn 1 with the flag station showing a debris flag. It was difficult to see, but some mud had been brought onto the track by leading cars. Accelerating through Turn 2, upon hitting the mud, my back tires got loose but I was able to make a quick correction and continue on my way. (Skidpad For The Win!!) In my rearview mirror, I could see a class competitor hit the same mud and have a larger slide, from which he was unsuccessful in recovering and he unfortunately ended up hitting the tire wall on the inside of Turn 2, ending his weekend.

It started raining around Lap 6 and I kept the car on the pavement and ended up finishing second place in class, and thirtieth overall. I was happy to have come out of that race unscathed, and thankful for the skidpad training I had completed.

Sunday brought more favorable weather and a chance to put the dry "sticker" tires back on. Sunday's races were equally exciting, but thankfully with less drama. In the first race I started second in class and thirty-sixth overall, finishing first in class and twenty-eighth overall after the leading Spec E36 car had an off-track excursion in Turn 1.

Jeff Quesenberry (#8 I-P) works through the field after starting at the back for Saturday's race.







Over 40 cars took the green flag for BMW CCA Club Races July 22-23 at Summit Point.

In the second race, I once again started second in class and thirty-second overall, and had a great battle with another Spec E36 Rookie, Jeff Breiner from the Tarheel Chapter. After our class leader again went off in Turn 1, I took the lead and held on all the way to the checkered flag, finishing first in class and thirty-first overall. I just missed setting the fastest lap in Spec E36 for the weekend, but by keeping my nose clean, I was able to come out on top.

For winning the Spec E36 class overall, I received a cool engraved

cocktail glass and a \$100 Toyo Tires credit towards the purchase of my next set of tires. But more importantly, I had more fun than ever at the track, combined with the satisfaction of representing the NCC and utilizing all the skills I have developed through my years of involvement with the club. Sharing the track and paddock with the great group of Club Racers was also a big part of what made it so enjoyable.

Now that I've gotten a taste of Club Racing, I definitely have the desire to continue. But I'll need to

once again develop a plan and budget for my own race car, truck and trailer. It may not happen in the near future, but eventually I'll complete enough races to graduate from my Rookie license to a full Competition license.

I highly recommend that all experienced HPDE drivers and instructors attend a BMW CCA Club Race school, even if you don't know whether you're serious about racing. It definitely takes time and a financial commitment to go racing, but know that there are lots of folks in the club

who are available and willing to help you make it happen.

I would like to thank Jeff Quesenberry, Brian Hair at OG Racing, my mechanics and fellow NCC Instructors Bobby Getz and Tommy Ivic, as well as the rest of the NCC Instructor Corps for helping me reach this level in my driver development.

Hope to see you at the track!

Mike Saul leads Jeff Breiner through Turn 10 en route to class victory in Spec E36.





(Above) **Stay close:** Some cones you want to be right up next to, and think about them as the point you want the car to rotate around.

# Learning the Line *for a Faster Time*

Text and photos by Jaclyn Heck | Images by Fraser Dachille

If you're reading this article, I assume you are extremely interested in autocross...or just here for the photographs. Possibly a little of both.

This article will not be about what the different cones in an autocross course mean. It will not be covering what Pointer Cones mean and how they are different from a Double Gate. (Both of these were discussed in the prior September/October issue.) Instead, it will be focusing on how to look at a course when trying to shave time from runs.

**There are no cones on the course.** The cones set the limits of the course, but no cone is ever on the course. In other words, the cones are only used to build and denote the course, and should not be used as set targets while driving a course. Remind yourself of this when walking the course and while driving. The key to a faster time will be placing the car as close as possible to the cones that matter, and ignoring the rest.

**Not all corners are created equal.** Sacrificing some corners for the benefit of others will be necessary. Some corners set one up for a long straight; make sure to exit that corner as fast as possible. As a general rule, slow in and fast out is a good mantra to repeat. Enter the corner "slow" so that the front tires have grip (see my article in the May/June issue of the *dB*), get the car rotated in the corner,

and set the car up so that it is pointed as straight as possible, as soon as possible, after the corner. Keep in mind that straight does not necessarily mean parallel to the wall of cones beside the car, but straight for the line needed based on the cones ahead.

Keep your priorities in mind. Some cones are more important than others. Just as all corners are not equal, not all cones are created equal (except when it comes to the time penalty).

Some cones on the course will be a "throw away," unless you are severely off the line, you will be nowhere near these cones.

Some cones may be pinch points, forcing a tighter turn than you would like. In contrast to pinch cones, there will be cones that will become targets, meaning you will want to turn around that particular cone.

Looking at the images, the "slow" line went tight on every cone that was on the inside of the corner. The distance may be shorter, but the speed that a car could carry would be much, much lower. The faster line takes advantage of a number of things. First is prioritizing cones: there are some cones to be close to, and others that do not matter. Second, the faster line is also using the entire

course — pushing out past the imaginary line between two walls of cones. Remember, there are no cones on a course, and any space not filled with



(Above) **Get the Car Set Up for the Turn:** Some cones are the cone you want to turn on, get the car turning early so you can get the car up next to that cone after some rotation has already happened.



cones may give you a place to put the car. Finally, the faster line is keeping the car straight (again, straight, not necessarily parallel) for as long as possible. No matter what car you are driving, the car will be faster if traveling in a straight line. (Do keep in mind that whatever extra speed is being carried will need to be scrubbed off at some point to avoid hitting cones and going off course.)

**Think ahead and try to connect corners.** If you ever ask a committee member or instructor to jump in your car, they will say to look ahead at some point during their conversation. Listen to them. Look ahead. Think about what is coming at you, and do it as much as possible during the course walk. Try to think about what parts of the course can be connected together, and what parts of the course will simply be slow no matter how it is attacked. While walking the course, think about where and how elements can be strung together. Do not drive 'point to point' or 'cone to cone'; instead, try to find the areas where multiple elements of the course can be connected. Keep in mind during the course walk that one corner could be a long sweeper comprised

of many cones (on both sides of your car).

Keep your eye up, looking as far through the course as possible when driving. Each driver gets at least four (4) runs at our events – with each run, try to think further and further ahead on the course. With more forward vision, your times should begin to fall (and hopefully no cones follow suit).

*(Top right) **Avoid the Obstacles,** Whatever they are: It may be a wall of cones, it may be an off road excursion, but there will be parts of the course that you **DO NOT** want to travel out to.*

*(Right) **Close Shave:** The cones that matter, you want to be as close as possible to them.*

*(Below) **Aim for the Edge of the Cone:** You do not want to hit the cone, but some cones you want to put that front tire right on the edge of the base.*



# Performance Racing

By John Behe

I have made my living in the performance aftermarket and in racing for the past forty-six years. I have been fortunate enough to work with many knowledgeable and talented people. Along with all these great experiences and learning opportunities there have been failures. I regard failure as an integral part of the learning process. If you're not failing, you're not trying. I've made it a point though to exclude my customers from that process. It's always best to thoroughly test and verify any modification or product before unleashing it on the public. I'll explain this later. Suffice it to say that this concept is the exception rather than the rule in the performance aftermarket.

I was relaxing one evening back in 2002, watching the TV with my wife. A commercial came on introducing the new Mini. It was love at first sight. I turned to my wife and said, "I have to get one of those!" I had been a lifelong Mini enthusiast and something about this new retro model from BMW pushed all the right buttons. Within a month I had my Mini.

The Mini for BMW was an instant success. Considered a Lifestyle vehicle, there was instantly

a huge enthusiast base eager to buy trinkets and doodads to personalize their car. I began developing performance calibrations for these cars. As it turned out, this was a daunting undertaking because the Mini had one of the most complex engine management systems ever used on a production car. I spent six months and more money than I like to think about on this project. I had help from several computer pros and eventually I had a good tune that I was ready to try. For this purpose, I enlisted the help of some of my Mini friends to act as test subjects. These individuals were all engineers and they were to keep a log, monitor all aspects of operation for the next six months, and report any issues and make any comments or recommendations.

After a successful test period and some revisions, I began offering this to the Mini community. I tuned a lot of Minis. This led to a lot of other projects as well as projects for vendors across the U.S. And this brings me to the reason for this little story. In 2006, I developed a performance package for the Cooper S that increased the output considerably and way above anything available from the factory. I built eight of these cars for various customers

and friends. The package included a CNC'd cylinder head, up-rated fuel system, proprietary intercooler, proprietary exhaust, and custom calibration. These cars were all completed by the end of 2006. Most of the cars had 15K to 25K miles on them at the time.

It's 2017. Eleven years have passed and these cars are all still out there making their owners happy. Many have over 200K miles on the odometer with zero mechanical issues other than routine maintenance items. This is the record of which I am most proud.

I can't take all the credit for this success story. I started out with a great platform. This is indicative of BMW and the other German marques. Unmatched engineering. In the beginning of the process there were many suggestions to replace internal engine components. Others actually took that route. After I did all my research, I came to the conclusion that there were no better engine components available than what BMW had used.

Now this is not to say that if I had left these cars alone they wouldn't have had similar reliability. What I'm saying is that I increased the output by more than twenty five percent but did so in a way that did

not detract from the ownership experience. No other vendor had anywhere near this level of success.

What does this all mean? Well, when I began this long journey I had the notion that it was going to be a marathon not a sprint. To be successful in this business or any business for that matter, the products and services that are offered must have the best interest of the customer as the priority. This happy ending was the result of a lot of hard work and research. The R&D for these components was time consuming and expensive but well worth it in the end.

I use the experience of all my wins and losses on a daily basis. I receive phone calls and emails every day from enthusiasts wanting more power or to go faster or lower lap times or figure out what doodad to buy. For a project to be successful, goals need to be established and understood at the outset. I help my customers navigate through the sea of products and ideas so that they achieve their goals without wasting money or turning their pride and joy into a nightmare. We all want our ride to be a dream come true.

2018 Mini John Cooper Works concept. Photo by BMW AG.





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# IMSA GT Races at Virginia Inte



By Steve Tenney

**T**he International Motor Sports Association (IMSA) Weathertech Sportscar Championship at VIR for 2017 gave us one of those “Chamber of Commerce” weekends for which we wish.

Last year the race weekend brought very high temperatures, as well as the high humidity to go along with the heat, and a deluge of a thunderstorm to make life interesting. We had another perfect weekend at Sebring in 2017. If we ever wanted

to find a weekend with perfect weather this was the one. It was a great weekend to be outside in southern Virginia.

Just as it has been for the last few years, the IMSA VIR race does not include the Prototype sports

cars; it is a GT only race. This gives the GT cars the opportunity to lead the way without the faster Prototypes coming from behind in their own separate race. The Weathertech season for 2017 began with BMW Team RLL somewhat down on power due

to an unfavorable Balance of Performance (BoP). IMSA tries to equalize performance of the different cars in the series by adjusting engine output power and even the size of the fuel filler pipe to the fuel tank. When none of the cars were



# International Raceway (VIR) 2017



turbocharged engine power was adjusted via the size of the engine air intake. Now with many of the cars turbocharged and power controlled via computer based engine management systems, a boost map is dictated by the BoP to map horsepower over the usable RPM. The BMW M6 GTLM cars got a boost in power for the Circuit of the Americas (COTA) race.

While BMW Team RLL did not win at COTA they did have their best

result to that point and put both cars on the podium in second and third. So with promising results, moving on to Watkins Glen, BMW Team RLL got its first win of the season for the #25 car of Bill Auberlen and Alexander Sims. To follow up the win at the Glen, BMW Team RLL did

(Top) The #25 Team BMW RLL M6 GTLM. (Right) Martin Tomczyk, John Edwards, Alexander Sims, Bill Auberlen and Alex Schmuck.







(Above) Turner Motorsport M6 GTD.

one better at the Canadian Tire Motorsports Park and finished one – two with Sims and Auberlen in the #25 car taking the win and Martin Tomczyk and John Edwards in second in car #24. For the race at Lime Rock Park, IMSA took some power away from the Bimmers, moving the BoP back. However, they did not take it back as far as it had been previously, so there was still hope that the M6 GTLM cars would be competitive. Lime Rock is a very short track and perhaps doesn't suit the M6 so well, but the results found the #24 BMW in fourth and the #25 in eighth. From Lime Rock in Connecticut, to Road America in Wisconsin, the series moved from the shortest track to the longest track in the series. The results for the BMWs were not so great at Road America but the #25 car with Alexander Sims did provide the fastest lap of the race in GTLM while finishing in sixth place. So on to VIR.

In the GT Daytona (GTD) class we have the Turner Motorsport M6 GTD #96 car that has participated in all of the races of the season.

GTD is based primarily on the GT3 specification for GT cars as



(Above) Don Salama, Jesse Krohn & Jens Klingmann.

established by the FIA and raced throughout the world. IMSA has made their own adjustments to the BoP, the field is very diverse and competitive with cars from Acura, Lexus, Porsche, Lamborghini, Ferrari and Mercedes. It's been somewhat of an up and down season for the Turner team, but they have shown their typically consistent never-give-up attitude and found themselves third in the team standings going into the VIR weekend. Consistent finishes early in the season are beginning to pay off now that Will Turner has brought in Jesse Krohn (FIN) and Jens Klingman (GER) as his two drivers.

I asked Will Turner and Don Salama if GTD had gone through the same BoP adjustments as GTLM and they indicated that they hadn't gotten an adjustment in a long time. So consistent performances and a win at the big track (Road America) has placed them in third place going into the VIR race. Krohn and Klingmann are two of BMW's top international drivers. Their professionalism shows and raises the level of the GTD grid. The FIA has a grading system for the drivers from bronze to platinum. For instance, Bill Auberlen is graded as a Platinum driver.

Apparently Jesse Krohn is

graded as a Silver driver so he fits well with Jens Klingmann who is graded as a Gold driver. These are two guys who have raced all over the world for BMW. From the Nurburgring 24 & Veranstaltergemeinschaft Langstreckenpokal Nurburgring (VLN) and the 24 hours of Spa to the Blancpain GT series, Krohn and Klingmann have raced the M6 GT3 under a wide range of conditions. Going into the VIR race, I was interested to see just how the Turner Motorsport team would do with two of BMW's best.

In GTE or GTLM we have BMW Team RLL (Rahal Letterman Lanigan) with the factory supported GT M6 GTLM cars that are intended to align with the rules for the Le Mans 24-hour race. Drivers are longtime BMW driver Bill Auberlen (US) and Alexander Sims (UK) in the #25 car with John Edwards (US) and Martin Tomczyk (GER) in the #24 car. Auberlen has a long history with BMW and is second on the all-time North American endurance sports car racing wins list with 54 victories. Sims finished 2nd in this year's Nurburgring 24 (N24) driving an M6 GT3 car for the ROWE Racing Team.

John Edwards has been a



standout in the US for BMW Team RLL and also competed at the N24 for Schubert Motorsport finishing in 12th. Martin Tomczyk is a former Deutsche Tourenwagen Masters (DTM) champion where he competed for 16 years, who also competed in this year's N24 finishing in 4th with the famed BMW Team Schnitzer. Sims and Tomczyk are competing in the US for the first time. This is BMW and BMW NA's US race team.

The BMW CCA Corral at VIR has been an outstanding event since it's beginning. The corral is a collaboration between the National Capital and Tar Heel Chapters. As the size of the attendance has increased over the years more space and a larger tent have been provided. The location has moved to one of the most strategic positions available. The view is excellent. Cars going down the start finish straight can be seen in the distance and also taking Turns 2 through 4.

Corral members were given the opportunity to visit with three of the teams in the paddock. We were given a detailed briefing from the BMW Team RLL manager and drivers, as well as a visit with Will Turner and Don Salama from Turner Motorsports and drivers Krohn and Klingman. There was also a visit with Bimmerworld who are doing well in the Continental Tire Sports Car Challenge with their #84 328i fourth place in Street Tuner.

Bimmerworld is competing with a pair of 328i four door sedans. The CTSCC is a support series to the Weather Tech series. Bimmerworld has a long history in the CTSCC. Both Turner and Bimmerworld are anticipating the arrival of the BMW M4 GT4 to run in next year's CTSCC. For 2018 the CTSCC will adopt the FIA GT4 standard that will allow a new level of cars into the series from a wide variety of manufacturers. The series will be very interesting in 2018.

We would like to thank James Clay (Bimmerworld), Will Turner



(Above) The Bimmerworld #84 328i 4th in the CTSCC ST Class.

(Turner Motorsports) and Alex Schmuck (BMW Team RLL) for the team briefings they provided and the time with the cars and drivers.

At BMW Team RLL, Alexander Sims is seeing each of the US tracks for the first time, but he has been very impressive. He gives credit to Bill Auberlen and his extensive experience with all the US tracks. During our visit with BMW Team RLL, Sims admitted that during their test at VIR he had done about ten laps and made a mistake leaving the

track damaging the car enough to end the test. This isn't typically an advisable result for a driver at a test, but the team realizes that Sims is a special talent. Under Bill Auberlen's guidance Sims has shown the special talent that he has.

The practices prior to the race were uneventful. The Corvette had gotten a boost in the BoP prior to the VIR event and they seemed to be doing well leading both of the first two practice sessions. The Ford GT was generally strong as was the

Ferrari. Notable was the position of the Porsche's at the back of the group. Porsche has an excellent group of drivers and a very advanced car in the 911 RSR.

The Porsche is not turbo-charged and they have moved the engine in front of the rear axle, so it is effectively a mid-engine car. The BMWs were in the middle of the group, but began to show speed at the end of the second practice when John Edwards jumped up into the second position and in the third

(Below) James Clay – Bimmerworld.







(Above) Porsche 911 RSR GTLM.

session with both cars in the top five.

The Turner Motorsports car in GTD was also generally in the middle of the GTD group, but moved up to third in the last practice before qualifying. Joey Hand, in the Ford GT, lead the way in GTLM qualifying with the two BMW's just about 0.2 sec behind. Alexander Sims (#25) placed his M6 GTLM in second with John Edwards (#24) only 0.026 sec behind. The Turner car qualified a strong second in GTD. Jesse Krohn showed speed, exchanging fastest times with the Jeroen Mul driven Lamborghini Huracán ending up in a solid second position. The race promised to be very interesting with the BMWs all well placed.

I spoke with Joey Hand after

qualifying and he told me that his car was about the best that it has ever been, but that the margin for error was very small and the competition very close. The top five in GTLM were just over 0.5 sec apart, while in GTD the top five were just under 0.5 sec apart.

The weather continued to be outstanding going into the race on Sunday afternoon, sunny with a temperature of 79 degrees and humidity of 49 %. It promised to be one of the best race days we have had. We had three very competitive BMWs in position to run for race wins. There's not much more a race fan can ask for.

At the start of the race Dirk Mueller and Joey noted the mix of tire compounds on the BMW and



(Above) The BMW M6 GTLM of Edwards and Tomczyk.

also commented that the Ford lacked the torque of the BMW. The same tire does not have to run on all four or even on front and rear. The tires can be mixed, as the team desires. The Ford drivers felt that they had to get the lead or they might have problems keeping up with the off-the-corner pace of the BMWs and some of the others. At the race start we saw just that, as Alexander Sims jumped immediately into the lead and drove away with the Ford GT in second with John Edwards in the #24 BMW just behind.

Sims put on a special show driving away from the rest of the field and into a clear lead. Edwards was in a solid third place behind Hand and in front of the Corvette of Tommy

Milner. The feeling was that the BMW had chosen overall softer tire compound than the Ford and this gave them an advantage. While this was going on, in GTD, the Turner car and Jesse Krohn were competing with the Mercedes AMG-GT3 of Jeroen Bleekemolen for 2nd.

So we had plenty of interesting racing to follow with our favorites in positions to be very competitive. Unfortunately the first casualty of the race was the #24 BMW of John Edwards with a power steering problem only about 25 minutes into the race on lap 13 with John needing to go to the garage for repairs. Jesse Krohn and Jeroen Bleekemolen put on quite a show for second place with the Lamborghini in first. With

(Below) The pole sitting #66 Ford GT or Joey Hand & Dirk Mueller.



(Below) Sims in the M6 GTLM takes the lead at the start.





(Above) The #96 Turner M6 GTD racing for 2nd place.

Sims dominating the GTLM race and the Lamborghini dominating GTD the order remained consistent for most of the race except for changes during the pit stops. The race didn't have a high number of passes for the lead, but that was OK since it was BMW Team RLL in the lead in GTLM. In GTD we had the Turner Motorsport team competing for the top spot in either second or third. No matter how you looked at it, it was exciting. Alexander Sims took the first stint and handed over to Bill Auberlen at the 29-lap mark.

They moved back into first with the pit stop rotation and then Bill handed back over to Alexander at the 57-lap mark. Alexander put the #25 car back into first and appeared to be

headed to a victory at VIR. However, with eight laps to go, Sims had to stop for a cut left front tire and fell back into fourth where he finished the race with Antonio Garcia in the #3 Corvette getting the win. Of course, this was a very disappointing result for a really nice effort from the #25 car, but we still had Jens Klingmann in the #96 Turner car pursuing the #16 Lamborghini and Corey Lewis. Where Jens was able to get close and made it interesting, he was not able to get close enough to pass. The #25 BMW led 76 of the 93 laps done by the winning car. This was truly one that got away from BMW Team RLL. I saw Alex Schmuck in the Media center and told him they deserved that one

and he simply said; "That's racing."

The #96 Turner car finished on the podium in second place, so BMW got a second in GTD and a fourth in GTLM. My question of how well would the Turner team do with two top drivers from BMW was answered. They were great. VIR was a great result for those of us rooting for the BMWs.

The Tar Heel & National Capital Chapter Corral was a success. Unique to this year was a painting that was done onsite by Bill Patterson and offered in auction benefiting the Austin Hatcher Foundation.

Of the many prizes awarded to the corral participants, the M-School from the BMW Performance Center

is the Grand Prize. This year the school went to Jim York (NCC), shown in Figure 18 with Andy Van Cleef from the Performance Center.

The VIR Weathertech weekend is a great event. The attendance has been consistently very good year by year and as a result we have been given a prime location for the tent and viewing during the races. With the visit to the paddock to see the teams and parade laps for corral participants it's something not to miss.

So what's next for the BMW Motorsport program? As I write this, at the Frankfurt Auto Show BMW has introduced the new BMW M8 GTE car for the 2018 Weathertech/World Endurance Championship seasons and the 2018 Lemans 24 hour race.

(Below) Auberlen & Sims were the stars of the show.



(Below) Jens Klingmann heads for 2nd place in GTD.





(Above) Podium celebration with 2nd place Klingman & Krohn in GTD.

The M8 GTE will debut at the Daytona 24 in January 2018. Navigate to <http://www.mission8.com> to follow the updates as the car continues to be developed.

## The IMSA Race Weekend at VIR on August 26, 27 was a huge success!

We had about 210 people and 115 cars in the BMW corral at VIR. The weather was perfect, not too hot and no rain. We couldn't have asked for a better location or more exciting races. We had an artist paint a picture live in our tent. There was a visit from the BMW performance Center folks with their generous gift of a free ///M school. Michelin spoke to the group and generously gave us a free set of tires. We had Parade laps, hot laps and hot pit tours, good food and exciting raffle prizes from our generous supporters. All in all, a fantastic weekend.

The Tarheel and National Capital Chapters would like to thank the following supporters for their contributions to our raffle:

BMW NA, BMW Performance Center, BMW CCA, BimmerWorld, Blip Shift, Crown BMW, IMSA, Korman Autoworks, Michelin Tires, National Capital Chapter, Tarheel Chapter, and Turner Motorsports.



(Above) The BMW M8 GTE for 2018 (photo from BMW).





# The Volvo XC90 T8 and the BMW X5 xDrive40e



## Darwin Was Right!

By James Chew

Born and raised in California's Antelope Valley, it was not too hard to become a "car guy." The weekend cruising scene was very much as it was depicted in the classic movie, "American Graffiti." Willows Springs became a very popular Southern California car club-racing track and independently owned "Speed Shops" and auto repair shops were plentiful (one of the more popular independent auto repair shops was Vic's Bimmer Shop). Having been "bit" by the car bug, I took three years of high school auto shop while studying to enter an undergraduate engineering program.

And even though I was born and raised around the center of the classic American muscle car culture, I also gained an appreciation for BMW and Volvo.

The Antelope Valley is home to the nation's premier aviation flight test facility – Edwards Air Force Base. During my primary and secondary school years (late 1960's through the 1970's), I become friends with many of the test pilot families. I always found it interesting that Dad, the pilot, would drive something called a "Porsh" (or "Porsh-a") or something called a "2002", while Mom drove a Volvo station wagon. It seemed that while Dad wanted a car that he could push to its limits; he wanted to make sure that his wife and family had safe, rugged, and reliable transportation.

Volvo aggressively marketed their safety reputation during the first two "oil crises" – how many remember the print ad showing a family stuffed in a subcompact, luggage tied to the roof, while trying to enter a busy freeway with the tag line, "Is it worth risking your life for 45 miles per gallon?" Their advertising tag line said it all "Volvo. A Car You Can Believe In."

During the 1980's BMW and Volvo evolved to be "the" preferred "yuppie" vehicles. BMWs were driven by single yuppies, while the yuppies with children (yuppie puppies) drove Volvos. It was during that time period I read an outstanding *Autoweek* column, written by some guy named "Satch Carlson" (which I thought was a nom de plume – why else would his face be obscured by a World War 1 era aviation helmet and goggles) lamenting how BMW's "Ultimate Driving Machine" heritage and capabilities were not fully appreciated by that shallow, image conscious "yuppie" buyer.

Through the 1990's both continued their path to market success as independent European auto companies. BMW strengthened its mojo by breaking out of the market declared "yuppie mobile" through the development of the uncompromising "Ultimate Driving Machines" that featured clean, crisp exterior designs, outstanding



(Top and above) The X5's cockpit leans toward performance while the all-new XC90's cockpit leans toward luxury.





(Above) The XC90's exterior design has a clean and timeless luxurious utilitarian look. One has to look closely to find the EV plug port.



(Above) As with all new vehicles, the engine is hidden by a plastic cover. (Right) The crystal gear shifter, the natural woods, and the outstanding leather enchant this outstanding Scandinavian interior design.



chassis and drivetrains, and break-through technology. Volvo strengthened itself by developing products that featured classic Scandinavian design themes – clean, functional, and timeless – while maintaining their reputation for safety and reliability.

Both companies saw the American market shifting to SUVs,

resulting in them both independently developing their first entries in to this market – the X5 and the XC 90. Both were an immediate market success, with the X5 as the “Ultimate Driving SAV” and the XC 90 being the “Volvo of SUVs.”

Then something tragic happened to Volvo – it was sold to Ford. First, Ford combined Volvo with





(Above) If it weren't for the EV port, one would never know that this X5 is a hybrid.

Lincoln, Jaguar, Land Rover, and Aston Martin to form their "Premier Automotive Group." Any "car guy" would immediately see that there are NO synergies among these five brands.

Second, Volvo product development was MBA'd into mediocrity. It wasn't just the use of Ford components that lead to their downfall. Ford Design leadership decided to put that stamp on all Volvo designs, trying to give all products a "one Ford" look. Fortunately, the first generation XC90 was near ready for production before the Ford purchase.

Third, Ford viewed the XC90 as with the rest of the SUVs — as cash cows that needed little attention. So while the X5 had two freshenings and two re-designs, the XC90 pretty much remained the same.

Fortunately for Volvo, Ford sold the company to Geely. Freed from the constraint of component sharing and infused with adequate product development funding, the creativity of the Volvo designers and engineers



(Above) The intuitive and practical rear passenger climate and entertainment controls showcase the best of German auto interior design. The blue stripe on the engine cover are one of the subtle distinguishes features of the BMW "eDrive" line.



was unleashed. This new XC90 is the first result of Geely ownership. After a week in the all-new Volvo XC90 and comparing it to our week in an all-new BMW X5 xDrive40e, to say that Volvo and BMW are again on the same level would be an understatement. Both have evolved to be outstanding premium SUVs for

today's market while remaining true to their respective brand's soul.

It's no secret to the readers that the BMW X5 is one of my favorite BMWs. The X5's "upscale" feel is due to the fact that it was developed when BMW owned Land Rover. It drives like a BMW (the "anti Mercedes M-class") while having

the utility, durability, and reliability that modern American families expect. The first generation X5 (E53) benefited quite a bit from Land Rover's off-road expertise and their "upscale" SUV technology. The X5's chassis was modified for the second generation (E70) X5, in order to accommodate a third row seat. The current X5



(Above) As with the XC 90, the X5 has a "best in class" rear cargo area. Unlike the XC 90, the hybrid X5 does not have room for a third row seat. (Below) The rocker panels tell all who enter this X5 that it features hybrid powertrain.



(F15) shares the same chassis with the E70, which gives the 2018 X5 familiar, and still outstanding, performance, handling, and upscale feel. Having driven the E53, E70, and F15 during a test session, the evolution of the X5 to maintain its benchmark "SAV" characteristics is quite apparent.

Part of that evolution is delivering high fuel efficiency while maintaining its benchmark driving

characteristics. We found the X5 xDrive40e to be the ideal SAV for the BMW suburban family. The X5 provides the room, high seating position, and cargo space desired by the American suburban family. With the proven xDrive system, you'll never have to worry if your vehicle can be driven in less than ideal (rain and snow) driving conditions. For typical suburban-family duty, you'll find that you're always on battery power. But do remember to take every opportunity to charge the battery. Indeed when we returned the vehicle, it took less than three gal-

lons to top off the tank! We were quite surprised that we achieved better than the EPA rated 56 miles per gallon.

The 2018 XC90's gestation is more like the "Six Million Dollar Man" (I know, I'm dating myself). After twelve years of neglect by Ford, one can imagine the product review session with the new Geely owners going something such as this:

"And here is the XC90. While still good, it's an outdated vehicle that's competing in one of the hottest North American market segments. With the appropriate resources, we can rebuild it. We can make it better than it was. Better, stronger, faster — make it a benchmark in this market segment"

When you are handed the luxurious leather "smart" key fob, you know Volvo achieved its goal.

Volvo clearly studied the American market when they set the XC90 design goals.

First, they noticed the American infatuation with Downton Abbey. The 2018 XC 90 is unapologetically European luxury. The clean, upright exterior design reminds one of a Royal carriage, with the "hammers of Thor" driving lights serving as the Royal crest. When entering the interior, one has a "Grey Poupon" moment. The interior design is clean, airy and bright, assembled with a unique combination of luxurious materials that are durable. The crystal gear shifter is the "flourish." When researching famous Scandinavian designers, you'll notice many of their design cues in the XC90's exterior and interior. More upscale than a Land Rover, this driver and the passengers seem to go out of their way to mind their manners.

Second, they noticed the growing American market popularity of hybrid powertrains. Because the Volvo designers had the benefit of working a new chassis, the XC90 offers the outstanding T8 "twin engine" (their terminology, not mine) hybrid powertrain without sacrificing

any interior space. Third-row seating is available with the T8 hybrid, something BMW sacrificed (along with some rear cargo space) with the hybrid X5.

Third, they noticed the American dependence on mobile connectivity. The 2018 XC 90 is one of the most "connected" vehicles we've tested — it rivals the Tesla Model S. Not only does the XC 90 have in-vehicle Wi Fi and plenty of charging outlets, but the infotainment system has "Spotify." And the large "infotainment" screen is straightforward and very readable. Our only complaint was the touchscreen operation — you'd be surprised how quickly any touchscreen can be covered with annoying fingerprints and smudges.

Fourth, they noticed the American market drive toward assisted and autonomous driving. In full "nanny" mode, you're at a "safe" following distance when in cruise control, you can't hit an object in front of you when traveling at 30 mph or less, you're immediately notified if you are not exactly in the center of the travel lane, and are discouraged from changing lanes without first checking the blind spots AND using turn signals.

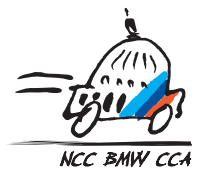
The BMW X5 and Volvo XC 90 have both evolved to be outstanding 21st century family vehicles. Both have the utility, durability, reliability, and technology that the modern American family expects. The BMW leans toward driving performance while the Volvo leans toward luxury.

Today, if I were to visit the U.S. military flight test facility, it would not surprise me to notice one spouse is driving an "M" and the other a Volvo XC 90.





## 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 Website 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](http://www.bmwcca.org) to correct it. And, for those whose member-

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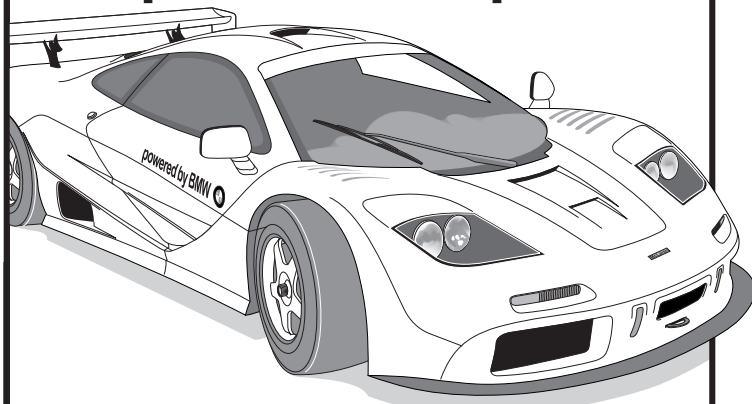


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