

Magazine of the National Capital Chapter BMW Car Club of America

March/April 2018

der Bayerische



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Cover: John Hartge's 2018 440i during his European Delivery in the Bavarian Alps near the Neuschwanstein Castle. Read the article on page 24. Photo: John Hartge

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BMW Car Club of America

National Capital Chapter



President's Message

I have just returned from an incredible weekend at the Rolex 24 at Daytona. I realize that this is a really special year, not only because of the new and beautiful M8 GTE race car, but our volunteers have worked hard over the off-season to put together another great season for Autocross, High-Performance Driver Education (HPDE), and Do-It-Yourself (DIY) events.

But the big news is that we've also been secretly planning our own special and huge event called Chapterfest! We are resurrecting it from the dead since it's been nine long years since our last one at Bowie BaySox Stadium. Looking back at the media coverage back then, the biggest thing I noticed is that this newsletter was black and white and some other poor soul named Zach Pullins was NCC President!

Chapterfest will be held Saturday, May 12th at Summit Point Raceway. It is a celebration of all things that National Capital Chapter does so well. We'll have major events going on like HPDE, Autocross, and Highway Safety School on several of the circuits, a car show and a Tour de Summit to bring it all together for a weekend BBQ. Look out for more advertising and registration in the coming weeks.

For those members who may be shy or a little intimidated by our club, our first New Member Reception and Open House will be held on March 24th at BMW of Sterling. Not only will you get a fun overview of all the things we do, you'll also witness a live DIY event, catered lunch and free giveaways for some lucky members. Registration is required, so sign up now to guarantee your spot.

Finally, BMW CCA is made up of enthusiasts all across America. This year, our annual Oktoberfest will take place along-side another great celebration, the Pittsburgh Vintage Grand Prix. Not only is BMW the featured marque of PVGP, this year also happens to be the 50th anniversary of the car that started it all, the 2002. You won't believe the incredibly packed schedule of events for Oktoberfest, so make sure to save some time off for July 9-15 and I'll see you in Pittsburgh!

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

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Waiting. Anticipation. We've all heard variations on the famous quote uttered by Steve McQueen's character in the iconic 1971 film 'LeMans' – "When you're racing, it's life. Anything that happens before or after is just waiting". Maybe this quote pertains best to the HPDE crew or the Autocross set, but I would hazard to say that almost everyone in our club can identify with this sentiment.

If you love to drive, Winter here on the East Coast is a time of waiting. Those with vintage cars might have stored their cars away for the Winter so that the salt used to treat our roads won't corrode undercarriages. They are itching for Spring to arrive so they can drive their classic cars. Those who drive through the winter are dying to take the Winter tires off and put the Michelin Pilot Super Sports back on to experience some spirited driving on dry pavement. The HPDE'ers and the Autocross'ers are biding time as they wait for the seasons start. They are likely taking the opportunity to prep cars and make plans for upcoming track and

autocross events.

This issue of the *dB* reflects this waiting period and introduces you to what is in store during the next driving season. We have published the DIY schedule and the Autocross season schedule. Big events to look forward to include the annual Vintage gathering in Asheville, NC in mid-May and Oktoberfest and the Pittsburgh Vintage Grand Prix to be held in the middle of July in Pittsburgh, PA. The Club will be hosting a multi-event Chapterfest on Saturday, May 12 at Summit Point. This will be an event where HPDE'ers, Autocrossers, Tourers, Concourers and Socializers can all come together at the track.

Many of us on the Board have been drafted to serve as mentors to new members. I reached out to my mentees and was gratified to receive several replies. Those who replied were looking forward to upcoming events, eager to take part in some of the many great programs this Club offers. I would say to new members and long-standing members

who perhaps don't come out to events very often, don't wait. This interim Winter period is the perfect time to come out and get to know fellow club members at one of the Socials held throughout the area. Pick the one closest to your home and come out and socialize! This is the time to get a soft start in the Club. This is an optimal time to get to know club members better and learn auto-related things and get your mind thinking about new ways to have fun with your car!

Who knows, you may receive a much-needed tip about a good independent workshop in your area, or discuss the merits of Blackstone oil analysis. You could find that someone you just met is planning to go to an IMSA race, and hey, so are you! And you might be inspired to attend an upcoming DIY or one of the big events on the calendar this season. No matter what, Spring is around the corner, and we have many great upcoming driving events. The wait is over.



The new Car Club Store is here with a new look, new merchandise and improved ordering process.



Accessories

Ladies'

- Jackets
- Polos/Knits
- Woven

Men's

- Jackets
- Polos/Knits
- Woven



BMW Car Club
of America
National Capital Chapter



**Welcome to the new
BMW Car Club of America
National Capital Chapter
fulfillment clothing store.**

Here you can show your support for the BMW Car Club of America National Chapter. You can special order Ladies' and Men's clothing

with our logo applied to the garment.
Thank you for visiting our store!
Happy shopping!

CALENDAR OF EVENTS

January

- 4 NoVa Social - Founding Farmers, Tysons, VA
- 10 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 11 Columbia Social- BJ's Brewhouse, Columbia, MD
- 18 MoCo Social - Pizza CS, Rockville, MD

February

- 1 NoVa Social - Founding Farmers, Tysons, VA
- 8 Columbia Social - BJ's Brewhouse, Columbia, MD
- 10 2018 NCC Annual Membership Meeting, Rockville, MD
- 15 MoCo Social - Pizza CS, Rockville, MD
- 18-19 President's Day ///M School at PC West / Thermal
- 21 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD

March

- 1 NoVa Social - Founding Farmers, Tysons, VA
- 3 4th Annual NCC Cars & Chili Competition, MD Location TBD
- 8 Columbia Social - BJ's Brewhouse, Columbia, MD
- 14 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 15 MoCo Social - Pizza CS, Rockville, MD
- 17 Novice School - AX Bowie Baysox Stadium, Bowie, MD
- 24 DIY Z Car Focus @ BMW of Sterling
- 24 BMW CCA New Member Reception/Open House @ BMW of Sterling
- 31 BMW CCA at New York International Auto Show, Javits Center, NY

April

- 5 Apr NoVa Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 7 Test and Tune #1 - AX @ Regency Furniture Stadium, Waldorf, MD
- 8 Odds and Ends Detailing Workshop, Sterling, VA

- 11 Board Meeting/Social - Chuy's Tex-Mex in Rockville, MD
- 12 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 14 Points Event #1 - AX @ Regency Furniture Stadium, Waldorf
- 15 NCC Social Outing @ Topgolf, Ashburn, VA
- 19 MoCo Social - Pizza CS, Rockville, MD
- 21 Ladies DIY @ BMW of Annapolis

May

- 3 NoVa Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 5-6 ///M Club Day @ BMW Performance Center (SC)
- 6 Deutsche Marque Concours d'Elegance, Nottoway Park, Vienna, VA
- 9 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 10 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 11-13 NCC HPDE @ Summit Point, Main Circuit
- 12 CHAPTERFEST, Summit Point, WV
- 12 2018 NCC Autocross Points Event #2
- 12 DIY @ BMW of Sterling
- 17 MoCo Social - Pizza CS, Rockville, MD

June

- 2 NCC Autocross Test & Tune #2
- 7 NoVa Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 9 2018 NCC Autocross Points Event #3
- 13 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 14 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 16 DIY @ Chapman Auto Werks
- 21 MoCo Social - Pizza CS, Rockville, MD
- 22-24 NCC HPDE Summit Point, Jefferson Circuit
- 23 2018 NCC Golf Outing, Raspberry Falls Golf Club, Leesburg, VA

COMING EVENTS

Mar NoVa Social - Founding Farmers Tysons, VA

Thursday, March 1, 2018

4th Annual NCC Cars & Chili Competition, MD Location TBD

Saturday, March 3, 2018

Our 4th Annual NCC Cars & Chili Competition will be another friendly cookoff among club members for the ultimate bragging rights of who can make the best chili. Registration is required for all attendees and the competition will be held from 11am to 2pm.

There will be three categories: Traditional Red, Homestyle and Vegetarian.

- Traditional Red - classic red chili sauce, with or without meat; *NO beans, or other filler allowed

- Homestyle - anything goes! red/green/white chili

- Vegetarian - anything goes EXCEPT meat! Need at least three entries to be a category

Judged on appearance, smell, consistency, flavor, and creativity.

Each Chili Chef will be required to complete the official competition template which will include the following: name, spice level, and a list of ALL ingredients.

NCC will provide a wide variety of condiments such as shredded cheese, sour cream, hot sauces, paperware, utensils, drinks, desserts, etc.

Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD

Thursday, March 8, 2018

Board Meeting/Social - Chuy's Tex-Mex Rockville, MD

Wednesday, March 14, 2018

MoCo Social - Pizza CS Rockville, MD

Thursday March 15, 2018

NCC Autocross Novice School

Saturday, March 17, 2018

Autocross schools are intended for first time or novice autocross participants that have previously attended no more than 1 school or 10 events.

DIY Z Car Focus @ BMW of Sterling

Saturday, March 24, 2018

BMW CCA New Member Reception/Open House, BMW of Sterling

Saturday, March 24, 2018

This is a trifecta of a new member reception, cars&coffee and a Z Focused DIY

BMW CCA at New York International Auto Show Javits Center, NY

Saturday, March 31, 2018

NoVa Social - BJ's Restaurant & Brewhouse Tysons, VA

Thursday, April 5, 2018

NCC Autocross Test & Tune #1

Saturday, April 7, 2018

Odds and Ends Detailing Workshop Sterling, VA

Sunday, April 8, 2018

Board Meeting/Social - Chuy's Tex-Mex Rockville, MD

Wednesday, April 11, 2018

Columbia Social - BJ's Restaurant & Brewhouse Columbia, MD

Thursday, April 12, 2018

NCC Autocross Points Event #1

Saturday, April 14, 2018

Social Outing at Topgolf, Ashburn, VA

Sunday, April 15, 2018

MoCo Social - Pizza CS, Rockville, MD

Thursday, April 19, 2018

Ladies DIY @ BMW of Annapolis

Saturday, April 21, 2018

While all are invited, the ladies have priority during registration.

35th Annual Deutsche Marque Concours d'Elegance



Sunday, May 6, 2018

(Rain Date: Sunday, May 20, 2018)

Nottoway Park, 9601 Courthouse Rd, Vienna, VA 22181

Registration will be through Motorsportreg.com. See nccbmwcca.org or dmconcours.com for details and updates.

You must be a current BMW CCA member to register.

One of the highlights of our calendar, and an annual rite of spring for German car fans, is the Deutsche Marque Concours d'Elegance. This year marks a milestone - the 35th time that we have gathered with our friends from the Greater Washington Section of the Mercedes-Benz Club of America (MBCA) and the Potomac Region of the Porsche Club of America (PCA) for this terrific show. Once again, we have reserved Nottoway Park in Vienna, easily reached via Route 66. The park entrance will be marked with large car club banners.

As in past years, a "corral" will be positioned along the entrance to the park to display special cars not being judged. Space will be limited. More vendors are anticipated. The entrants from the three marques will be interspersed, allowing visitors the opportunity to see more of the fabulous cars assembled.

In the Deutsche Marque Concours, vehicles are judged by their condition, appearance, and cleanliness. There will be three classes at this event - Street (judged), Meister class (judged - consisting of first-place category winners from the 2017 Concours), and Display class (not judged - winner selected by people's choice balloting). Judges scoring cars in the Street and Meister classes will only judge the tops of the cars (including the exterior, interior, engine bay, storage compartments and chrome), but not the chassis. Street class cars are generally divided into several groups based upon BMW CCA national Concours rules.

Please note: Cars produced after 2013 will not be judged but are welcome to be entered in the Display class, and eligible for the People's Choice and Judges' Choice awards.

The entry fee for the concours is \$30 per car (\$40 after April 29th or on-site). Registration includes one wine and cheese reception ticket. Additional wine and cheese reception tickets are available at \$15 each.

There is no charge to attend the concours as a spectator. To allow us to plan appropriately for the number of guests, please register in advance using the event registration form at MotorsportReg.com.

Contact John McWilliams at john.mcwilliams@gmail.com if you have any questions.

If you have questions on Sunday/day of show, please call or text me at 571-699-4404. I will be at Nottoway Park at approximately 8AM.

Schedule:

8:30 AM	Field opens to show participants for placement onto the field.
9:00 AM	General admission begins.
10:00 AM	All cars whose owners wish them to be judged must be registered, and cars placed on the field. If you would like to be judged, PLEASE have your car on the field by 10:00 AM. We do our best to judge everyone consistently and fairly and can do this best if we have sufficient time. Thank you!
10:30 AM	Judging begins.
2:30 - 3:00 PM	Once judging is completed, scores are tallied, and winners determined, we will announce winners at the wine and cheese reception.
3:30 PM	Wine and Cheese Reception - Awards for all clubs will be presented at the Wine and Cheese Reception.

Note: The Concours is an all-day event. The organizers of all the clubs will be working diligently prior to the show as well as on the day of the event. Please also respect the hard work by the participants who have prepared their cars for the show. If you enter the event, please be prepared to stay through the awards presentation. If your vehicle places in its class and you have departed the field, the award will be given to the next runner-up in class. Further, to be fair to all the participants, we need to have sufficient time to judge all the cars consistently and fairly. We can't do that if people show up at 11:30 a.m. and ask to have their cars judged. We're not trying to be difficult, only respecting the efforts many of our club members make to prepare their cars for the concours. Thank you in advance for your cooperation and understanding.

— John McWilliams, Concours Chair

Vehicles will be classified into the following categories:

- Classics - All Thru 501/2/3/7, 3200, Isetta/600, 700, NK Sedans, 2000C/CS, E3, E9, E12, E21 - 2002s
- Second Generation (1980s) - E23 7 Series, E24 6 Series, E28 5 Series, E30 3 Series, and M1
- Third Generation (1990s) - E31 8 Series, E32 7 Series, E34 5 Series, E36 3 series, E38 7 Series and Z1/Z3
- Fourth Generation (2000s) - E39 5 Series, E46 3 Series, E60 5 Series, E63 6 Series, Z4/Z8
- Fifth Generation (2010s) - E65 7 Series, E9x 3 Series, E53/70/71 X5/6, E87 1 Series, F30 and X1 and newer



DIY Schedule for 2018

Craftsman Auto Care	2/24/18	Benchmark Motors	7/21/18
Z Car Focus DIY @ BMW of Sterling	3/24/18	Craftsman Auto Care	8/13/18
Ladies DIY @ BMW of Annapolis	4/14/18	AKTIV Automotive	9/15/18
BMW of Sterling	5/5/18	BMW of Annapolis	10/20/18
Chapman Auto Werks	6/16/18	BMW of Sterling	11/3/18

HELP WANTED

The National Capital Chapter is seeking volunteers to assist with the following position:

Membership committee - create activities related for attracting, involving and retaining chapter members. Previous experience in motivating member participation in enthusiast organizations 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 please contact James Laws vicepresident@nccbmwcca.org.

The Official 2018 NCC Wall Calendar

One of the things that all BMW owners share is an appreciation of cars "designed for driving pleasure."

With the official National Capital Chapter (NCC) 2018 Wall Calendar, enthusiasts can personalize their space, organize their schedule and admire BMW's timeless engineering every day of the year.

The calendar features photos of club-member vehicles that were on display at various NCC

events held throughout the year, as well as racing shots captured at Sebring and VIR.

The calendar will also come pre-populated with holidays and some club-related events that are scheduled take place in the coming year.

There are 2 sizes:

11.5 x 14 Calendars priced at \$24, and 8.5 x 11 Calendars priced at \$12

Be sure to pick up a calendar for yourself or for a loved one as a gift for the holidays or a

treat for yourself (we won't judge).



<http://msreg.com/2018NCCcalendar>

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Love the BMW CCA
logo on the front lip!

Daytona, Here I Come, There I Go

By Paul Seto



(Above) Staging the M8 GTE for Fan Walk.

I've loved cars all my life but never really got into motorsports until, believe it or not, the 2011 Baltimore Grand Prix. That was the first year I became chapter President and we decided to host our own BMW car corral. While nervously planning the event throughout the year, nothing about motorsports really resonated with me until that Labor Day weekend when I first stepped foot onto the parking lot at Camden Yards. Then known as American Le Mans Series (ALMS), I was able to see the E92 M3 GT up close and the love affair began. It was so fascinating to see and hear a car that I currently own be transformed into an iconic world class racing machine. Also, being able to hang out in the BMW Team RLL garage, tour the hot pits, and meet all the factory drivers, I became a little kid wanting more. Fast forward a few years and I've been to my share of IMSA races, mostly at our own NCC car corrals at VIR, and also attended my first Formula 1 event last year in Montreal.

It was really exciting to see the M6 GTLM finish the 2017 season so strong, winning four of its last seven races including the final victory at Petit LeMans.

So when BMW announced they would sponsor a corral at Daytona for the introduction of the brand new M8 GTE, I was all over it. I've never been to Daytona or witnessed a 24-hour race, so this was the perfect way to get acquainted with the bespoke M8; plus, a visit to Florida for a long weekend in January isn't bad!



(Above) #25 sprinting into the Horseshoe with the iconic Daytona Ferris wheel. BMW NA photo.

After flying into Orlando, we made the drive up to Daytona in a Turo-rented E90 335d. It was super-rare Barbera Red and had tons of torque; perfect for this event. One of the rules that BMW stipulates is that you must drive and park a BMW to the corral. No problem there! If you've never used Turo, it's essentially an Airbnb for cars, and in some cities like Orlando, it's pretty easy and cheap to rent a BMW. I'll digress for a minute and say that I contemplated long and hard about renting an i8 for Daytona as it was attractively priced, until practicality set in: luggage.

After blazing up I-95 and straight to the track, we got there in time to see the start of the BMW Endurance Challenge which is the season opener for the IMSA Continental Tire Series. The big thing



its ST class with its first victory since 2013.

While that was a great start to a fine weekend, the highlight of the day was our visit to the RLL garage for my first look at the M8 GTE. After watching the "Roar Before the 24" a few weeks ago, the M8 was beautiful with a menacing matte black livery. However, both #24 and #25 cars came out with a familiar yet spectacular white and ///M color scheme livery. The garage was filled with many more engineers than usual for this new race car and even BMW Motorsports Director, Jens Marquardt, was there to oversee operations, and serve as Grand Marshall for the BMW Endurance Challenge. Our BMW NA liaison, Tom Plucinsky, kicked off our Meet and Greet by introducing the BMW drivers: Bill Auberlen, Alex Sims, Phillip Eng, and Connor De Phillippi in the #25 car and John Edwards, Jesse Krohn, Augusto Farfus, and Nick Catsburg in #24. Most of the discussion centered on IMSA's Balance of Performance (BOP) leveled against BMW for

this race. In my discussion with Auberlen, he quickly pointed out that the new M8 GTE has 70 horsepower LESS than last year's M6 GTLM which led me to believe that once again the Ford GT and Corvette will be stronger down the banked straights. It was great to see the changes for the M8 including a totally revamped laser lighting system built for night time racing, a huge rear diffuser for improved aerodynamics, and a further pushed-back engine with passenger-side exhaust. After taking many pictures and constantly wiping the drool off my face, it was time to leave the track and prepare for an all-night, 24 hour race, so I

needed to get some sleep.

The next morning when we arrived at the corral, we noticed the awesome display of BMW's finest. Everything from 2002s, E30 M3s, and several M4 GTs made an appearance. After a great breakfast in our hospitality tent, we trekked over to the Turner Motorsports garage to hear team owner Will 'Tacos' Turner give us the run-down of their M6 GTD decked out in its new Liqui Moly livery. After years of seeing the traditional blue and yellow Turner color scheme, it's now a lot harder to spot among many other cars with red, white, and blue livery. But it still looked fantastic and we wished Turner

about this race was that there were two brand new BMW M4 GT4s owned by Bimmerworld and Classic BMW. It was a great introduction as James Clay and Tyler Cooke piloted Bimmerworld to a 2nd place finish and Classic BMW just missed a podium in 4th place. The Bimmerworld 328i also won



(Top) Bobby Rahal talking pre-race strategy. (Right) Team RLL driver autograph session. (Below) E92 M3 GT in the BMW Classic tent in the Daytona Fan Hospitality section.





(Above Left) Team RLL Owner Bobby Rahal and BMW Motorsports Director Jens Marquardt smile for the camera. (Above) M4 GT4 in the BMW Classic tent in the Daytona Fan Hospitality section.

great luck in a tough GTD field.

We were still several hours away from the start of the 24-hour race and one of the cool things that IMSA runs for fans are hot laps around the track at speed with professional drivers.

Throughout the weekend, BMW gave several hot laps to our corral participants with the BMW Performance Center drivers, Mike Renner and Matt Mullins, tearing through the track in the brand new

F90 M5. I've been lucky enough to have many hot laps with Mike Renner at various tracks in the past, and with this being the first time at Daytona, a track I've driven countless times on my iPad, it was an exhilarating experience to hit 160+ mph down the banked straights after coming out hard through the Bus Stop. After smiling from ear-to-ear and getting out of the super sedan, we made our way over to the grid for fan walk. This is truly what

sets IMSA apart from F1 races, as we get full access to all the cars, drivers, and teams as they line up before the race to interact with their fans. We again got to take pics of the cars and I had a few interactions with racing legend and Team RLL principal Bobby Rahal and BMW Motorsports Director Jens Marquardt. Both were very optimistic about the upcoming race and loved the direction of the M8 GTE build; BOP however was a

very sore subject. As the fan walk was coming to an end, I thanked them for putting the BMW CCA logo back on the front splitter (it's good for five extra horsepower) which was noticeably absent on the M6 last year.

And now, it was finally time; let's get this party started! Hearing the cars start up and moving into formation gave me goosebumps. After a rather uneventful start, the 24 hour countdown begins as we head

(Below) Ready for hot laps around Daytona thanks to the BMW Performance Center. (Below Right) BMW CCA car corral at Daytona.





I (Above) Turner M6 GTD in new Liqui Moly livery.

to different vantage points throughout the track to watch laps. As one might suspect, it's a REALLY LONG race. I can watch an F1 race in one sitting since it's less than 2 hours long; this would be almost equivalent to binge-watching an entire F1 season!

BMW didn't qualify very well, starting 7th and 8th; there are only nine positions in GTLM. And because of BOP, it was pretty apparent that BMW was working at a huge disadvantage. Both the Ford GT and Corvettes easily made their way around the M8 on the straights and lapped them several times. After that, it was time for dinner so we made our way back to the hospitality

tent for another great meal and open bar!

As night time approached, I was excited to see racing under the lights. Our seats were right on top of pit row directly behind Turner Motorsports, so we had an excellent view of the front straight as cars headed down to turn 1. TV monitors were everywhere so we can follow the live action from anywhere on the track. When we needed snacks and more drinks, it was just downstairs in our tent.

As for the race, unfortunately both Turner and Team RLL ran into difficulties and fell many laps behind. A tire blow-out during an Auberlen stint caused significant

suspension issues from which it was too difficult to recover. Back in the tent, we had a great guest speaker, Frank van Meel, CEO of BMW ///M, who discussed the evolution of the M8 race car. During the Q&A session, many members had questions about the future of ///M; best advice of the night, go buy a brand new BMW with a manual transmission and it won't become extinct.

After another round of snacks and drinks, and as much as we wanted to stay up all night, we were pooped. After a cool fireworks display, it was back to the hotel for a brief nap and then return to the track before sunrise! The sound of the alarm was so cruel, but we kept our schedule and watched more of the race from different bleachers around the Horseshoe. By this time, both – were many laps behind, straddling 7th and 9th place most of the night. Ford pretty much ran away with the race taking both top spots, so the only question left was whether both BMWs finish the race. Eventually they did and for the first time racing, it proved it belonged. Hopefully with more testing and beneficial BOP changes (please IMSA!), they will be ready for



(Above) M6 GTLM untouched after its season-ending win at 2017 Petit LeMans.

Sebring in March.

As for my trip, Daytona was an awesome experience! While Team BMW RLL didn't perform very well, I was able to cross another item off my ever-growing bucket list. BMW and RLL treated CCA members like royalty as we got to do things that normal race fans don't have access to. I'll forever remember the fun, the laughs, and the disappointment, but more than anything, I was able to hang out with the many great CCA friends I've made throughout the years. And that shared experience will be the most memorable of all.



I (Below) Two retired legends: 1980 M1 and 1997 PTG E36 M3 4 Door.



Lights! Teleprompters! Bernhardt! ACTION!!

By James Chew

They were all nervous.

I had never sensed this high level of tension from all the BMW AG and BMW NA personnel at a BMW auto show media day event. Even the BMW product specialists, known for their cool, calm collectiveness, were nervous.

It had been two years since the last BMW Los Angeles Show media day event. That itself would be enough to add tension to this event. But BMW was determined to make their event like no other. First, this was the manufacturer media event for this year's show. Second, there were no products in their exhibit space. Third, the BMW exhibit was surrounded by the Mercedes Benz, Lexus, Audi, and Cadillac exhibits, each one full of bright, shiny, new products and each one with a soon-to-be unveiled "new" product area.

The empty black stage had three backdrops. One said, "Performance." Another said, "Luxury." And the third said 'Electrified.' Judging by the large number of tense BMW NA media people, these weren't merely themes, but promises. And the BMW folks did their best to hide their tension as they chatted with bewildered members of the press, ignoring the snickers from the competitions' media people.

A few minutes before the show was to start, Dr. Ian Robertson, Mr. Bernhardt Kuhnt, and two other BMW executives calmly took their seats in the front row.

I then saw Yasmin, one of my BMW Product Specialist friends, dressed much different than her colleagues. This confirmed to me that this BMW event was to be much different than the past ones.

I could see sweat on the brows of several BMW NA personnel increase as the start time approached.

Suddenly, the BMW exhibit's large display came to life – first showing the BMW roundel, then displaying a 30 second countdown. At the end of that countdown, a video entitled "BMW Group Commitment in America" showcased BMW's presence in the United States featuring all twenty-six U.S. BMW AG locations, with a highlight on the Spartanburg plant. I am certain that none of

the assembled media drones recognized the significance of that video segment – BMW North America sales are now split 50/50 between cars and SUVs. With SUV margins much higher than for cars (which is why Lexus, Mercedes and Audi are quite happy that they now sell more SUVs than cars) and Spartanburg being BMWs sole SUV assembly plant, it's clear that the U.S. will play a significant role in BMW's future profitability, making both America and BMW great again.

The video's message was clear – the U.S. is still very important to BMW and BMW is very sorry that they haven't been showing the U.S. market much love during the major auto-show seasons.



(Above) The BMW 8 Series concept interior showcases the new luxury performance design direction of BMW's flagship luxury vehicles.
(Below) The new 8 Series –soon to be on a road and a race track near you.



For the next 27 minutes, we were treated to NINE vehicle debuts and enlightening narratives from Mr. Kuhnt, Dr. Robertson, Peter Schwarzenbauer, and Klaus Frolich.

At the end of the video, Bernhardt Kuhnt was introduced. He leaped from his seat to the center of the stage to welcome us. And his message was clear. There's a new sheriff in town. And things are going to be different – for the better. He was here to show how BMW is focused on shaping the future of mobility in America, by showing new products that focus on BMW's core of performance, luxury and electrification.

Mr. Kuhnt did point out that while globally, the U.S. is BMW's number two market, their large U.S. presence does make them feel as if the U.S. is their "second home." The "number two" statement required a bit of clarification – the U.S. is the number one market for M-vehicles, i-vehicles, and Rolls Royce, and the number 2 market for Mini. He also took the time to discuss how Spartanburg is the single largest BMW assembly plant and how the planned expansion will include room for the new X7. The Spartanburg assembled products makes BMW the largest exporter of American made vehicles. He also discussed BMW's U.S. design and technology presence, with which I've had the privilege to interact. As expected, none of the "buff book" and other "me drive fast" hacks understood nor appreciated the significance of Mr. Kuhnt's remarks.

All took notice when our friend, Dr. Ian Robertson took the stage to introduce two M vehicles – the all-new M5 and the M3 CS. A careful inspection of the vehicles and the review of their specifications convinced me that both vehicles were returning to the "M" roots.

For me, "M" has never been about appealing solely to the "drive fast" crowd. My impression of the BMW M vehicles was ingrained after two experiences.

The first was made in the early



(Above) The "four fathers" of BMW's new North American product and marketing strategy.

1990's, after a week in an E34 M5. After an especially bad work meeting in Pasadena (California) I decided to drive home using the Angeles Crest Highway. Up to that point, the M5 E34 drove just like any other E34 – confident, balanced, and refined. But when setting up the vehicle to attack that first curve, the E34 instinctively transformed to "Nurburgring" mode. On that particular day, I drove Angeles Crest Highway three times – the first time to blow off steam, the second to determine if what I experienced was real and repeatable, and the third to appreciate driving "the" benchmark sports sedan.

The second was in the mid 1990's when I attended the North America Touring Car Champion race in Belle Isle. For some reason, the

race-prepared BMW M3 did not make it to Detroit. So the team purchased an E36 M3 from a local BMW dealer, removed some seats, and installed a roll cage. And if that vehicle had not become an innocent bystander from a racing incident (by a Honda driver), it most likely would have won the race.

Because of these experiences, I either ignore or shake my head at the "drive fast" hacks that write and publish M vehicle "evaluations," based solely on speed and track performance. First, a typical "ultimate" sports sedan owner is as likely to take a vehicle on a racetrack as a typical SUV owner is to take a vehicle off-roading. Second, anyone can make a sedan go fast, very few can make it "livable" as a daily driver. Third, if one were to

drive the "ultimate" sports sedan constantly as if on a track, one would quickly discover why all race teams require sponsorship to keep them afloat. And fourth, the secret of the BMW M vehicles is designed in, effortless performance. Most every other "ultimate" sports sedan seems to require that an exoskeleton be activated to achieve their impressive performance numbers. The effortless, balanced, designed in ultimate performance is why the E39 M5 is still "the" benchmark ultimate sports sedan.

And the all-new M5 is aimed at again achieving that E39 benchmark. In our recent review of the G30 5 Series, we concluded that this all new 5 Series was the closer to the E39 than its predecessors. And the new M5's all-wheel drive is performance

tuned. The primary drive wheels are in the rear, with power transmitted to the front wheels as needed.

The "drive fast" crowd will howl once they learn that the only available transmission is a ZF eight-speed automatic. I can say that after years living with a seven speed DCT with paddle shifters, having this type of transmission allows the driver to focus more on driving, rather than shifting.

I am a huge fan of the F80 BMW M3. While a sedan, it seems to be the closest spiritual descendant to the E30 M3. I also love how the BMW marketing team has taken a page from the Porsche 911 marketing team, developing what seems to be an infinite number of "exclusive" M3 variants. For example, the CS has 453 horsepower, a seven-speed DCT with paddle shifter, and (thank God) a one-day class at a BMW Performance school. Only 550 will come to the U.S.

For me, it's always the subtle things that distinguish these types of vehicles. And I can't wait to see how many BMW owners will try to replicate the seat belt tri-color M striping on their vehicles. No doubt, this will soon be an M-performance accessory!

The limited number of M3 CS and the six-figure MRSP of the M5



(Above) The new M5 and new M3 CSL - Car and Driver will no doubt look hard for something bad to say about them.

means that these will be rather exclusive vehicles. If you want to see them on the road, I suggest (1) attending a class at your local BMW Performance driving school, (2) go to Silicon Valley where they will be driven by someone who just had an IPO or received a doctorate from Stanford in Machine Learning or (3) go to the Southern California movie and TV studios.

After seeing these two new M-vehicles, we can safely say that BMW's performance core is intact.

I may be in the minority, but to me "BMW" and "luxury" are not readily associated. Now, my first BMW was a 1990 BMW 750iL – the performance luxury flagship for its time. While there were some "luxury" features – specially the individually power reclining rear seats, the wonderful leather upholstery, and an integrated cell phone – when compared to the same year Mercedes S-class the 7 Series felt sporty, not luxurious.

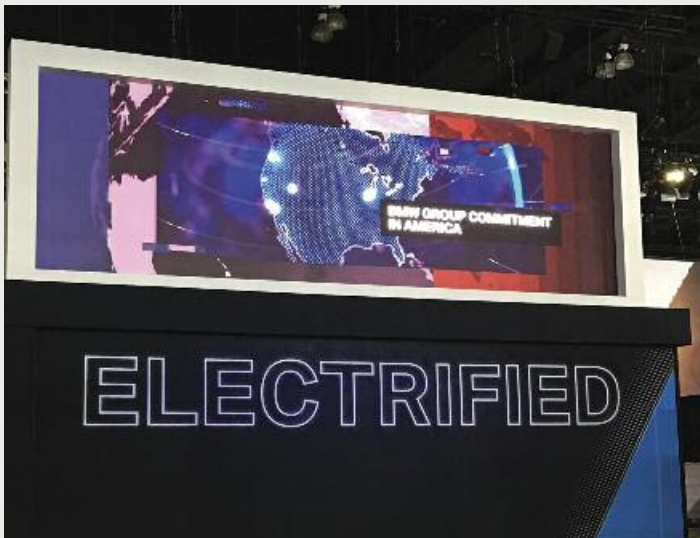
That being said, when the X7

concept was revealed, I was not too worried about the production vehicle being "luxurious enough." First, Rolls Royce has been part of the BMW family for some time, so some these benchmark luxury genes have made their way in to BMW design studios. Second, Land Rover was once part of the BMW family, so some of those genes have also been embedded in to the BMW SAV design DNA.

The BMW designers went to great pains to state that the X7 is not a "bigger X5." Having carefully inspected the X7 concept vehicle, I suspect that the production version will not only be the benchmark in its class, but also be worthy of its six-figure sticker price. I'll know that it's been officially launched when I see them in one of the "Real Housewives" series.

Unlike most BMW enthusiasts (including our esteemed *Roundel* editor) I am a fan of the E31 8 Series. I appreciate how a majority of the BMW enthusiasts criticize the handling and driving characteristics of the 8, especially relative to the 3 and the 6 Series. The physics of a larger and heavier vehicle simply won't allow for similar type handling and driving characteristics. But these critics miss the point of the E31 8 Series – it was a technological

(Below) BMW wanted all to know that the importance of North America, as well as their commitment to North America, should never be in doubt. (Below Right) Mini's interior design is a nice combination of classic and state of the art themes.



showcase GT vehicle. And it that respect, the E31 8 Series has excelled.

It was this vehicle that made me appreciate how BMW viewed technology and luxury synonymously.

The E31 8 Series was designed using CAD tools – a process that was still viewed as an oddity. The wind tunneled tested CAD design resulted in a drag coefficient of 0.29 – simply astounding for its time. In addition to either an inline six or a V12 engine, the production vehicle featured a “drive by wire” electronic throttle and was one the first BMWs to feature a multi-link rear axle.

The structural reinforcement required for the pillar-less greenhouse design, as well as the V-12 engine resulted in a heavy car. On the track, the E31 8 Series did not having the nimble, balanced performance exhibited by other BMWs. But on the Autobahn or on the Pacific Coast Highway, it was a benchmark GT. And as with all BMWs, the E3 8 Series has a loyal following.

When developing the second-generation 8 Series, BMW seems to have gone through their history books to rediscover and understand the Chi of the 8. There have been only three production BMWs with the “8” designation – the E31 8 Series, the E52 Z8, and the current i8. Each



|(Above) BMW's media event left the competition in stunned silence.

“8” vehicle has been “the” technological showcase for its time. Having inspected the 8 Series concept, we're confident that the production vehicle will live up to that promise.

First, the 8 Series concept design looks as if it's a sculpture. There are many design cues that we're certain will be used on other BMWs, such as the grill, the headlight design, and the taillight designs. This vehicle is intended to push the boundaries of BMW modular CLAR design and technology.

The interior design continues BMW's quest to no longer have their owners apologize for the lack of

plushness. As with the E31 8, this all-new 8 is more of a 2+2 rather than a true four passenger vehicle. And to reinforce the point that this 8 is not a 6 replacement, the 6 will continued to be offered after the new 8 is launched.

We've already heard rumors of an 8 convertible, an 8 Gran Coupe, and an 8 hybrid. Bringing these models to market quickly would indeed showcase the versatility of the CLAR architecture. The fact that there will be an M8 and an M8 GTE racecar that will compete in the IMSA WeatherTech (January 2018 Daytona debut) and FIA World Endurance

Championship shows that BMW has addressed the complaints about the E31 8 Series. This new 8 is destined to be BMW's new flagship Ultimate Driving Machine, both on the road and on the track.

To me, the 8 Series concept is a clear message to the Mercedes S-class, Aston Martin, Jaguar F-type and Bentley Continental product teams – “check your rearview mirrors.” That sleek blur that is about to pass you is a BMW. It will be interesting to see how the market responds.

Vehicle electrification is coming. As I sit in my room in Brussels, Belgium, I'm in the middle of a low emissions zone. Thanks to the VW emissions scandals, the UK, France, and the Netherlands have announced diesel-vehicle bans by 2040. And at the L.A Show, Peter Schwarzenbauer and Klaus Frolich assured us that BMW is ready to be competitive in this market segment.

Based on the upcoming European city regulations, BMW's electrification strategy is focused on the urban environment. For that reason alone, the “Mini-E” makes a lot of sense. For the past few years, I've felt that the Mini brand has been seeking a unique brand identity and product focus. Eventually becoming “the” electric vehicle division for

|(Below) Just for the “me drive fast” crowd - the all new M3 CSL. (Below Right) -We suspect that Mini may become an all-EV brand.



BMW makes perfect sense. After all, in 2009 the Mini was BMW's initial electric vehicle test platform.

While a Mini-E is a "no-brainer" for BMW's electrification strategy, imagine my surprise when our friend Yasmin rode on to the stage in a BMW electric scooter. If you've ever been in a European city, the number of scooters on the streets is overwhelming. I've often wondered about their collective contribution to air pollution. The all-new BMW electric scooter, with a range of 100 miles, is an ideal solution to this problem. The Mini-E and the BMW electric scooter are proof that BMW is prepared to be "the" urban electric vehicle provider.

Klaus Frolich's presentation was simply fascinating. Based on his comments, it's clear that the outlook for BMW's future is bright. The glazed eyes on the "drive fast" hacks are proof that they most likely missed the most significant statement of this press event. By 2021, all BMW vehicle will be of a modular design that will allow for an internal combustion, plug-in hybrid, or full electric powertrain. If successful and the resulting products maintain the benchmark BMW driving characteristics, BMW will indeed for the "Ultimate Driving Machine" for the



(Above) This may immediately become BMW's best selling EV (model NOT included).

foreseeable future.

It was great to see the i3S. From our previous review of the new i3 range extension, BMW has developed a more practical vehicle, more economical, more "eco-friendly" and much more fun to drive than the Toyota Prius. But Mr. Frolich assured us that these AREN'T EV appliances.

The BMW iVision Dynamics is a clear statement to Tesla. Simply speaking, your days are numbered. Or as Mr. Frolich said, "We do not

just twitter, we deliver on our promises". The production iVision Dynamics is to be positioned between the i3 and the i8, with a range in excess of 370 miles and a 0-60 (that's when the "go fast" hacks woke up) of under 4 seconds.

And BMW took an unmistakable smack at Tesla with the world premier of the BMW i8 roadster. With a stunning design, no rear seats, and a top that opens or closes in 15 seconds, this vehicle injects some much needed "buzz" in to the

i8. Available next Fall, it would not surprise me if the i8 roadster were available before the production ready Tesla Model 3!

I only hope that BMW is addressing the major reason for the lack of EV proliferation – the lack of fast charging stations. During our weeklong i3 evaluation, the lack of available chargers was the only issue we faced. And this was the "eco-friendly" Silicon Valley!

BMW NA was very nice, arranging for interviews with senior executives on the 8 series, Z4, EV/HEV strategy, connectivity strategy, and the i Series. This will help immensely with future articles – and we thank them for their time.

For the rest of that L.A. Show media day, the BMW exhibit was quite easy to find – it was the one that had the constant crowd. The competitor's staffs were also quite easy to locate. They were the ones standing in their near empty exhibits, green with envy.

The message from this outstanding BMW L.A. Auto Show Press Event to the BMW faithful was clear – we heard you. This event was for us.

(Below) The new X7 will have a commanding presence.



(Below) We could never get any closer to the all-new M5.

WHAT IS ON YOUR PLAYLIST?

By Kendra Seto

Imagine this:

You are driving quickly down the highway. It is a perfect sunny and warm day. You are looking good. For me, it is that “Just Got Your Hair and Nails (manicure and pedicure) Done” look. Your beloved BMW is looking good...detailed to perfection. For me, that means thoroughly cleaned inside and out. *Reminder: I am the one who wrote the article stating that I will never clay bar my car. Yes, I still will not clay bar my car. But, I digress.*

What is missing?

It is that perfect playlist to go with this perfect day. The songs on my playlist make feel happy, conceited, confident, sexy, and powerful. These songs are guaranteed to make me bob my head and sing along. Basically, I feel badass especially with the top down in my Silver 2000 Z3M aka Silver Surfer. *Reminder: I also wrote in the aforementioned article that I would not know the chassis of my car. Still don't and I'm fine with it.*

The following songs are on my playlist (in no particular order):

- Pretty Girl Rock – Keri Hilson
- Countdown – Beyoncé
- All of the Lights – Kanye West
- Poker Face – Lady Gaga
- Photograph – Def Leppard
- Applause – Lady Gaga
- Stay the Night – Chicago
- BOB – OutKast
- I'm Good At Being Bad – TLC
- Rock the Casbah – The Clash
- Sorry Not Sorry – Demi Lovato
- Sorry – Beyoncé

As you finish reading this article, I encourage you to start a BMW playlist if you do not have one. I also ask that you consider posting a tweet of the song(s) on your playlist. I look forward to viewing the songs posted from my fellow badass BMW owners and enthusiasts. #BMWplaylist

Paul Seto photo.



Traditions

BY	Marc Caden
PHOTOS	Marc Caden Raine Mantysalo

One Man's Passion for the Marque: Lothar Schuettler

We boast the largest BMW CCA chapter in the nation that also happens to be one of the oldest, spanning more than four decades. We have an incredibly diverse membership that includes people from all walks of life and age groups. But ask anyone in the club and they will all tell you that one man stands out more than the rest. This man's passion for the marque began decades before our chapter's inception, back when BMW was still in its infancy, and that passion continues to this day.



Lothar Schuettler is an affable man with a German accent known for his legendary management of the service department at VOB Auto Sales back in the 1970s. He then established his own and very successful independent BMW service center, while somehow finding spare time to build a custom home and garage for himself, restore multiple classic BMWs for his personal collection, and win many awards for his support of the marque.

Lothar was born in the middle of World War II in Frankfurt, Germany. The year was 1941 and not long after his birth the family home was destroyed in a bombing. The family was evacuated to the countryside and eventually relocated permanently to a little town outside of Wiesbaden in central western Germany.

After completing secondary school, Lothar enrolled in an apprenticeship program as an auto electrician at Bosch and graduated three and a half years later. Back in those days, dealers would send off their new car inventory to independent auto electrical shops to have aftermarket accessories installed, such as radios and fog lights. So a young Lothar began his career as an auto electrician, frequently working on early BMWs like the 502 – of which he now owns two (a sedan and an even rarer cabriolet). One of his most memorable installations must be the time when a new BMW 507 owned by Elvis Presley needed a radio while Elvis was stationed in Germany (ed's note: see page 28).

Interestingly, the first BMW Lothar purchased wasn't a car – it was a 1958 R50 motorcycle. The R50 was a well-regarded BMW two-wheeler with a little twin-boxer engine that was air cooled and produced 26 HP. Lothar has always had a love for BMW motorcycles and still keeps several of them in his



(Above) Lothar receiving the Golden Service Award by the General Manager of BMW NA in 1972.

personal collection. His first car wouldn't come until years later when he purchased a Neue Klasse 1800ti.

According to Lothar, he came to the United States in 1968 seeking "some adventure" and has never left. Although he spoke little English, Lothar was hired as a technician by VOB Auto Sales (then located in downtown Bethesda). Initially, Lothar worked on all types of foreign cars, but over time his scope narrowed to BMWs and Volvos. Lothar's skills as a technician immediately stood out and in short order he was first promoted to Shop Foreman for BMW Service and then to Director of the Service Division for all brands.

Many of the relationships Lothar forged with customers at VOB still continue to this day. He ran the service department with

legendary workmanship and a high attention to detail that garnered him recognition nationally. In 1972, while at VOB Auto Sales, the General Manager of BMW NA personally presented him the Golden Service Award for running the best service department in the country.

However, Lothar's career at VOB came to a crossroads when he was asked to make changes to the service department's operations with which he fundamentally disagreed. Rather than compromise how he felt the service department should be run, Lothar resigned – which he in retrospect calls "one of the best decisions of my life."

So, why did leaving VOB end up being one of the best decisions of Lothar's life? Because it freed him up to open BMW Excluservice, his own very successful independent BMW service center in Rockville. At Excluservice, Lothar continued to help his friends special order new cars directly from the



Photo by Mike Wendell



(Above Left) The first BMW Lothar purchased wasn't a car – it was a 1958 R50 motorcycle. His love for motorcycles is clearly shown when he demonstrates his 1956 R50 with sidecar. (Above Right) A properly dressed police officer on a German police motorcycle with working lights and siren.



(Above and Top Middle) In 2011, Lothar became just the 15th recipient to receive the prestigious Dr. Gerhard Knoechlein BMW Classic Award.

BMW factory in Germany and many of his former VOB customers stayed loyal to him and followed him to the new business. Lothar continued at Excluservice for 30 years until his retirement only a few years ago.

It was at Excluservice several years back where I got my first look at the 1937 BMW 328 roadster that Lothar was restoring. Lothar kept a personal workshop that was visible through the shop's front window, there he frequently could be seen restoring the car as time allowed. Lothar had purchased the 328 from the owner of a BMW motorcycle dealer in South Carolina. Even though it arrived as a wreck and was contained mostly in boxes, it was the most expensive car Lothar had ever bought!

It took Lothar almost seven years to restore his 328 to perfection. He did 80 percent of the work himself and spent thousands of hours on it. Now completed, it has been recognized as one of the very best of its kind in the world. It has won numerous awards and BMW NA frequently borrows it for their own special events.

In 2011, the 328 won Best of



(Above) Lothar and Gretchen receiving the Best in Show Award at the Hilton Head Concours d'Elegance in 2011.



(Above) The Best in Class Winner at the 2016 Pebble Beach Concours d'Elegance. Photo by John Hartge

(Above) In 2016 Lothar received yet another lifetime achievement honor – the BMW CCA Friend of the Club Award.

Show at Hilton Head Island Concours d'Elegance.

Ultimately, Lothar's 328 received the greatest honor any collector car can receive when it won its class at the 2016 Pebble Beach Concours d'Elegance. There Lothar and his wife Gretchen proudly drove the 328 onto the podium to receive the winner's trophy. At a time when restoration costs for some concours-worthy cars can run into the millions, it is simply amazing that an owner-restored BMW won its class at Pebble Beach.

While Lothar's other restored BMWs have also received awards and honors – so has the man himself. In 2011, Lothar became just the 15th recipient of the prestigious Knoechlein BMW Classic Award. It is the highest award presented to an individual by BMW Classic and the International Council of BMW Clubs. Earlier this summer Lothar received yet another lifetime achievement honor – the BMW CCA Friend of the Club Award for his outstanding achievement and exceptional dedication to the Club.

I will never forget the first time I brought my recently purchased 1973 BMW 2002 to Lothar for his thoughts.



(Above) A familiar sight at the Club's driving schools. Gordon Kimpel at speed in his Grey Market M635CSi. The car was imported by Lothar.

(Above) Woody Hair going for a test drive in a highly modified manual-transmission M-powered 7 Series provided by Lothar.

Within 30 seconds of looking at it he said "it looks very nice, but you know that one of your wheels is a half inch wider than the others." Damn if he wasn't right! Lothar has a fantastic eye for the little details and I immediately went home and bought myself a new wheel in the correct width.

A few years back, when it became lawful to import the BMW Z1 into the country Lothar was one of the first in the area to get his hands on one. Interestingly, he once told me that in Germany the Z1 is the only vehicle that you can legally drive without the doors. Anyway, the first opportunity Lothar had to show the car was at the chapter's annual

Deutsche Marque Concours. When my son Andrew saw it his jaw dropped similarly to a Z1's disappearing doors – Lothar even let him push the button that makes the doors go up and down. As I walked away, Lothar stopped me and slid me the keys to the Z1 – right in the middle of the show he wanted me to take Andrew out for a ride in it to experience doorless driving. It is a moment that my son and I shared with Lothar and that we will never forget.

I feel fortunate to have gotten to know Lothar over the years and to call him my friend. He has taught me many things about the little German cars we love so much, but also about



(Above) My son Andrew and I taking a ride to remember in Lothar's Z1 appropriately with the doors down.



(Above) Lothar's rare 1956 502 cabriolet at The Vintage in 2013 and (Right) his newly restored 1958 502 sedan at the Pittsburgh Vintage Grand Prix in 2015.



(Left) Whether it's the Deutsche Marque Concours event or the Rockville Auto Show (Above and Right) Lothar is a frequent participant with multiple cars.



how to live life. Lothar is one of fortunate ones whose day-to-day work to pay the bills also happens to be his life's passion. How many of

us can really say that? After a long week of work at Excluservice, no one could be more excited about spending the weekend in a garage

restoring cars than Lothar.

In writing this article, several club members shared with me a favorite story or two involving

Lothar and while I couldn't include them all, here are few.

Cory Laws – Test Driving the First M5 in the Country

Lothar imported what was apparently the third M5 produced. That was probably true, because the only way he was able to purchase it was by signing an affidavit that he'd export it, as none had yet been sold in Germany. At the time, I was editor of the *dB*, and had a bit of a reputation behind the wheel of my 5 Series (SN 5000041). The car was modified, with the highest horsepower Euro 3.5L Lothar could find for me, 75% limited slip, custom headers, exhaust and suspension. In anticipation of the treat, I prepped with a little spirited driving earlier in the day, and on the way to Excluservice. My "control" car was first generation, but lighter and only 45HP less, so I was looking for differences. Raine Mantysalo was my co-pilot and photographer. Due to a previous test drive foible in another car that resulted in a bent flywheel, I was given a rather harsh warning: "If you wreck it, shoot yourself, then leave the country".

It's amazing how much detail I remember, 30 years later.



(Above) Cory Laws remembers, While being handed the keys to the M5, I was given a rather harsh warning: "If you wreck it, shoot yourself, then leave the country."

We strapped ourselves in and fired it up. The first thing I noticed was the sound coming from under the hood. We headed out. At every stoplight, people would stare from the sidewalk and nearby cars, obviously also wondering what the HELL was under the hood. We just smiled. It wasn't all that different than my 5-er, or so I thought... until I looked at the speedometer. Holy crap! I thought we were cruising at about 80-85, but we were into the triple digits with zero drama.

Nice, smooth, almost linear acceleration, a lot like the 540 Sport I had later. Quick off the line, with no noticeable lag or reduction of torque, even up to speeds usually associated with the Autobahn. It was also nicely tossable, without the weight of newer models. I believe we were out for about 45 minutes, and sadly realized it was time to return the toy to its rightful owner. Lothar was happy that it was unscathed, and we were happy to have had the pleasure of experiencing the first M5 in the country.

Dr. Ron Costell – With No Ride, Lothar Just Walked Ten Miles Home

I have known Lothar since 1971. He was running the VOB repair facility on Old Georgetown Road and Wilson Lane in Bethesda. I and my 1967 1800ti followed him to VOB in North Bethesda and then to Excluservice. I was always impressed with his competence and reliability. I have gotten to know him better over the past dozen years. When I turned 65 I thought it was time

to find a "modern" BMW to enjoy. I sprung for a 1988 M6 on his lot, and shortly thereafter a 1985, Euro M5, which was being slowly refurbished in his shop. When I reached 70, Lothar facilitated my acquiring of a 1994 Euro 850CSi. As we all aged gracefully, Lothar, I and the 1800ti found ourselves spending more time together and I was privileged to watch the progress of

some of his wonderful restorations.

Lothar is uniquely gifted with a combination of intense energy, technical mastery and, not the least important, good taste. His restoration projects hit a perfect balance of quality, polish and authenticity. What is so heartwarming about Lothar is how modest he can be with the spectacularly large projects, in contrast with the almost childlike glee he shows in finding a creative solution to some small problem, or in bringing back to life some aged, discarded component. I witnessed this when he proudly restored the original horns and old VDO 6 volt windshield washer motor for my 1800ti, allowing the car to preserve more of its authenticity.



(Above) Dr. Ron Costell by his 1967 1800ti at BMW Excluservice's 25th anniversary event.

Lothar is fond of quoting his old uncle, "You can't kill a weed!" He proved this two years ago, when, after I dropped him off at a location where we expected Gretchen to be able to pick him up, he then proceeded to walk the almost ten miles home. I was horrified to learn of it, since he had had a recent injury. Others were likewise worried. But he never said more than, "I've got to remember to take my phone with me." That incident sums up for me the remarkable resilience and purposefulness with which he approaches every challenge in life. I only wish we could cultivate a bigger crop of such "weeds." Our world could be a much more interesting place.

Raine Mantysalo – Lothar Cut the Roof Off My 2002!

In 2010 I bought a white '76 2002. Past ownership made me want a car in the same color as the one I had bought new in 1976. I took it to Lothar for a basic inspection and to have it generally looked over. He immediately complimented me on the very nice paint and exterior. I then pointed out the engine compartment that showed its age. I asked him what I should do with it. He just looked at me and smiled.

When I came by his shop later, I found out that he had taken everything but the engine out. On his workbench was a row of parts that had been carefully cleaned and painted and were now ready for reinstallation. I was stunned that he had done all the work. When it was all finished, the car's engine compartment looked like it had been totally redone. I was speechless.

At some point the previous owner had installed an aftermarket moonroof. Not only was it poorly fitted and had a small leak, but none of us liked the way it looked. Lothar had occasionally suggested (teased me) that I should have the entire roof cut out and replaced. Do what? It didn't seem like a big deal to him. But it certainly did to me. Later when the opportunity came I helped him with the tear-down and he handled the rest of the project himself. The finished result was, again, just amazing.

Last summer, I had mentioned to him that I would like to have the engine pulled during the coming winter for painting and fixing what needed to be fixed. Later in the fall, when I broke the news of moving to Finland, he replied that it meant we had to pull the engine right away. I was speechless. Again. Instead of just

dropping the whole idea since I was about to move out of the country and also taking the car with me, he still wanted to do the project and besides that, he made it his priority. That is so typical of Lothar.

Lothar knew that I liked cars clean, inside and out. I had already cleaned and detailed some of his cars and occasionally cleaned the entire collection. But when he told me about his secret entry to the Pebble Beach Concours in 2016 and asked me if I would detail his restored 1937 328 for his entry, I had a hard time believing it. Of course I would do it! That was a real honor. This IS the show of the shows.

Though the car had rarely been driven, it still needed a thorough cleaning, polishing and detailing to enter this prestigious competition. Most of my work, the tedious part, was done under the hood. And I didn't just clean any dirt that caught my eye, I actually went looking for it. Once I was done with it, besides being very thankful, he made me feel his appreciation for my work.

Right after the Pebble Beach Concours weekend my phone rang on Monday at 8:00 am California time. It was Lothar. He was elated. I knew right away he had won something. "Best in Class! Unbelievable!" (To us car guys that is like winning the Nobel prize.)

I was very honored to have gained his trust to work on the 328 and to prepare it for the big show. This was a \$1,000,000 car after all. Maybe it helped me pay back some of the time he had spent on my 2002. Just maybe.



(Above) Lothar's 1937 328 being detailed for the Pebble Beach Concours.



(Left) The 2002 with the aftermarket moonroof.



(Right) The car is once again the way it left the factory.

Two European Deliveries —

By John Hartge



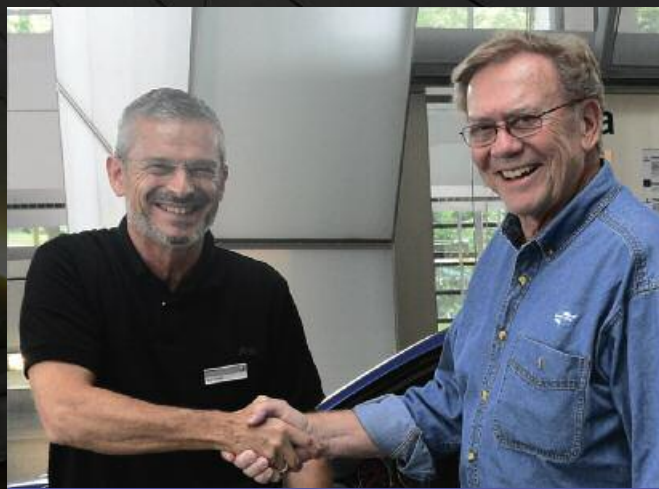
Photos by John Hartge and Raine Mantysalo



33 Years Apart



Some folks love the experience of picking up a new European car in the home country so much that they repeat the experience over and over. A guy on one of the popular forums recently bragged about his seventeenth European delivery. Wow. In September, I repeated a Euro delivery. It was my second during forty-two years of BMW ownership. The first was thirty-three years ago so it would be hard to call me a Euro delivery regular.



(Left) You see your new car from high above before descending the stairway to touch the car. (Inset Photo) My previous Euro Delivery was this 1984 325e. (Top) The delivery location in Munich: the BMW Welt. (Above) Rolf and John after the complete bumper-to-bumper feature demonstration.

As I reflected on the trip for my 2018 440i track package coupe, I started thinking how different it was from picking up my 1984 325e.

First, there's travel and how the internet has changed planning and booking. It's so easy to find lodging online and preview rooms with pictures and videos, check out roads using Google Earth and precisely calculate travel time using Google Maps or ViaMichelin.com. Compare that to paper maps, squinting at mileage charts, and



(Above) September snow on Julier Pass, Swiss Alps. (Below) Bavarian Alps near the Neuschwanstein Castle.

searching bargain air fares in newspaper ads. Now smart phones help one along the way. No need to try to figure out an international phone call from a foreign phone booth. And there's the currency. In 1984, the dollar was strong against the

Deutschmark. That made lodging, food and fuel cheap for Americans. Now, the dollar is relatively weak against the Euro so it is not a bargain time to travel there. Remember traveler's checks? Now you can use a credit card for nearly every transaction or there's the omnipresent ATM for some local cash.

Another obvious difference is the delivery venue in Germany. Thirty-three years ago, customers

went to a Munich suburb, Freimann, looking for an industrial style large steel garage. There was a modest lounge, some treats and a small accessories boutique. There were legal documents to sign, insurance and registration forms, similar to now. A gentleman in a long white lab coat greeted me and escorted me inside the garage where I saw my Baltic Blue E30 3 Series among the new BMWs parked along the wall. He briefed me on the car from front to rear, presented me the keys, and one block later, I was on the Autobahn.

Deliveries these days are in Munich across the street from the BMW four-cylinder headquarters building and factory in the stunningly styled giant showroom known as the BMW Welt. Customers are



(Above) The new coupe in Cesky Krumlov, Czech Republic.



(Above) A European Delivery souvenir in Partenkirchen.





(Above) Early September snow surprise in the Austrian Alps. (Below) 2018 BMW, 1682 stone bridge, Savognin, Switzerland.

treated like royalty, fed heavy gourmet hors d'oeuvres in style in a large comfortable lounge. Your new car is presented spotlighted on a turntable two stories below. My Estoril Blue F32 4 Series stood out among the mostly black and gray BMWs spread out on the delivery floor. Rolf (golf shirt instead of lab coat) greeted

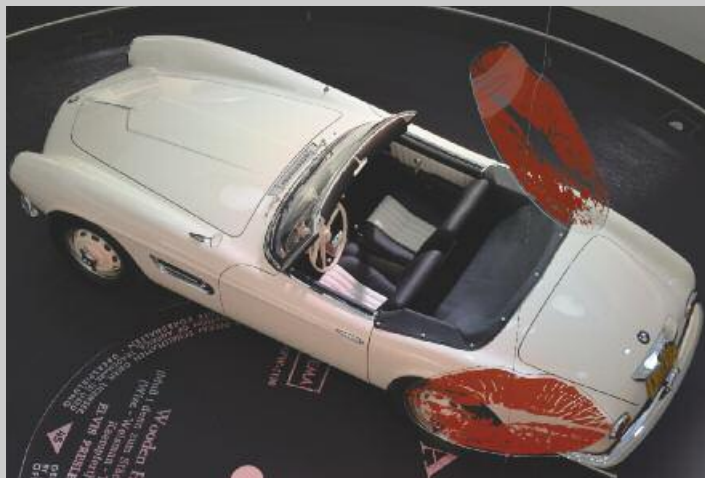
me and proceeded to demonstrate features bumper to bumper. Unlike in 1984, most of the briefing for a 2018 model was devoted to iDrive. Again, I was presented with keys, actually fobs, and within a few blocks, I was on the Autobahn.

European deliveries used to offer significant savings over a U.S.

purchase. Thirty-three years ago, discounts on new BMWs were rare. One paid list, so the European Delivery program savings were real. Even after adding shipping, import tax and other fees paid separately in those days but now included, I saved eleven percent versus domestic on my '84. Now, BMW discounts are

common and many offered for U.S. delivery are not available on European delivery. So even though BMW discounts ED base prices five percent, once calculating savings lost compared to available domestic deliveries, I estimated I saved less than \$1000 (including the CCA membership reward). I saved twice as





(Above) The 1972 BMW Turbo concept among the collection at the BMW Museum. (Above Right) The Elvis 507 is a star in the main BMW Museum.

many dollars thirty-three years ago on a car that cost only about one-third as much. But I have to remember that I did not have to rent a car for my vacation! On my delivery day, twenty-three Americans were sched-

uled to receive their new cars, of a total eighty-two deliveries, most going to Germans. I was told that there were more American customers that day than usual.

My experience in '84 included

driving through the Black Forest in rain and fog. I could not see the forest for the fog. Near the German-French border, I stopped at the BMW Tuner Hartge. I had written to them about a possible family connection,

given our shared name, but we could not establish a link. Still, they greeted me like family, showed me around the shop, gave me some parts I wanted to buy (they would not accept payment) and treated me and my co-traveler to lunch. A couple of days later in Paris, I thought it would be fun to drive around the Arc de Triomphe. What a fool. It was chaos. I left the car at an authorized drop in Antwerp. It took about six weeks to show up at my dealer, the old Heishman in Arlington.

My experience in '17 included driving along ever-so-narrow country roads in the Czech Republic to the charming medieval town of Cesky Krumlov and getting caught in freezing weather after a fresh snowfall in the Alps. Luckily, there was no snow on the roads since I was on summer performance tires. Sadly, the unexpected wet, cold September weather curtailed my plans in the Alps. My co-traveler and co-photographer this trip was longtime *der Bayerische* production manager, Raine Mantysalo. He'll never forgive me for turning over driving duties to him just before we found ourselves the wrong way on a narrow Einbahnstrasse in crowded



(Middle and Left) Many of the vehicles in the Classic collection are available for rent.

Partenkirchen. Why were all those people waving arms and shaking fists at us?

We used a rainy day to visit famed BMW tuner Alpina. Unlike the visit to Hartge in '84, this time I could not suggest a family connection to the Alpina Bovensiepens; nonetheless we foreigners were welcomed to the firm's Buchloe headquarters showroom and treated to coffee, cookies and a video of the firm's history. Alpina first made typewriters.

Before picking up the car in Munich, we spent a day visiting key BMW attractions – the museum, BMW Niederlassung (the large corporate owned dealership), and perhaps the most fascinating to us – the BMW Classic center.



In 2016, Group Classic occupied BMW's first factory, where airplane engines were made during WWI. It houses a collection of classics (many available for rent), a restoration and maintenance shop and Café "Mo 66" where, while sipping coffee, you can see some interesting classic BMWs coming and going. We were unable to make the public tour offered on Mondays. However, there is a public relations staff that caters to BMW Club members. We contacted the BMW Club and Community Management office (bccm@bmwgroup-classic.com) a few weeks before our arrival and were able to arrange for a representative to give us an informal personal tour.

Any longtime BMW fan familiar with the marque's history and vintage cars should put the BMW Group Classic at the top of your list for your Munich visit.

After twelve days and 2,340 kilometers touring through six countries, I dropped off the 440i at the designated spot conveniently located at the Munich airport. Like in 1984, it took about six weeks for the car to arrive at my local dealer, BMW of Catonsville, where by the way, I had an excellent sales experience. I ordered the car in May, took delivery in Munich in September and finally delivery in Maryland in November. That's probably at least three months longer than a factory



order for U.S. delivery would take, but I drove my new BMW on its native roads – which made it well worth the wait!

(Top) Antique and modern cars sit where BMW made WWI airplane engines. (Above) John and Raine visit BMW Group Classic located in the firm's first factory.



Pump the Brakes, or The Logistics of Modifying Your Car and Passing Tech

By Jaclyn Heck | Photos by Jaclyn Heck and Fraser Dachtile

We all want to be the best. Fastest. Strongest. For autocross however, this takes seat time, commitment, and occasionally a little bit of spending.

If you are looking to be competitive, but not invest all of your time and hard-earned money, it is possible. Making small modifications to your car, ones that will help to improve your performance without moving you into a new, more competitive class (from Street or Stock to Tuner or Modified), can be achieved at a relatively low cost.

So what are some of the (more useful) options? Here are some adjustments to consider, as well as what you need to do with your car to pass tech.

Tires

Tires are the modification where you'll see the biggest impact. The "best of the best" or most expensive items mean nothing if you don't upgrade your tires. The tires are the only four places connecting your car to the pavement.

more quickly, are traditionally very noisy on the road, won't perform as well in wet conditions, and are not suitable for winter weather.

Summer tires tend to fall between autocross and all-seasons, offering

Bad tires mean less grip, and less grip means a slower time.

The biggest factor to look at when searching for tires are the type: seasonal, summer, winter, racing, or autocross tailored (which are often labeled as Extreme Performance Summer tires). Winter and racing tires have an intended purpose, but autocross is not one of them.

As a very brief overview on types, autocross-tailored tires are ones that can be driven on the street, are safe in wet conditions, and are made of a specific rubber compound that offer a quality performance while driving. Due to their treadwear, they offer a much higher level of grip than a tire not specifically developed for autocross, but will also wear out



*(Top) **Let Me See that Body Roll:** The shifting of weight to the outer wheels that occurs when taking a turn is clearly displayed. (Above) **Don't Pass Go:** Committee members inspect the wheels and trunk as part of the event tech inspection.*



(Above) Stable Attitude: When properly adjusted, sway bars help limit body roll, keeping all four tires connected more equally with the pavement.

you the option of the better qualities of the two. They drive comfortably on the road while offering more grip, and thus an increased performance when used for autocross.

All-season tires offer comfortable road manners, but are not going to be as great at autocross performance as autocross-specific or summer tires. However, they have their value in autocross, allowing you to feel what the car is doing well at a lower speed.

For more information regarding tires, treadwear, and tire pressure, check out the article from the May/June 2016 *dB* article titled "TIRE-d Already? We're Just Getting Started!"

Brakes

Generally, you are allowed to change brake pads without restriction.

Upgrading to performance brakes allow for a shorter, more consistent stopping time and distance. This allows one to carry more speed up to your braking point, get off the brake sooner, and come out of corners more quickly. However, race-specific brakes are not advised for autocross, as they

require heat build up to be effective, which does not typically occur during an autocross run.

Remember though, the brakes don't make the car or the driver; the driver makes the car.

Sway Bars

Drivers are allowed to change out one of the two sway bars in the vehicle and still maintain street class status.

Sway bars connect both sides of the suspension, minimizing the amount of body roll at the end of the vehicle in which they are installed (front end or back) and improving handling. Excessive body roll in a tight turn ends up causing the majority of the car's weight to shift to the outer tires, so having a sway bar helps to minimize the shifting and keep the weight of the car more equally distributed.

Adjusting the bar in the back end of the car decreases body roll in the rear, which increases oversteer and decreases understeer. Swapping the bar at the front of the car decreases body roll at the front, decreasing oversteer and increasing understeer. In addition, it helps to

improve weight distribution between the four tires. With better weight distribution comes the ability to move through a corner faster before losing traction, and thus helping to produce faster times.

Make sure to research the different types, shapes, and sizes of sway bars that are compatible with your car, and work to better understand how adjusting the stiffness will affect the car's handling.

Shocks

Switching the shocks from factory to performance can help save small fractions of time throughout your runs by helping to reduce the amount of body roll as well.

Autocross shocks have been designed, produced, and tested by the manufacturer to optimize

(Below) Wheel Up: Taking the tight corner causes the weight shifting and rear wheel lifting.





check the interior and exterior of your car, as well as under the hood. They will also ask for you to step on the throttle and release it, in order to make sure the pedal doesn't stick. If you have your own helmet, they will also check to make sure it meets current Snell standards.

Knowing what is being looked for is the key to preparing a car for inspection. Make sure the battery is secure, the car is empty of any and all loose items (this includes the main cabin of the car as well as the trunk, and yes, any floor mats), tighten the lug nuts to ensure the wheels are properly secured, inspect the tires to make sure there is no excessive wear or any bands

or cords showing as they will not be permitted on the course, and take a walk around it to ensure there are no loose panels or fluids leaking.

If you have any questions about your car, what modifications you can or cannot make, if a modification would be a good investment, or have any questions about tech, feel free to ask a committee member and they will be happy to offer advice and point you in the right direction.

Autocross can be as simple as taking the family car for some high-speed runs or as competitive as you would like it to be; it's up to you to decide.

(Above) Hit the Brakes: Performance brakes can help shorten stopping time, allowing you to get out of a corner faster.

performance with factory springs. They work to minimize the spring's ability to compress, allowing them to bounce back more quickly. The less time it takes for the springs to return to their normal position, the less body roll, which means an increase in how quickly a car returns to neutral.

Overall

No matter how fast or expensive a car, ultimately what matters is the driver. The best drivers can drive any car. You can make any of the changes above, but it doesn't always mean you need to. Some tweaks will be better suited for your car than others initially. As with anything, make sure to do research and know that there are always tradeoffs with all types of modifications, no matter how small.

Tech Inspection

Every car must go through a technical inspection at the beginning of each event. Cars will line up to be looked at and typically anywhere from two to four committee members will work to check that everything is as it should be. It's a relatively quick and easy process, and if you have ever participated in a track day, there is far less scrutiny.

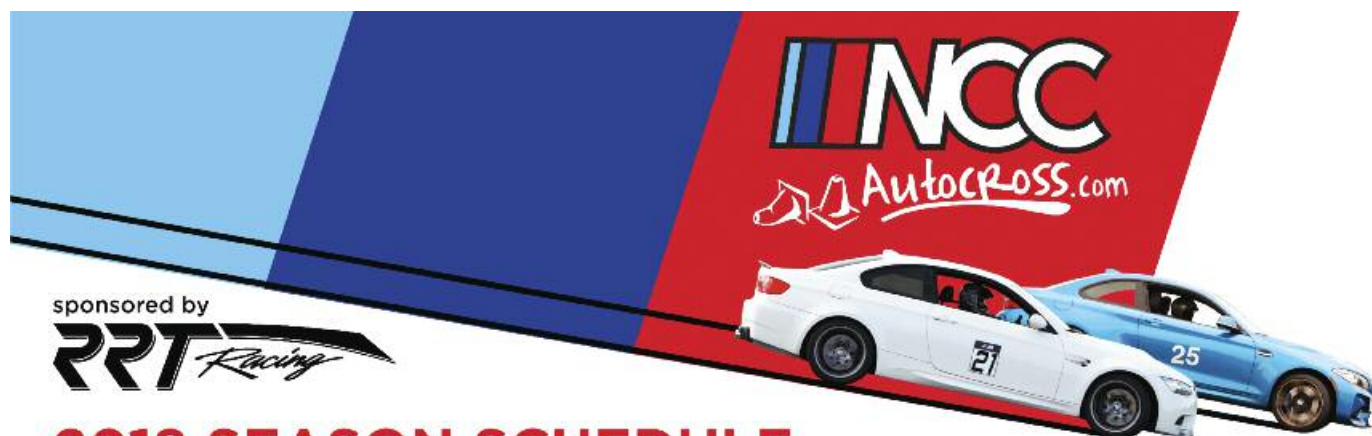
You will be asked to pull up and pop the hood and trunk. They'll



(Above) Single File: Event attendees line up for the morning event tech inspection.



(Above) Whoops: Overshoot or come in too hot? Good brakes can get you slowed down and recorrected faster.



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4/7 Test and Tune

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Regency Furniture Stadium, Waldorf

5/12 Points Event #2

Summit Point, Washington Circuit
(Chapter-wide event)

6/2 Test and Tune

Regency Furniture Stadium, Waldorf

6/9 Points Event #3

Bowie Baysox Stadium, Bowie

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Science or Snake Oil?

By James Laws

We've all at one time or other seen products which claim to improve the performance or longevity of some system in our vehicles. Claims of fantastic gas mileage improvements, horsepower increases, or greater overall efficiency are common. I, for one, have always viewed these claims with a certain degree of skepticism and was never particularly interested in trying the products.

Recently I had the opportunity to tend a booth at the American Chemical Society's National Meeting and Exposition at the Washington Convention Center to help out a friend. Let me say right away that I am not a chemist, but I'm familiar with technical concepts so I figured I could handle the basics of the company's products and refer the more complex issues to my friend.

Across the aisle from my booth was a booth belonging to a company called TriboTEX. The company's advertising offered a nanotechnology-based product which uses smart nano-particle technology to reverse wear in engines and gearboxes. The nano material is supposed to work by finding worn surfaces inside engines and placing a coating on them. This coating reduces friction and replaces worn-away material.

The product claims did catch my attention but I was busy setting up my booth for the first day of the expo and greeting visitors. Over the course of the conference I had the opportunity to speak with the gentlemen running the TriboTEX booth; Carl Holder who has marketing responsibilities with TriboTEX and Vladimir Borisov who is TriboTEX's Chief Engineer, and learn about their company, their product and some of the science behind it. I won't go into the details of company's history, the science behind the products or the recognition the company has received, you can find all of that on TriboTEX's website if inclined. The website is www.tribotex.com. I'll give you the highpoints here.

- The company is based in Pullman Washington
- The product claims are
 - Reduced friction and Increased horsepower
 - Reduced engine noise
 - Increased fuel economy (3% to 5%)

One of the product claims that I found most attractive was the longevity of the product. Many products which appear to make similar performance claims seem to last only through one or two oil-change cycles. The TriboTEX product is expected to last as long as 45,000 miles which I thought to be a great benefit.

On the last day of the conference I was offered a sample of the TriboTEX product by Mr. Holder to try in one of my vehicles. In return for the sample Mr. Holder requested that I provide him my assessment of their product's performance after the initial 500 mile period recommended for full effectiveness.

I decided that my 1999 528i Touring was the appropriate vehicle for the trial since it's been more or less my daily driver for the last 3 or 4 months. Five hundred miles on some of my other vehicles might have taken a year or more. This meant that any planned maintenance or upgrade activities that might have an impact on fuel economy such as new spark plugs would have to be put off. Additionally, since I had not been tracking fuel economy using the miles travelled and fuel used between refueling, the method I had to rely on the fuel economy calculations provided by the onboard computer. I was also mid-way through an oil change cycle, but fortunately I had asked the TriboTEX reps about changing the oil prior to introducing the product and their response was no, it's actually useful to have a bit of carbon in the oil to aid in the bonding process.

The product is injected into the engine oil via the oil fill receptacle on the top of the engine.

Mr. Holder told me that some users of the product claim to experience an immediate improvement in engine performance, although that is not the normal user experience. I didn't begin to notice any change in vehicle performance until the product had been in use for approximately 300 miles.

At this point I have to make it absolutely clear that I did not have any means of quantifying the effects that I experienced beyond observed fuel economy. Everything else is seat-of-the-pants impressions based on my knowledge of my daily driver. In addition, the results that I am reporting are my own; scientific testing with controls and other

testing methodologies are the province of TriboTEX, or Consumer Reports. If you're interested in how TriboTEX tests and verifies the product the results much of that information can be found on the TriboTEX website or by contacting TriboTEX directly.

So, here's what I experienced and reported to TriboTEX;

- My seat of the pants assessment is that the car is running more smoothly;
- It seems quieter as well.
- As I mentioned earlier I didn't begin to notice any changes in the way my car performed until about 300 miles after the TriboTEX had been added. At that point I noticed that the car seemed to start more easily.

OK, so in my case, the product seems to be performing as advertised, and I am extremely pleased with the results thus far. In conclusion, for me it's science.

I will continue to monitor vehicle performance, but there are maintenance items that are due to be addressed such as new spark plugs that I expect to impact fuel economy and performance in a positive manner.

If the reader is interested in learning more about the product and the science behind it visit the TriboTEX company website or its Facebook page (TriboTEX). If you're interested in trying the product, it can be purchased on the TriboTEX webpage.



NEW MEMBERS



The National Capital Chapter of the BMW CCA now has 5,136 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 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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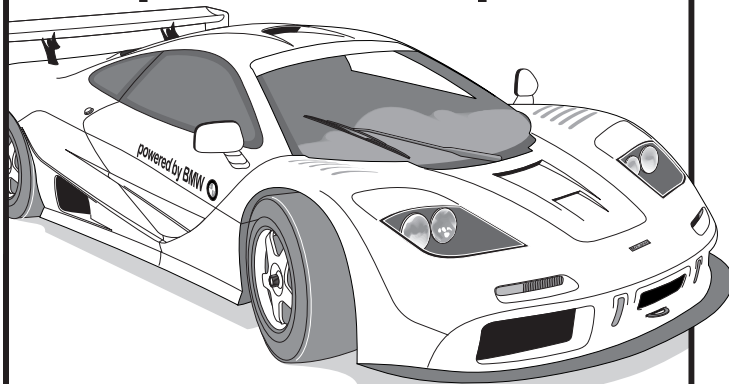
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