

Magazine of the National Capital Chapter BMW Car Club of America

March/April 2019

der Bayerische





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Cover: James Chew test drives the 2019 BMW X2 xDrive2.8i equipped with Premium and M-sport packages. Read the article on page 8. Photo: James Chew

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National Capital Chapter BMW Car Club of America

Chapter Officers (Please call 7:30 p.m.-10:00 p.m.)

President

Paul Seto president@nccbmwcca.org 301.908.1928

Vice President

James Laws vice-president@nccbmwcca.org 240.424.5380

Treasurer

Richard Kempf treasurer@nccbmwcca.org 703.455.8210

Secretary

Gina Hector secretary@nccbmwcca.org 202.570.4462

Membership Chair

James Laws membership@nccbmwcca.org 240.424.5380

Social Chair

Paul Seto social-chair@nccbmwcca.org 301.908.1928

Driving School Coordinator

Matt Oleksiak ds-coordinator@nccbmwcca.org

Concours Chair

John McWilliams concours-chair@nccbmwcca.org

DIY Chair

Phillip Cummings diy-chair@nccbmwcca.org

Webmaster

Steven Schlossman webmaster@nccbmwcca.org

Autocross Committee

Phil Yates info@nccautocross.com

Baltimore Activities

Billy Dixon billy.dixon@nccbmwcca.org 410.802.0188

PR & Community Engagement

Kelsy Hill kelsy@nccbmwcca.org

der Bayerische Staff

Co-Editors

Walter Jones db-editor@nccbmwcca.org

Anna Maripuu db-editor@nccbmwcca.org

Production/Layout

Raine Mantysalo db-production@nccbmwcca.org

Chief Marketing Officer

Robert Cosentino robertcosentino@nccbmwcca.org 202.641.4208

Contributing Writers

James Chew, Dr. Ron Costell, Robert Hopkins, Pearl Aliga Jones,
Jack Raymond, Chris Wooten

Club Address

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

National Membership Toll-Free Number

800.878.9292

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



President's Message

This time last year I made the trek to Daytona to watch the inaugural race of the BMW M8 GTE and had an outstanding time. Warm temperatures, oceanfront hotel, and race cars everywhere at such a historic venue; couldn't ask for a better weekend. Unfortunately, I wasn't able to make it this year, and of course, missed the historic, season-opening victory. I also missed a cold and extremely rain-filled race, so I'm not too sad I was able to watch the win on TV. But I did truly miss hanging out with all my CCA friends at the race and it would have been awesome to celebrate the victory among true BMW fans. That's why this club is so cool; we all love the cars which bring us together, but the people are what makes CCA so special.

Back in the DMV, it's still pretty cold outside and like many of you, I can't wait until it's warm enough to get out there and prep my car for the spring. As I write this, the winter hasn't been too bad, but the car season is almost here and we're getting ready! Our schedule is jam-packed with all kinds of events that car folks will love. Whether you want to get your car on the track, take a fun drive to some cool places, or just need to do some required maintenance, this is just a small portion of what we do. And, if you haven't been to many events, come check us out. We promise you'll be among other BMW enthusiasts and have an incredible time!

In NCC news, one major announcement that I want to share is that Craftsman Auto Care has agreed to be our Title Sponsor for Chapterfest 2019! As many of you already know, Chapterfest is our huge annual event that showcases everything that NCC has to offer. To be held at Summit Point Raceway on May 11th, we'll have an HPDE on the Main circuit, autocross on the Washington circuit, //M5 hot laps courtesy of the BMW Performance Center, and a whole lot more! Thanks to Matt and Judy Curry, both longtime club supporters, for making this happen! Look for more Chapterfest information in the coming weeks.

Also, for 2019, we are commemorating our club's 50th anniversary! Members from across the US will join us October 15-19 in Greenville, SC for our annual Oktoberfest celebration! As the largest CCA chapter, NCC will be there in full force as we visit our new CCA headquarters and home of BMW Manufacturing, for several days of BMW nirvana. You won't find a larger gathering of BMW enthusiasts and there are some incredible things being planned for such a historic event. Save the date and hopefully you'll join us. Finally, I know that joining a club such as CCA can be overwhelming at first. And there are members out there who have been around for many years without making it to a single event. Did you know that we have a mentor program for new members? We assign all new members a mentor to 'show them the ropes' and invite them personally to an event. Please reach out to me if you'd like to be assigned a mentor and we would be glad to reach out. Also, you can attend our New Member Reception/Open House at BMW of Sterling on March 9th. We'll give an overview of everything that we do and you can meet all the other folks who probably haven't participated much either. Registration is required, so please sign up now to guarantee your spot. We are all about to embark on another great 'car season' and we want you to be ready!



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TheSteeringColumn

As we turn the corner from winter into spring, the menu of activities for club events grows. We all start to mentally and literally dust ourselves and our cars off from our winter hibernation.

Being a member of the largest BMW Car Club of America chapter certainly has its perks. Our menu of options for car-related activities coming up for the year is long and varied. We have the usual line up of socials, M Club days at the BMW Performance Center in Spartanburg, SC, the NCC Autocross schedule is complete and includes two events at a new venue this season: the Ripken Stadium in Aberdeen, MD. Our schedule for HPDEs at Summit Point, WV is set. And we'll be holding a big Chapterfest event in May at Summit Point.

We have a great line up of DIYs, ladies' DIYs, detailing workshops and tech talks being held at a mix of independent shops and BMW dealerships all around the area. Let's not forget our Street Survival program for teen drivers looking to learn more about car safety and handling than they can in

their regular driving schools. We have several concours and car shows to look forward to and of course, the 50th Annual BMW CCA Oktoberfest, which this year will be held in Greenville, SC, to mark this important anniversary. This is a plethora of events, an almost embarrassing array of riches. It's probably good to pause and remind ourselves how lucky we are to have our Ultimate Driving Machines and this great club in our lives!

As lucky as we are, I sometimes wonder what the car scene will look like ten to twenty years from now. It's hard to say how fast the landscape is moving, but it's moving. There are more shared car services than ever, such as Maven, Turo and Zipcars, and one can always with the tap of an app, hitch a ride with Uber or Lyft. I wonder if the day when we don't even own an individual whole car because of inefficiencies may be coming up faster than we think. And what about autonomous and self-driving cars? Hybrid and electric cars? What of the petrol engine? We all lament what seems to be a march towards the demise of the manual

transmission.

ReachNow is a BMW car-sharing and car-rental service located in Portland and Seattle. You can either be driven or drive yourself. I recently read an article about the BMW i4 prototype, which BMW has made to look much more conventional than the i3 or the i8. Even with the camouflage on, since it has not yet been unveiled, one can see that it has the shape of a 'regular' BMW. According to autoblog.com, spy pictures of the car reveal that it even has fake exhaust tips. The iX3, which made its debut last spring, looks almost identical to the gas-powered X3.

What are we petrol heads to do? I say savor every minute of your manual transmission, gas-powered, individually owned BMW. Make sure to take advantage of all of the club events on offer and spend time with your car. Who knows what the future will bring.

Anna Maripuu
Co-Editor

Help Wanted

The BMW CCA National Capital Chapter (NCC) would like to hire a talented marketing team to help modernize the Chapter's marketing activities. This is an opportunity to apply your knowledge, attend great events, collaborate with other BMW enthusiasts, and network with other DC-area marketing professionals. The positions will partner with the NCC's newly hired Chief Marketing Officer. Interested candidate should contact Robert Cosentino at robertcosentino@nccbmwcca.org.

Director, Business Development

Manage the 15 accounts that are long-term advertisers for *dB* magazine.

Director, Email and Brand Marketing

Manage the Chapter's monthly email newsletter targeting 5,000 chapter members.

Director, Social Media and Content Marketing

Set standards and create a federated model for coordinating and optimizing NCC's social media marketing efforts across the 15 key accounts.



Get Your 2019 NCC BMW CCA Calendar Now!

The new **2019 NCC Calendar** is filled with a wide variety of pictures covering many of our club events. Major club events in 2019 are highlighted making it easy for you to plan ahead and so that you won't miss an event. It is a must-have and must-hang for every club member.

Preorder yours today and it will mail as soon as they become available.

The price is only \$10.00 (plus \$10 for shipping and handling if applicable). Order a few, use them as gifts and share them among your BMW friends.



Order at <http://msreg.com/2019NCCcalendar>

Future event dates are listed as known at the time of printing.



CALENDAR OF EVENTS

January

- 3 NoVa Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 10 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 12 2019 NCC Autocross Annual Meeting
- 17 MoCo Social - Pizza CS, Rockville, MD

February

- 7 NoVa Social - Lost Rhino Retreat, Ashburn, VA
- 9 2019 NCC Annual Membership Meeting
- 10 DIY @ Craftsman Auto Care, Chantilly, VA
- 13 Feb Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 18-19 Advanced ///M School @ Performance Center West, Thermal, CA
- 21 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 28 MoCo Social - Pizza CS, Rockville, MD

March

- 7 NoVa Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 9 DIY Z Car Focus @ BMW of Sterling
- 9 Spring 2019 New Member Reception/Open House @ BMW of Sterling
- 14 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 20 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 21 MoCo Social - Pizza CS, Rockville, MD
- 23 2019 NCC Autocross Novice School
- 23 NCC Instructor Continuing Training
- 23 NCC Advanced/Solo Jefferson Circuit HPDE

April

- 4 NoVa Social - Crust Pizzeria Napoletana, Vienna, VA
- 6 2019 NCC Autocross Test & Tune
- 6 DIY @ Proctor's Foreign Auto Service
- 7 Spring / Pre-concours Detailing Clinic, Sterling VA
- 10 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 11 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 13 2019 NCC Autocross Points Event #1
- 18 MoCo Social - Pizza CS, Rockville, MD
- 20 Ladies DIY @ BMW of Annapolis
- 20 BMW CCA at New York International Auto Show, Javits Center, NY

May

- 4 Live Tech Talk w/ Mike Miller @ BMW ExcluService
- 5 Deutsche Marque Concours d'Elegance, Vienna, VA
- 10-12 NCC May 2019 Summit Point, Main Circuit HPDE
- 11 2019 NCC Autocross Points Event #2 (Chapterfest)
- 11 Chapterfest, Summit Point Raceway, WV
- 18 DIY @ BMW of Sterling

June

- 28-30 NCC June 2019 Summit Point, Jefferson Circuit HPDE
- 16 2019 NCC Autocross Points Event #3
- 22-23 ///M Club Day @ BMW Performance Center
- 28-30 NCC June 2019 Summit Point, Jefferson Circuit HPDE

COMING EVENTS

CHAPTERFEST

SUMMIT POINT MOTORSPORTS PARK

May 11th 2019

Chapterfest 2019 presented by
Craftsman Auto Care

high performance driving education

full-course autocross

people's choice car show

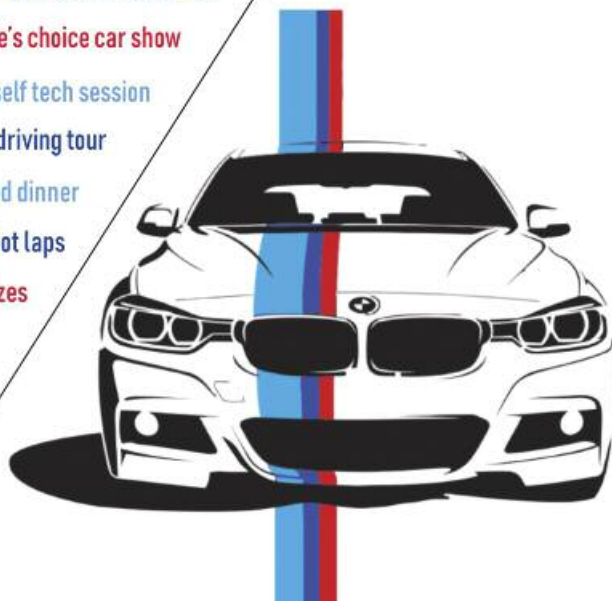
do-it-yourself tech session

local driving tour

catered dinner

charity hot laps

raffle prizes



BMW
Performance
Driving School

Hot laps provided by the
BMW Performance Center

NCC BMW CCA

Spring 2019 New Member Reception / Open House
Saturday, March 9, 2019

BMW of Sterling

21710 Autoworld Circle, Sterling, VA

Schedule:

New Member Reception/Open House 10:00am
 Lunch & DIY Tour 12:00pm

The National Capital Chapter of the BMW Car Club of America (NCC BMW CCA) wants to welcome all new and prospective members. Whether you've joined in the past few months, have never come out to an event, or just trying to find out what we do, this day is specifically for you! We have several events taking place throughout the day, so this is the perfect opportunity to meet your fellow BMW enthusiasts.

As the largest CCA chapter with more than 5000 members locally, we have the greatest and most diverse membership base you'll ever come across. We run 120+ event days every year and you're bound to find many activities that's fun for any roundel fan.

Our Board of Directors and Program Heads will be in attendance to give an overview of chapter activities, and help answer any questions you may have. Lunch will be served for those who've registered and include a tour of our DIY event. We'll also have some giveaways for some lucky participants! Please mark this date on your calendars, and we look forward to seeing you there.

Note to potential attendees: The host of this event is spending a great deal of time, energy, and money to make this reception possible. Please be aware of this effort when your register for the reception. If you register and then find yourself unable to attend please cancel your registration so someone else can take your spot.

Register here:

<http://msreg.com/Spring2019NME>

Spring / Pre-Concours Detailing Clinic

Sunday, April 7, 2019

10:00 AM to 1:00 PM

Odds and Ends Detailing – Darryl Nichols

112 Oakgrove Road, Unit 111, Sterling, VA 20166

Join our friends from the GWS of the MBCA for a detailing clinic courtesy of Darryl at Odds and Ends Detailing on Sunday, April 7. Before the May 5th Deutsche Marque Concours and summer weather arrive, learn how to prepare and maintain your car's appearance during the hot months and get expert advice on storing your car.

Please note their new location: Odds and Ends Detailing, 112 Oakgrove Road Unit 111, Sterling, VA 20166. Phone 703-675-8819

Register through MotorSportReg: <https://www.motorsportreg.com/events/odds-ends-detailing-workshop-mbca-greater-washington-837672>

2019 NCC Tours: Coming to a Backroad Near You!

Thank you to all who participated in our tours in 2018! We had a blast planning them and look forward to seeing you out there on the road with us in 2019. We are planning 10 Touring events for this season and expanding the types of touring events we are planning. A few will be short tours, e.g. an afternoon trip to a winery or a picnic in the Mountains. For the first time in a few years we will offer overnight Tours to allow for some more adventurous touring. Below is a preview of what to expect from Tours in early 2019! Keep an eye on social media, the forums and the NCC Tours MotorsportReg for more information on these and other upcoming tours.

Spring Tour to Gettysburg - April 27th

Pull off the car covers and pump up your tires for the first tour of the year! We will meet mid morning in Urbana for a pleasant drive circumnavigating Frederick and up into the Catoctin Mountains. After enjoying some twisty mountain roads and wilderness we'll head back down and into Gettysburg for a Group Lunch. After Lunch we'll stop by Gettysburg National Military Park for a driving tour of the Battlefield.

Chapterfest Tour - May 11th

For the all encompassing Chapterwide event featuring Autocross, Concours, DIY, HPDE, and Tour Groups all converging on Summit Point Motorsports Park for a day of car fun! We will start late morning in Central Maryland or Northern VA and enjoy some backroad driving fun before hitting the Shepardstown's Delicious Bavarian Inn for a German delicacy pit stop. From there we will head over to Summit Point to join the rest of Chapterfest and watch or hop into some of the other events going on followed by a group BBQ cookout.

Great Pie Run XXIII - May 25th

Welcome back for Pie Run XXIII. We will meet at Monocacy Battlefield for a day of touring featuring the covered bridges of North Central Maryland before stopping at Catoctin Mountain Orchards for pie. After loading up on pies we'll weave south to AKA Friscos on the southern side of Frederick for lunch.

36th Annual Deutsche Marque Concours d'Elegance

Sunday, May 5, 2019

(Rain Date: Sunday, May 19, 2019)

Nottoway Park
 9601 Courthouse Rd
 Vienna, VA 22181

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

One of the highlights of our event schedule, and an annual rite of spring for German car fans, is the Deutsche Marque Concours d'Elegance. This year marks the 36th 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 so that you cannot miss it.

Street Survival

Regency Furniture Stadium
 September 22, 2019



36th Annual Deutsche Marque Concours d'Elegance

Sunday, May 5, 2019

(Rain Date: Sunday, May 19, 2019)

SAVE THE DATE

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- SOUTH CAROLINA -



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50



OCTOBER 15-19, 2019

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BMW launches its next classic, the X2.

Confessions of a Station Wagon Lover

By James Chew

Before you all demand my resignation from the BMW CCA, let me explain.

I learned to drive in a station wagon. It wasn't one of those "third-row-seat-passengers-in-a-different-time-zone" station wagons — it was an intermediate-size one (1969 Plymouth Belvedere). I convinced my father that my high school auto shop classmates and I would do a much better job of maintaining that vehicle than a shop (or himself). We slowly transformed that vehicle from a competent family hauler to a sport wagon. Because Plymouth used that same chassis for the first-generation Roadrunner and the sedan version of that

chassis was a popular police cruiser (watch Adam-12), we had plenty of performance modification options. With the performance and driving characteristics of an American muscle car and the utility to haul "guy stuff," that white sedan station wagon was transformed into MY sports activity vehicle. We nicknamed it the "Load Runner." While still belonging to my father, it became our preferred road trip vehicle.

By the early 1980's, the rising gas prices and the increasing expense of maintaining a 1960's era American car motivated my father to sell the "Load Runner." My father gave me the proceeds, which I used to purchase a used 1980 Dodge Omni 024.

Now, Carroll Shelby and

Chrysler had opened the Chrysler Shelby Performance Center in Santa Fe Springs, which was very close to my undergraduate alma mater (Cal Poly Pomona). My college "car guy" friend, who was a friend of one of the Chrysler Shelby engineers, helped me perform "Shelby-inspired" performance modifications. This transformed a well-meaning but underpowered compact "sporty coupe" into MY sports-activity vehicle.

The handy hatchback and folding-rear seat allowed me to haul "guy stuff". It probably was no coincidence that during our college days, all my "car guy" friends drove hatchback coupes — Pinto Runabout, Datsun B210, and VW Scirocco were among the favorites. While I enjoyed my time in that

Omni 024, I yearned for the Load Runner's practicality.

Years later, when I first tested an Audi Allroad and a Volvo XC90 Cross Country, memories of that "Load Runner" returned. Best of all, both vehicles were easy to enter and exit — something VERY important as you enter your 40s. Both vehicles had higher ride heights which allowed for easier loading of cargo and outstanding driver vision while maintaining their benchmark European performance car driving dynamics.

At that time, BMW offered no such product. All the available X-series SAVs performed as BMWs should, but they were just a little too high.

After slipping behind the wheel of the 2019 BMW X2 and



(Above) The cockpit begs an enthusiast to drive the X2 through its paces.

putting it through its paces, I again had that “Load Runner” feel. To me, BMW has developed the ultimate “car guy” hauler – it drives as a BMW should, has the famous German utility, and is high enough to allow for easy entry and exit as well as good driver visibility.

The BMW X2 is the third BMW-

branded vehicle developed from the UKL-2 chassis. Shared with Mini, it's no surprise that the base “S” model X2 has transversely mounted front engine and front-wheel drive. The “X” model provides all-wheel drive, though the primary drive wheels are still in the front.

The X2's aggressive design

immediately catches one's eyes. Building on their previous generation “flame surfacing” theme, the BMW designers gave the X2 the curves, creases, and lines to present a tasteful and timeless aggressive stance and profile. We've noticed that the “3D” grill and the rear end creases are the common design

cues for this generation of BMW products. Frankly, we were surprised to see how simply turning the BMW grill inserts upside down would yield such a tasteful, aggressive front-end design. It would be interesting to learn if it was intentional at the start or if it was a mistake that caught favor.

(Below) The versatile rear seating area reminds us why we love hatchbacks.





(Top) The “upside down” dual kidney grill yields an aggressive look. (Above) The new BMW rear taillight design dominates the clean rear design.

Testing the vehicle in Silicon Valley, we were surprised to see the number of Porsche owners who admired the X2's aggressive, bulging rear haunches. A distinguishing Porsche design cue, the Porsche faithful stated that BMW “got that right” with the X2. And all who noticed said that the roundels on the rear sides were a nice design touch.

Once the blandest of the European premium performance luxury brands, BMW raised the X2's interior design to a benchmark level. Simply speaking, it is a work of art. The tasteful combination of curves, creases, colors, and trim yield an airy, modern feel. And with the clever use of light, the X2's interior is simply fascinating at night. It's clear that the priority Adrian Von Hooydonk placed on fixing the BMW interior is paying off.

One of the more clever interior design features is the location of the PRNDL. It's located on the top of the shift knob.

A key feature of the BMW X-vehicles is their utility. And the “utility” elements where the X2 excels are the front seating area, driver vision, and rear cargo area. With run flat tires, the rear cargo area is even more useful because of the large storage space underneath the rear cargo floor. The X2 did quite well on the weekend warehouse store run. With the rear seats folded, it easily accommodates a mountain bike. So yes, the X2 cargo area easily accommodates typical “family guy/guy-stuff”.

As for the X2's rear seat room – remember the BMW commercial showing two six-foot “typical American” men seated comfortably in the rear seat in an X1? Don't expect that with the X2. But having two rear doors does increase the X2's utility – especially if you're hauling kids or adults who are under 5'8” in height.

Because BMWs are measured on their driving characteristics, it's no surprise that the X2 excels. The X1 and X2 have the same acceleration performance, but with the lower seating position and suspension design, X2 encourages the driver to find the windy, most scenic routes to a destination.

Some of you may have participated in a BMW “Ultimate Driving Experience” event which featured attacking an autocross course in an X2. If so, you've experienced the result of having a suspension that has been designed with more negative camber and equipped with thicker anti-roll bars than the X1. The X2 makes the driver want to attack a road course. Using the steering wheel paddle shifters, the 8-speed automatic transmission shifted in a responsive, predictable manner. This increased our driving confidence on curvy back roads.

Whether we were on the streets of San Francisco, the Northern California freeway system, or the Napa and Sonoma country backroads the X2's driving characteristics were simply intoxicating. At the end of our weeklong, 1,000-mile evaluation, we found ourselves wishing we had more time with the vehicle.

During our time with the X2, our average fuel consumption was 30 miles per gallon.

Our X2 xDrive28i vehicle was equipped close to the way we would order one – Sunset Orange, Premium Package, and M-sport package. That pushes the MSRP close to \$45,000. We would add leather, which adds another \$1,450 to the price. While the BMW “base” leather is processed to within an inch of vinyl, in our opinion it still feels better than the SensaTech.

When the X2 was launched, we predicted that BMW would soon be selling more SAVs than sedans. Since May of this year, that has been the case. In fact, I was surprised to see that in August, more Tesla Model 3s were sold than BMW 3 Series. I'm certain that it's due mostly to the upcoming launch of the new 3 Series. But when viewed separately, the optic does not look good for BMW.

The X2 will make a nice addition to any BMW enthusiast's garage, either as a daily driver or a second car. It would not surprise us to see CPO X2s become quite popular with first-time BMW buyers or BMW enthusiasts seeking their next BMW.

As for me, I'm glad to see that the spirit of my “Load Runner” lives on. And now it's wearing a BMW roundel.

(Below) The lower profile will appeal to the BMW enthusiast.



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S1 season class
winner: Jeff Noyes.

Autocross Season Wrap-Up

By Jack Raymond | Photos by Jaclyn Heck

National Capital Chapter held its final autocross event of the season on October 13, 2018 at Regency Furniture Stadium (also known as Blue Crab Stadium) in Waldorf, MD. The morning started out a bit soggy but dried continually throughout the day. After a fine lunch served by our sponsor, Dulles Car Concierge, the weather was quite nice!

The course was a bit different than usual.

Many thanks go to the creativity of our course designer, AJ Aviles, for finding new ways to carve up a parking lot that we all thought we knew by heart from events past. Also a big hand to our committee chairs, Jeremiah Anderson (and his right-hand, Cecilia Ripley), Fraser Dachille, Chuck Pompei, and the rest of our stalwart staff: Sarah Abernathy, Kamran Bakhtian, Andrew Caden, Adam Chelikowsky, Okas Elam, Bob

Esser, Jaclyn Heck, Cedric Hope, Joey Hutchinson, James King, Seth Koch, John Lattanzio, Jeff Noyes, Jack Raymond, Collin Smith, Phil "Flip" Yates, Jr. (and his right-hand, Jodi Delaney-Yates). These events wouldn't take place without your dedicated efforts. Thanks also to our perennial sponsor, RRT Racing. We appreciate your support.

Congratulations to our season class trophy winners!

S1 first place: Jeff Noyes
S1 second place: Mark Smith
S1 third place: Pat Gaffney
T1 first place: Seth Gradon Koch
T1 second place: Ivan Slavov
T1 third place: Fraser Dachille
T3 first place: Chuck Pompei
T3 second place: Lewis Zehmer

Modified class, first place: Kamran Bakhtian
Modified class, second place: Brian Shipman
Modified class, third place: Jeremiah Anderson
Modified class, fourth place: Joey Hutchinson
MINI Cooper class, first place: Jack Raymond
MINI Cooper class, second place: Mark Drew
Novice class, first place: Andrew Caden
Novice class, second place: Alicia Gordon

PAX class, first place: Eric Core
PAX class, second place: Zachary Hancock
PAX class, third place: Lenworth Woolcock
PAX class, fourth place: James King
PAX class, fifth place (tie): Howard Leikin
PAX class, fifth place (tie): Claudius Jorif
ProPax class, first place: Okas Elam
ProPax class, second place: Jerry Bird, Jr.
ProPax class, third place: Alejandro Aviles

Looking forward to next season:

For 2019, NCC Autocross is returning to a schedule of Seven (7) planned Points events, One (1) Novice School and One (1) Test and Tune to comprise our schedule of Nine (count 'em, 9!) total events for the year.

2019 NCC Autocross will be returning to the Washington Circuit at Summit Point for two events -- the first during Chapterfest in May, the second occurring in August.

NCC Autocross is proud to announce that we will be hosting two events at Ripken Stadium in Aberdeen, Maryland. This is a great venue, located right off I-95 in Harford County, Maryland. We have been working for approximately two years to secure this venue for events, and we are thrilled that we have two events scheduled there. We will host the first and last event of the season at this venue.

The remainder of our events are going to be held at Regency Furniture Stadium in Waldorf,

Maryland. This venue has been a staple for NCC Autocross for years, and we are thrilled to continue our relationship with the stadium. The parking lot has been re-paved over the winter, so the surface should be in good shape for the upcoming autocross season.



**Novice class season winner:
Andrew Caden**

The NCC Autocross 2019 Schedule

- | | |
|---|--|
| 3/23 Novice School – Regency Furniture Stadium, Waldorf, MD | 7/07 NCC Autocross Points Event #4 – Regency Furniture Stadium, Waldorf, MD |
| 4/06 Test and Tune – Regency Furniture Stadium, Waldorf, MD | 8/10 NCC Autocross Points Event #5 – the Washington Circuit, Summit Point Motorsports Park, Summit Point, WV |
| 4/13 NCC Autocross Points Event #1 – Ripken Stadium, Aberdeen, MD | 9/07 NCC Autocross Points Event #6 – Regency Furniture Stadium, Waldorf, MD |
| 5/11 NCC Autocross Points Event #2 – as part of Chapterfest 2019, the Washington Circuit at Summit Point Motorsports Park, Summit Point, WV | 10/5 NCC Autocross Points Event #7 – Ripken Stadium, Aberdeen, MD |
| 6/16 NCC Autocross Points Event #3 – Regency Furniture Stadium, Waldorf, MD | |

A U T O C R O S S S E A S O N W R A P - U P



Modified class season winner : Kamran Bakhtian



PAX class season winner: Eric Core



T1 season class winner: Seth Gradon Koch



MINI Cooper class season winner: Jack Raymond



ProPax class season winner: Okas Elam



T3 season class winner: Chuck Pompei

Czech Automotive

By Ron Costell, MD

Driving into Prague in June 1966, we felt like young gods: with a brand-new jade green VW Beetle, two American twenty-somethings heading for an all-expenses paid, academic-year exchange fellowship in the Czechoslovak Socialist Republic. I was a medical student and my wife a German language scholar. We had prepared with studies of Czech language and culture. We were "stoked" for the experience. I would work with a research group at the Psychiatric Research Institute, she would teach English.

We had passed into Bohemia from Nurnberg, through placid meadows of fields, thick border forests, and sleepy little villages on two lane highways, which hadn't changed much since the 1920's. Crossing the stately Moldau River into Prague, all the historic monuments came into view through a bright polluted summer haze distinctly smelling of diesel fuel. The city at that time was suffering badly from deferred maintenance and gave an impression of everything being desaturated into grey by the years of accumulated brown coal dust. The occasional red and gold

Communist banners and a few struggling public gardens offered the only visual relief. Our official lodgings, just off the Old Town Square, were under scaffolding, which served the dual purpose of facilitating a half-hearted restoration, and keeping exfoliating plaster off the pedestrians below.

But if the appearance was austere, personal interactions were uniformly generous and warm, the Czechs being very interested to get to know Americans living outside the US Embassy. For boys being boys everywhere, our pristine VW was quite the draw. (We had priced European delivery of a BMW, but at \$4,000, it was well beyond our means at the time.)

To sit in the passenger seat and direct me through Prague became a peak experience for my colleagues. That is how I learned the exhilaration and terror of being urged to drive heedlessly through any crowd of pedestrians in my path, as the paucity of automobiles gave cars the right of way over people! Approaching my first left turn from one major avenue into another, my colleague unexpectedly suggested



(Above) The daily obstacle course! Note the elevated booth for Police traffic control. (Below) "Back to the Future," The formidable Czech Tatra.



I move to the right and insert my car in front of the vehicles on my right who were all waiting for a green light. I was baffled initially by this practice, so different from Palo Alto, until I came to understand it as another peculiarity of a land with few cars.

And what cars were there? For the average Czech, a new little Skoda four-door sedan cost two years' salary and could only be had after a long wait. There was no

simplicity and durability. The newest version at that time was the 1000-MB model, all Czech designed and manufactured in a new factory in Mlada Boleslav. But the Czech motoring public soon translated the name of the model into "a thousand small pains." Many Fiat 500's and 750's found their way into Czech hands, but disappointed as they quickly succumbed to rust. We saw a beautifully restored former Wehrmacht



(Above) Nameless pre-WWII motorcycle-powered three-wheeler, lovingly restored, in daily use.



(Above) Skip the two-year wait, win the lottery for a new Skoda 1000-MB. (Below) Party Time—Communist that is—the ubiquitous official vehicle.

such thing as financing. If you weren't lucky enough to win a lottery, the transaction would be all cash. With 100 Crowns as the largest banknote, the 44,000 Crown transaction would take a few suitcases or a wheelbarrow!

Many Czechoslovakian families owned motorcycles. The JAWA's and CZ's were some of the world's best, and with sidecars could get the wife and kids to the country cousins. For a car anything you could beg, borrow, steal or refurbish became very desirable.

The older Skodas, some even pre-WWII, were cherished for their

"Kubelwagon" parked in Prague. A prewar vehicle designed for invalids, it was a three-wheel motorcycle powered concoction with aircraft like skin and cockpit. This one had apparently been lovingly preserved and appeared to be in regular use.

The head of a research department at our institute, affluent from a thriving private psychiatric practice, proudly owned a Russian "Volga" four-door sedan. We drove it up to North Bohemia to visit a hospital. It was the spitting image of an early 1950's Ford, down to the plexiglass hooded speedometer and column shifter. It was a stable performer,

with a Kremlin-like feeling of durability. Other Russian cars, like the Zil limousine we witnessed speeding away from the Foreign Ministry were rarely seen outside diplomatic compounds.

The iconic Czech vehicle was the Tatra. Named for the highest of the Czechoslovak mountains, this was the pinnacle of luxury and performance, an aerodynamic monster four-door limousine with a rear mounted V-8 engine! These were almost universally the motor pool livery of ruling class Party bureaucrats. The only ones in private hands were said to be owned by the richest members of the proletariat: butchers! The newest model at the 1966 Brno International Trade Fair was painted a dapper celadon, most atypical since every other I had

seen was black. Despite their long and proud middle-European heritage, for some bizarre reason, these Tatra's were all badged in English, "Made in Czechoslovakia." Fortunately, I was never offered a ride by any of the leather coated members of the Internal Security Police.

For all the faded, but fabulous, glory of Prague, driving in the countryside gave us the greatest pleasure. It was like a time machine back into the early twentieth century. Having escaped the major destruction of WWII, the smaller towns and villages of Bohemia and Moravia were jewels, with wonderful old churches and castles, which during Communist times were all open to visit. The little country roads sometimes revealed unex-



pected sights, such as an IRBM mobile launcher parked in a secluded meadow, or exposed us to Warsaw pact maneuvers with paratroopers landing on the other side of the valley — reasons to motor on and keep the camera out of sight!

The gas stations in Prague were little island affairs with a single attendant. Private “moonlighting” repair services abounded. Auto part supplies were available from a distribution center the size of an urban department store in central Prague, where I proudly requested a tire pressure gauge in Czech using a collage of dictionary words that gave the clerk a reason for a big smile. We purchased mandatory auto insurance in the same building

where Kafka spent his whole working life.

The venerable bread loaf-sized cobblestones that paved most of the Prague streets had long suffered the battering of CKD busses and huge swing-axle Tatra trucks. Avoiding potholes while driving the VW became a fine art that was honed later on in DC. The only mishap we suffered on country roads was moving off onto a soft shoulder to allow a bus to pass us. Suddenly the bus driver and all the male passengers poured out of the bus to help push our little car back onto the blacktop!



(Below Left and Right) 1944 German Army VW “Kubelwagon.” A gravity-fed fuel reservoir over the carburetor insures winter morning starting on the Eastern Front.

Above) Russian Embassy Chaika Limo: emerging at high speed from the Czech Foreign Ministry. Note the 1950's American styling.



(Below Left and Right) Brand new 1966 Tatra exhibited at the Brno International Trade Fair. Gorgeous, but without any known distribution network.



Oktoberfest – Bimmers and Beemers

By Pearl Aliga Jones | Photos by Nicky Wang and Pearl Jones

The First Annual Oktoberfest – Bimmers and Beemers, was held on Saturday, October 13, at District Harley-Davidson/Ducati/BMW, 7830 Airpark Road, in Gaithersburg, Md.

Oktoberfests have always been a part of District's varied line of annual events, thanks to owners, Maurice Slaughter and Shawn Robinson. This year's collaboration came about soon after Mark Rosenberg, one of our Chapter Tourmeisters, joined District as its Controller. He suggested that instead of an Oktoberfest just for motorcycles, perhaps the event could include cars, too. Thus, the idea of Bimmers and Beemers was born. (Note to some of our off-shore readers: Bimmers is the nickname of BMW cars, and Beemers, of BMW motorcycles.)

James Laws, our NCC Vice-President and Membership Chair, and Nicky Wang, District's Marketing Manager, firmed up the plans for an enjoyable event. The talented Nicky created the beautiful poster for it.

It was a crisp, autumnal day made chillier by winds, but it did not matter to guests as they enjoyed the BMW car and motorcycle show while



(Above) NCC member Wally Jones and his daughter, who is sporting a Harley-Davidson jacket.

Harley-Davidson jacket complemented by a pair of sequined sunglasses for our little four-year-old granddaughter! Not only that; just like the other attendees, we formed new friendships, thanks to the warm and welcoming folks

savoring bratwursts, hot dogs, pretzels, and German chocolate cake, accompanied by different beverages. The gregarious Panama, a member of one of District's motorcycle clubs, was the grill master, and ensured that there was ample food for everyone.

District's Sales Team was on hand to answer questions about the motorcycles from curious and interested guests and encouraged everyone to try them. Next time you visit, make sure to say hello to Bobby Weaver, Sales Manager, and Sam Yang, BMW and Ducati Sales Specialist.

While the adults were busy admiring and getting on the bikes, youngsters were enjoying the bright and spacious lounge, where books and toys were abundant. The dealership also has large gift shop with a wide variety of apparel and accessories. My family left with several nice items, including a sporty and cute

(Below Left to Right) NCC meets District H-D. From left, Billy Dixon, NCC Chair for Baltimore Activities; Mark Rosenberg, NCC Tourmeister and District's Controller; and Nicky Wang, District's Marketing Manager. A Beemer – BMW Motorrad F750 GS. Panama, the grill master.



OKTOBERFEST AT DISTRICT HARLEY-DAVIDSON/DUCATI/BMW



(Above from Left) - NCC Officers and members at the car show. Among them, extreme left, Doug Verner, NCC Chair of ///M School Events; Alaina Mohanco (in red jacket), Co-Chair of Chapterfest 2019; James Laws (middle), NCC Vice-President and Membership Chair; and Paul Seto (4th from right), NCC President. Bimmers at the car show.

at District...and left with full stomachs, thanks to Panama's perfectly grilled bratwursts and hot dogs.

On behalf of the National Capital Chapter of the BMW CCA, I would like to express our sincerest thanks to District Harley-Davidson/Ducati/BMW for becoming one of our generous sponsors and supporters. Look for the dealership's maiden ad in this issue. Do visit District, and tell the folks there that the NCC sent you!

Just like our cars and motorcycles, this partnership is built to last. See you at the Oktoberfest - Bimmers and Beemers in the years ahead.



(Below Left) Oktoberfest poster. (Right) The Beemer sign in District's showroom. BMW Motorrad is the motorcycle marque of BMW.
(Bottom) Motorcycle show.





BMW AT THE 2018 LOS ANGELES AUTO SHOW

The Big Toy Box

Growing up the 1960's, Christmas for me did not officially begin until Sears opened their "Big Toy Box" section. In a special part of the store, this special seasonal section was opened with the arrival of Santa Claus and some of his jolly elves. Inside this section had all the latest games, dolls, and toys. Our parents would dress us in our Sunday best for this annual event and then we would patiently wait to tell Santa our Christmas wishes. Of course, we would change our minds many times as we saw all the new products.

It's no secret that I was big fan of the past BMW North America President and CEO, Ludwig Willisch. Many times, he demonstrated his appreciation for the BMW North American faithful by participating in several BMW CCA events as well as vintage Motorsport events, mingling with BMW enthusiasts. But he displayed a disdain for the major U.S. Auto

By James Chew



(Top and Above) The all-new 2019 3 Series. It's back. It's mad. And it's better than ever.

Shows. During his tenure, the BMW exhibit at the major US auto shows went from a "must see" to a "why bother" status.

Last year's Los Angeles Auto Show, was the "coming out" party for the current BMW NA President and CEO, Bernhardt Kuhnt. Under his leadership, BMW NA showed renewed emphasis on the major shows, in particular Los Angeles. For Kuhnt, BMW's 2018 Los Angeles Auto Show media event was a case of "Promises Made, Promises Kept". For the BMW faithful, it was the opening of a big toy box.

At last year's auto show, BMW executives showed quite a bit of attitude in their remarks. They were tired, having one hand tied behind their backs during the product development cycle. They were tired of wining and dining selected auto journalists at product launch events, only to have those journalists continue to promulgate the myth of "BMW no longer having



(Above) Our friend Mr. Kuhnt and the all-new 2019 X5 which was driven "straight" from Spartanburg, SC to the LA Auto Show.

steering wheel feedback", while the younger "me drive fast, me like cars 'journalists'" focused solely on performance figures. And they were quite relieved when the current BMW AG CEO proved to be a "true believer" in BMW being the "Ultimate Driving Machine."

This attitude was fully unleashed at this year's Los Angeles Auto Show. Bernhardt Kuhnt kicked off the event with remarks on the success of the new BMW M5.

He then conveyed BMW AG's frustration from constantly hearing, since its initial launch, that the X5 was not "really an off-road vehicle." The first product revealed was a 2019 X5 that was DRIVEN in as straight as line as possible, from the Spartanburg assembly plant to the Los Angeles Convention Center (<https://adage.com/article/cmo-strategy/bmw-drives-straightest-line-u-s/315750/>). This is something that even an avid Jeep enthusiast would admire. After seeing that video, no reasonable person would doubt the X5's all-terrain driving capability. Upon inspection, the

X5 we all admired has now refined that particular X5 looked – even in its unwashed condition. To quote Mr. Kuhnt, "The Boss Is Back."

Needless to say, the tone for the 2018 BMW Los Angeles Auto Show Media Event was set.

Pieter Nota, Member of the BMW AG Management Board for BMW sales, took the stage to reveal the new X7. At an earlier sneak peek, we first thought we thought that in a sea of new BMW products, the X7 stood out like a featured product in a Tiffany store. The X7 has a refined, "jeweled" aura. It really stands out when next to its targeted competition. As with all BMW SAV's, the X7 looks smaller than it actually is. The interior is bright and airy, with what appears to be many "Rolls Royce" type design and styling cues.

The BMW faithfuls' pent-up demand for the X7 was quite evident when the "pre-sale" order numbers were announced – over 15,000. This a \$100,000 SAV – the eye-watering margins must make all on the BMW AG management board smile.

Building on their re-established luxury

chops, the 8 Series coupe and 8 Series convertible were then revealed. The initial remarks focused in the success of the BMW M8 GTE motorsports program. This should put a smile on all BMW enthusiast's faces. This could become my new favorite BMW.

If you've not heard of Klaus Fröhlich, Google him. He is BMW's head of product development and he is one "pissed off" dude. One of the leading "true believers" within BMW AG, his frustration with the "buff book" reviews of recent BMW products was quite apparent. It was with this attitude that he came to the stage in the all-new Z4.

In my review of the new Fiat 124 Spyder, I pleaded with the BMW AG management to revive the Z4. It takes just one open-air drive along the Pacific Coast Highway in a roadster to understand why the Z4 is needed to complete the BMW product line-up. I suspect the new BMW Z4 will have current Z3 and Z4 owners trading in their vehicles, but will capture an entire new generation of Z4 buyer.

When Fröhlich revealed the next product, he clearly showed what the "true believers" want. It was the all-new BMW 3 Series. At previous 3 Series launch events, Fröhlich has been quoted as saying, "I think as a company BMW has a big history of compact four-seaters with a lot of power — 1600, 2002, the first 3 Series, the 323 with two exhaust pipes. This is the BMW still in the minds of many people." Clearly to Fröhlich, the 3 Series IS a "halo" BMW product.

For Fröhlich, the new 3 Series had one mission: Silence the critics. He successfully advocated simultaneously launching the M-sport models with the new 3 Series model launch, contrary to their normal practice of waiting at least a year. And this is the BMW which we would very much like to evaluate. Fröhlich revealed one more product – and it was clear to whom his remarks were targeted. Last year, when

(Below) The all new 2019 X5 maintains its classic lines. The 2019 X5 now has a "big brother", the all new 2019 X7



he revealed the “iVision”, Fröhlich stated that “instead of tweeting about it, we do it”. The “iNext” is BMW’s view of a fully autonomous BMW electric vehicle. Fröhlich stated that BMW will be producing fully autonomous vehicles by 2021. While we have no doubt that the technology will be production-ready by that point, we can’t help but wonder if by then the lawyers will have determined who to hold liable in the event of an accident (proving again that Shakespeare was right).

Wow – 3,4,5,7,8, and “Next” in 30 minutes. This product launch “Blitzkrieg,” in our opinion the most significant since the launch of the E32 BMW 7 Series, not only gave the BMW faithful and media the impression that the “true believers” within BMW AG are now in charge; but also left the competition in shock and awe. During the next year, I suspect that those of us taking our BMWs to our preferred BMW Centers for service will be spending quite a bit of time in their showrooms. During the next sales year, those BMW dealer showrooms will be our “Big Toy Box.”

This link provides an edited version of the BMW LA Auto Show media event: <https://www.youtube.com/watch?v=USXOht-Z0c4>

During this event, we noticed that our friend, Adrian Van Hooydonk, was watching from the elevated BMW hospitality suite, taking it all in. His smile revealed that he was not only happy with the revealed product, but also with the outstanding media reaction.

(Below) The 850i coupe and 850i convertible show the new BMW rear taillight design.



(Above and Right) The all-new 850i convertible – I hear the Pacific Coast Highway calling.

The Rest of the Story...

After the BMW media event, the Mercedes and Audi exhibits looked quite pedestrian. Volvo didn’t even bother showing ANY products. Instead, they showed Amazon shipping boxes. We’re not kidding – Volvo was promoting a new car-buying service arrangement with Amazon. To the seasoned auto show attendee, the Volvo exhibit proved that they had nothing new.

After the much-publicized actions taken by both Ford and by GM to cease the development and production of sedans, I noticed how the European and Japanese automakers as well as Fiat/Chrysler were still offering competitive AND profitable sedans.

As I was inspecting the new 3 Series as well large number of outstanding European and Japanese sedans and the latest Dodge Charger and Chrysler 300 models on display at the LA Show, it was clear that Mary Barra and Jim



Hackett would go down in history as the CEOs who put GM and Ford on the “going-out-of-business” track.

(Below) The clean and stately rear 3/4 view of the all-new X7.



Extreme performance summer tires and lightweight wheels deliver the biggest bang for your buck.



Autocross - A New Season's Guide

By Jack Raymond | Photos by Fraser Dachtile

By the time you read this, it'll be time to gear up for the 2019 autocross season. (See the season calendar near the front of this magazine.) Here are a few thoughts on getting ready.

The most common question I hear from newcomers to autocross is "what modifications should I make to my car"? If you're new to autocross, then until you're getting 98% out of the stock setup, LEAVE THE CAR ALONE! Run what you brung. Leave the car in the showroom / stock / street class. Why, you ask? Won't modifying the car make it faster?

There are two main reasons why you shouldn't modify your car until you've got some competition experience under your belt. For one, beyond the most basic changes, any modifications you make are likely to put the car in a different category: what BMW Club would call "Tuner" or "Modified", or what SCCA would call "Street Touring" or "Street Prepared". The challenge is that everyone competing in that car category has already made all the allowed mods as well. The modified car

may be capable of going faster and handling better than the stock setup, but so will every other car in your new category. You won't have gained any advantage relative to the competition.



(Above) Focus on training the driver, training the driver, and training the driver.

The second reason for leaving the car alone is that if you're not maxing out what the car is capable of in stock trim, then you definitely won't be getting the bang for your buck out of modifications, especially compared to your competitors in the Tuner or Touring category, leaving you at an even bigger disadvantage. (Yes, I know, we all think we're already a hot shoe when we sign up for our first competition event, until we have the humbling experience of having our butt kicked.)

So, what should you do as a newcomer to autocross? The first three things you should focus on are

1) train the driver, 2) train the driver, and 3) train the driver. Go to the BMW NCC autocross novice school on March 23 at Regency Furniture Stadium in Waldorf, MD (log on to www.motorsportreg.com and search for "autocross



I (Above) Run what you bring. Minimize the modifications to the car.

school"). Go to an SCCA Level 1 autocross school. Definitely consider Evolution Performance Driving School, Phase 1: www.evoschool.com. Let someone who's a better driver teach you at every opportunity. In the case of Evo School, chances are that your instructor will be a Solo National Champion. So, put your money, time, and energy into becoming a more skillful driver.

Are there any car setup tips to be shared with a newcomer? Yes; here are two. First, adjust your tire pressures to maximize performance. Before each autocross run, apply a chalk line to your tires, from the top edge of the tread down onto the sidewall, just above the wheel. Check your tires after each run. Ideally, the chalk should only be rubbed away down to the little triangle that most manufacturers mold into the edge of the tread at the top of the sidewall. If there is still chalk visible on the tread above that little triangle, then let 2 psi out of that tire. If the chalk is rubbed away far onto the sidewall, then try increasing the tire pressure by 2 psi, but don't go over 38-40 psi hot. (Personally, I prefer lower tire pressures: not more than 34-36 psi). With a stock suspension (especially the MacPherson-style struts supplied as OEM by most manufacturers) having the tire "roll over" a bit during competition is inevitable. On the following run, if your driving

feels good, but your time gets worse, then undo your last set of tire pressure changes.

The second tip is this: arrive at the autocross event with just ¼ tank of gas. Anything more is just dead weight at seven lbs per gallon.

"But I already have (some) autocross experience!" you say. Ok, once you've decided that you're serious (but not yet committed enough to acquire a car specifically for autocross), here are two more things you can do.

First, get a set of "extreme performance summer" tires for your car. Why? The simple answer is superior grip and handling. A set of extreme performance summer tires will transform the car (in warm weather); they're typically good for 3-4 percent faster times compared to the OEM tire. The current favorite still seems to be the Bridgestone RE-71R Potenza, though it never hurts to check the SCCA Solo Nationals results to see what brand the top drivers are using. Pick a size that's 10-20 mm wider than stock to get more "footprint". You may need to choose a lower "aspect ratio" (sidewall height / treadwidth) to keep the overall tire diameter the same as stock. For example, the stock tire size for my autocross car is 235/45R17 (235 mm wide tread, 45% aspect ratio, on a 17" diameter wheel), but I compete on a set of

255/40R17 tires.

Second, if you can afford it, acquire a set of lighter weight wheels. Why? Reducing unsprung weight (weight not supported by the car's springs) improves handling. The rules allow a "showroom" (a.k.a. "stock" or "street") car to have wheels whose diameter is within 1" of the stock size; the offset must be within 7mm (about 0.25") of stock. The wheels' width must remain the same as stock. Note that a smaller (lighter) wheel may enable you to accelerate faster than with the stock-size rim (and lower the car's center of gravity a tad), but a full revolution on the smaller wheel translates into less distance than a full revolution of the stock

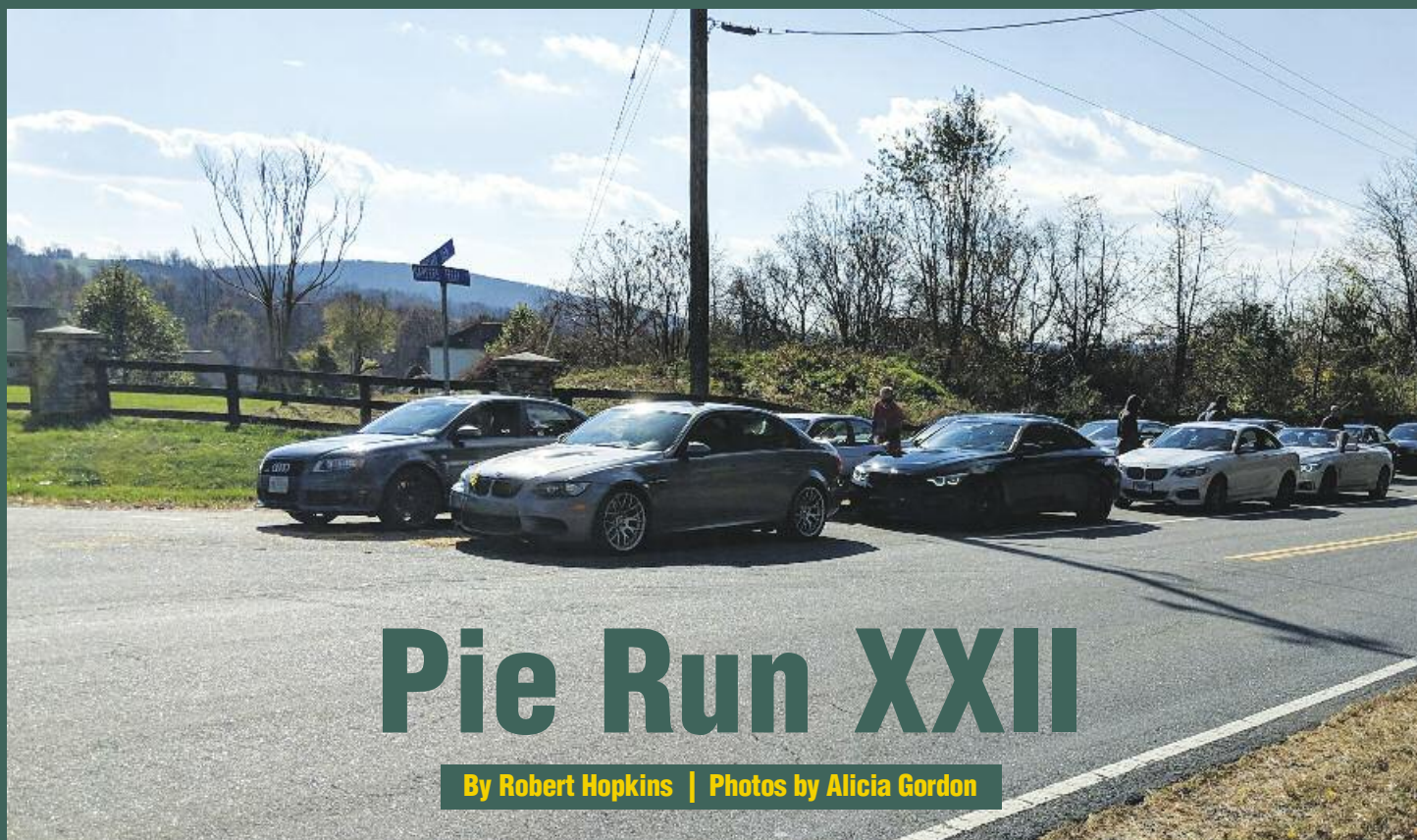
wheel, due to the smaller circumference. My advice: unless your car's speed at redline in second gear is 65+ mph, stick with the stock-sized (but lighter weight) aftermarket wheels. A smaller wheel will have a lower top speed at second gear redline than the stock-sized wheel. I use a set of light weight, stock-size wheels for competition; my OEM stock wheels are shod with a good set of all-season tires for the off-season.

What about alignment? And shocks and struts? And a sway bar? Tune in next time to lesson 1 in "The 7 Habits of Highly Effective Autocrossers".

A note from the NCC Autocross Committee Chair: for the dedicated autocrossers among you, a season subscription to our autocross points events is available. The cost for the entire season (7 championship points events) totals \$150 for morning-or-afternoon-only or \$240 for all-day. (Note that our Novice School and Test 'n Tune events are not included.) Not only is this a savings of almost 40% off the regular price, it saves the hassle of having to remember to sign up for each individual event! Contact info@nccautocross.com for more information.



I (Above) Dial in your tire pressures. Not too much, not too little.



Pie Run XXII

By Robert Hopkins | Photos by Alicia Gordon

Two years and maybe four to five pie runs ago, I went on my first pie run which was my first driving tour with the club! Maybe because I went through a pumpkin cheesecake phase last fall or it didn't work out with my schedule, I haven't been on a pie run since, though I have taken part in and run many tours myself since. Hopping into the car on an early Saturday morning with the cool Fall air nipping at my hands and face brought back to memories of tours gone by and particularly memories of that first pie run that changed how I thought about the car club.

Grouping up with Tourmeisters Mark Rosenberg and Steve Pera and his son Mark, I flipped on my sport mode and heated steering wheel, as we drove south on the freeway to Wilson's Meat Market in Catlett, Virginia for the start of the tour. Wilson's is a premium butcher shop offering fresh cuts of all kinds of meats from filet mignon and ribeye steaks to pork chops, bratwurst, or whatever thickness of bacon you could ask for, and even some cheeses. The beauty of the Pie Run is that we can also grocery shop, have lunch and grab dessert after. Driving and taking care of some items on the to-do list, what more can you ask for!

While Tourgoers picked up meats the Tourmeisters were busy checking arriving folks in and making sure the thirty cars and fifty participants

were ready to go. We went over the rules, reiterated the need to obey traffic laws, etc., and checked that everyone had directions, with even a few testing an App for digital turn by turn directions. We broke up into groups for those who wanted drive more briskly and those who wanted to drive in a more relaxed manner or even somewhere between.

Since I used my car as a beacon to others looking for the tour start, I had to dash back to my car at the tour start so I grouped up with one or two of the other cars at the tail end of the group. We cruised along dancing up the twisty roads and regarded the scenic views over rustic stone walls and mountains in the distance through light forested areas. The route wound north toward Hagerstown through hills and along fields and tree-lined stream valleys. Some of which occasionally were recognized from the Pie Run of the past adding a bit of sweet icing to the pleasure that was the drive.

As we approached Harpers Ferry and our planned first stop at the Sweet Springs Country Store, we caught up with the rest of the group who had to turn around due to a fallen tree blocking the road ahead. After squeez-

ing all thirty cars like Jenga blocks onto a small section of shoulder a mile or two away, an alternate stop was organized, and a gas stop determined for those who needed it. The alternate stop would be the Antietam National



(Top) After running into a road block, tourgoers re-organize on a large shoulder. (Above) An F32 M4 and F30 M3 parked outside Schmankerl Stube, the Pie Run's lunch stop.



(Above) Drivers gather around Tourmeister Steven Pera to discuss an alternate tour rest point at the Antietam National Battlefield.

Cemetery and Battlefield.

Arriving at the Antietam visitor center, some of us headed inside to get out of the cold and view many of the stunning paintings related to various parts of the battle. The Battle at Antietam was the final battle in the First Confederate Invasion Campaign of the North. On September 17th 1862 General Lee's army encountered a regrouped Union force North of Sharpsburg. Lee decided to engage in an attempt to remove the Union Army of the Potomac from action and secure the Confederate Army a safe route north through Frederick to Gettysburg and points North. After twelve hours of intense fighting and Lee's smaller force taking nearly equal casualties to the much larger Union force the fighting stopped and the next night Lee fell back across the Potomac River. Perhaps we will revisit next year for a driving tour of the Antietam and or

Gettysburg Battlefields when the weather warms next year.

Soon it was time to get back on the road, with our stomachs growling from "grocery shopping" and the history lesson. With most of the driving behind us it wasn't long before we found ourselves inside the Hagerstown City limits and parked for a lunch stop at Schmankerl Stube. I can tell you that the four kinds of "wurst" in the sampler that I shared with several others at my table were delicious beyond what I imagined! My main meal included "Bayerischer Hackbraten", meatloaf with a side of mashed potatoes and tasty red cabbage. For dessert, a tray was brought out and a piece of "Münchner Doppeldecker", a double yellow cake with chocolate icing and a thick layer of Bavarian buttercream filling was very much savored. All of this great food left me on the verge of a food coma

wondering if it was 3:30 or 7:30. Everyone's food looked worth trying and I hope to return again to try some other dishes, but with one last stop to the Catoctin Mountain Orchard and their delicious pies calling we paid our bills and headed out, enjoying the echoes of BMW exhausts burbling, popping and rasping as we spiraled down the parking garage ramps back to ground level.

We headed east out of Hagerstown and headed up into the Catoctin mountain range for a bit more twisty road fun, weaving up and then back down the other side of the ridge. But with temperatures dropping and the sun starting to set behind the mountains it was time to pay the Catoctin Mountain Orchard a visit before closing time. I picked up an Apple Dumpling, some apple pies for my family's Thanksgiving get-together and a chicken pot pie for lunch another day. Many folks

grabbed cookies, apple cider donuts, beef pies, fruit spreads, and many of the other types of fruit pies available. This ended what had been a productive, fun and fulfilling tour day.

I was glad that the pies were the final stop as it hadn't been such a happy ending for the pie I had bought on my first pie run. I had been my fault for not keeping it quite cool enough to remain fully frozen though it was still edible and quite tasty afterward. It just didn't look so good after bouncing around in my trunk. Maybe next year we should start with the pies and have pie awards. My current BMW has a cargo net, so I plan to stave off any potential messiest pie awards. Even though it didn't end well for my first pie run pie, the company of the people and the tasty food was worth coming back for another pie run.



Please Don't Bring the BMW 1 Series to the US

By James Chew

Not that anyone needs more proof that men never mature beyond the age of twelve, but here's yet another example.

A car buddy of mine and I were at a bar catching up on old times. Eventually, we discussed classic TV car commercials and began to debate whether or not Ricardo Montalban ever said the words "Rich Corinthian Leather" in the Chrysler Cordoba TV ads. Eventually, wagers were made, the internet consulted and one of us lost the bet.

Is it a wonder that neither of us dated while we were in high school?

During that internet search, it occurred to me that there were two TV car-commercials that had made a major impact on me and my car world. One was the BMW 3 Series ad that showed an E30 3 Series being driven on a dirt road, the driver stopping long enough to wash the dirt from his car, only to again drive the same road. Here's a thought, probably the ONLY BMW CCA member that's driven a BMW car off road is our esteemed *Roundel* editor, during his Alaskan rally days.



(Top) Hard to believe this classic design has been around since 1974. Yes, it's a MANUAL shifter!

The other was the 1980's era "Kleine GTI" TV commercial. It showed two GTIs being tossed around a race track. The voice-over stated that in Germany, the land of the world's car enthusiasts, the GTI was the best selling car.

I suspect both commercials created a new generation of North American German car enthusiasts.

While BMW and VW do not compete in the U.S., the lines are a little fuzzier in Europe. In Europe, BMWs don't have quite as "premium" of an image. Those of us who have traveled to Europe have seen BMWs (as well as Audis and Mercedes) used for taxis and police services, along with VWs and Opels.

During the 1980's the BMW 3 Series and VW GTI provided a much-needed car enthusiast spark to the U.S. car market.

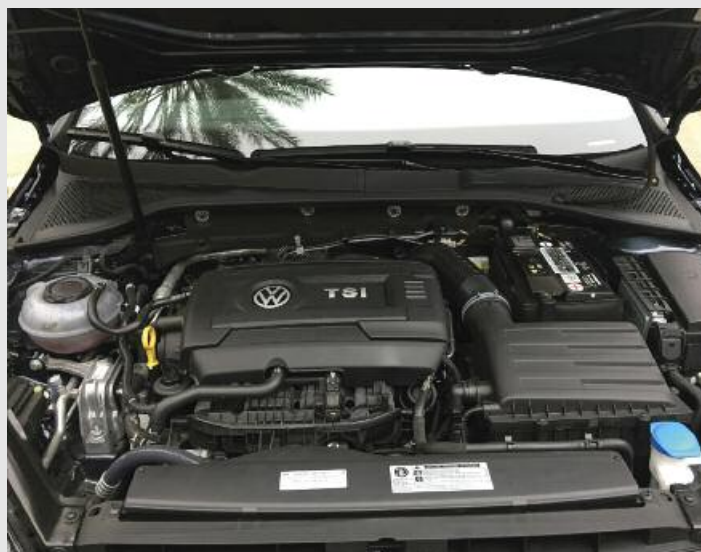
Because of emission and fuel economy standards, the Mustang, Camaro, Corvette, and Firebird were mere shadows of their muscle car heyday ancestors. Dodge enlisted Carroll Shelby to give their front-wheel drive economy

cars some pizzazz (full disclosure, I owned a Dodge Omni 024, a Shelby GLH-S, and a Shelby Lancer), and at the same time tried to convince the American performance car market that 0-50 should be the new performance car metric. The BMW 3 Series and the VW GTI brought two new metrics to the U.S. car market: handling and “fun-to-drive”.

The VW GTI has always been one of my favorite cars. Even with the VW management “churn”, that was one product that never seemed to lose its focus. And it’s interesting that the GTI, in either the two-door or four-door hatch version, has resonated with the U.S. market while the VW coupes that use the same drivetrain and chassis, the Scirocco and the Corrado, never found the same following.

In my opinion, the popularity of the VW Golf/GTI likely influenced the development of the Chris Bangle designed BMW 1 Series 5-door hatchback. Once launched, BMW CCA members vacationing in Europe flooded BMW NA with letters pleading that this product be available in the U.S. market.

The first generation 1 Series five-door was rear-wheel drive and very popular. The second generation 1 Series was developed using the modular UKL chassis and is front wheel drive. The global popularity of the BMW 1 Series is highlighted by a special “China only” 1



(Above) The silky smooth turbocharged 2.0 liter four-cylinder engine produces 228 horsepower and 258 foot-pounds of torque.

Series sedan.

In a past article, I’ve stated a number of what I consider to be sound business reason why the 1 Series five-door should not be brought to the U.S. With apologies to all the loyal BMW CCA “dork” owners, the 318ti being one of the major business reasons.

But then I drove a 2018 VW GTI...

During a recent test drive of the 2018 430i six-speed manual, I felt it was the spiritual descendant of the 1980 320. The 2018 VW GTI five-door six-speed manual is the DIRECT seventh-generation descendant of that 1980’s iconic product.

With the GTI, VW has managed to maintain a “timeless” exterior and interior design. The exterior of my test vehicle was highlighted with red stripes.

LED technology has given designers a new “knob” with which to turn for new car designs. The GTI’s unique headlight design is a prime example. When the daytime running light are on, the GTI looks as if it will come alive. It’s no wonder that kids think some cars will “transform” into robots!

The 2018 VW GTI headlights invoke an aggressive, high-tech, almost spacecraft-like image. A tasteful red stripe successfully integrated the headlights, to the

grill, aggressive front fascia, and aggressive front spoiler. From the front, everything about the 2018 VW GTI says “performance” and “high-tech”.

The side profile continues the aggressive looks with some of the most attractive tires and wheels in the market. The tire/wheel combination gives the GTI a feeling of motion. I was surprised to discover that these were 18-inch rims – they looked much bigger. The red brake calipers serve as the frosting on this cake.

Continuing the German “understatement” design trait, the GTI’s rear is distinguished by a unique LED rear taillight design.

From the outside, there is no mistaking this vehicle for anything but a GTI. It must be the reason for the subtle exterior badging.

The interior design is a fine combination of German practicality and German performance. The large cube-like passenger and cargo space connote practicality. This is one of the few vehicles that will perform equally well on car-pool duty, dance team/soccer team duty, weekend warrior duty, and big box warehouse store duty.

But when a car enthusiast opens the driver’s side door, they will be overwhelmed by two feelings. The first is “I’ll fit”. The second is “I want to drive”.

And you’ll want to drive. The turbocharged 4-cylinder engine

(Below) Doesn’t the driver’s cockpit just make you want to hop in and drive?



(Below) The rear seating area is just as versatile as when this design was introduced 45 years ago.





(Above) This classic “two box” design just exudes confidence.

produces 224 horsepower and 258 foot pounds of torque. Electromechanical progressive power steering system is responsive with excellent feel. The 2018 GTI has a unique active stability and traction systems that combines the electronically-controlled differential with the existing stability systems, and braking to provide maximized driving control.

And that is a good thing. With the wide use of high-strength steel, the VW GTI feels tight and light. This is an extremely “tossable” car – a characteristic you don’t find in BMWs. BMW are fun to drive because they are all precision driving machines that bring the best out of any driver. The VW GTI tempts the driver to have fun.

During my week-long evaluation period, we encountered a few Honda Civic Type RS. Yes, they all wanted to race. No, we wouldn’t. Driving a German performance car must make the driver act more mature.

In my opinion, the real charm

of the GTI is that it is one of the few performance vehicles on the market that the owner won’t easily outgrow. This is not a car that an enthusiast will have to sell when they get married or when they have kids. In fact, it is probably one of the few performance cars available in today’s market that the parent will feel comfortable giving to their kids when the kids are ready to drive.

And it’s for that reason that I would be tempted to advocate bringing the 1 Series five-door to the U.S. But for two other reasons, I can’t. First is price. A fully equipped GTI Autobahn has an MSRP of a little under \$36,000. The MSRP for the equivalent BMW 1 Series five-door model starts at over \$45,000. And we all know how quickly the BMW prices increase with options. The second reason it that it will have very limited appeal in an already crowded BMW showroom. A product that appeals directly to the BMW enthusiast, the 2 Series, sells about 1000 units a month in the U.S. I suspect 1

Series sales would at best be half of that.

For U.S. BMW enthusiasts, the VW GTI has an interesting purpose:

It gives us an extra incentive to rent a BMW 1 Series five-door during our next European driving vacation.

(Above) The handy hatch – one of the main reason why enthusiasts fell in love with the GTI.



Z4 Reveal at Pebble Beach



On August 23rd, we were at Pebble Beach looking at a 125-foot yacht that was anchored just off the point where the golf course gently slopes down to the ocean. We were behind The Lodge and standing on the awards ramp that would be used for the Pebble Beach Concours d'Elegance in a couple of days. The same ramp was now going to be used to reveal the new Z4.

Lined up in front of us on the grass were a Z1, Z3, E85 Z4 Alpina, the last E89 Z4 built decked out in Valencia Orange Metallic with Alcantara interior and a Z8. The cars were brought here from South Carolina and you've probably seen most of them before in the Zentrum.

There were about 50 of us: journalists from around the world and representatives from BMW North America (NA) and Munich. They brought in the big guns, CEO of NA Bernhard Kuhn and BMW Design Head Jozef Kaban. Some of our old friends were there: Mike Renner from the Performance Center and Ken Sparks our great friend from Roadster Homecoming days.

They served mimosas, good coffee and fresh fruit all in keeping with what was happening at Pebble Beach and Monterey Car Week over the next several days. The pastries were amazing. The guys from Germany are pretty slender so I guess those were meant for us.

But before the Z4 reveal, they unveiled the 8 Series Grand Coupe prototype and showed us the new M 850i Coupe. Lovely cars and a very interesting introduction by Jozef as he described the cars as only an artist can. He was excited about them. I was too. Especially the M 850i. It's a modern day Elvis car. He loved big two-door coupes with lots of power. Eldorados, Mark

III & IV Continentals where his thing and he kept a stable of them in Memphis. Sure, he had a BMW 507 back in the 50's when he was serving out his Army time in Germany. It was a big two-door convertible and very powerful for its day. Elvis was a cool guy. He rolled the way he wanted too.

Jozef became really excited and animated when they drove the new Z4 from a spot hidden between two buildings towards the presentation ramp. He was clearly a proud father. As it rolled up, the crowd started clapping in admiration. For Germans this can be considered almost losing control.

There it was; the Z4 M40i First Edition in Frozen Orange paint with Cerium Grey Metallic elements.

Later, back in my hotel, I Googled Cerium because there has to be a connection here. Turns out it's a chemical element with symbol Ce and atomic number 58. It is a soft, ductile and silvery-white metal that tarnishes when exposed to air and it is soft enough to be cut with a knife. It is used in the inside walls of self-cleaning ovens to prevent the build-up of cooking residues. It is also used in catalytic converters.

Didn't make a lot sense. No marketing team would ever make a connection to an exhaust component, or a Kenmore oven, right? After I clicked images, it did. It's the kind of stuff kingdoms fought wars over. They have hints of it woven

into the convertible top. It's gorgeous.

With my cell phone in one hand I was broadcasting the reveal on Facebook and my DSLR was in the other snapping photos. Surrounded by my brethren in the global press, I was balancing myself in a crouching position because I think that's what journalists are supposed to do. In hindsight I have

By Chris Wootten



(Above) Kenn Sparks, Head of US Corporate Communications. Part of the team that participated in the launch of the original Z3.

Z 4 REVEAL AT PEBBLE BEACH



no idea why I was taking still pictures at the same time. The car was going to be around for a couple of hours after the conference. I noticed that I was the only journalist crouching and had become the equivalent of a badly placed ottoman in a living room as people stumbled over me. None of this dampened my spirits as I was covering “hot-breaking news” — I was having a ball.

As Jozef did his walk-around the Z4 describing the design elements he started to sound more like a high school senior who just got the super-hot girl in class to go to prom with him. He was really excited about the car. I got some time with him later and I talked about ZSCCA and how they are passionate about their cars and, as it goes with enthusiasts, are guarded about “new.” He asked straight out if we’d like the car. I told Jozef that I can’t speak for everyone, but I believe that he has a winner. He asked me if I like it. I hugged him.

Designing and building any new car is not an easy task, but getting balance between function and form can be extremely challenging especially as you scale down. For example, a big SUV is based on a truck chassis and needs a pleasing place to put people up front and in the rear seat. You have a lot of room to pack in the modern electronics, comfy seats and cup holders everywhere. Make it nice with lots of sound insulation and have this big



(Above) BMW Design Head Jozef Kaban with the author. Jozef led the G39 exterior and interior design teams.

box on the back to haul stuff. It’s also a truck so you can tow with it. Paint it gloss black and tint the windows and it will look like some high government official being chauffeured to testify before a grand jury or rock stars to their next gig.

Scale that down to a smallish two-seat sports car, pack in a modern power plant, an ECD suspension, leading edge electronics (the Z4 has all of them), make the interior modern, appealing and sports car compatible/comfortable. Then, design an exterior package that looks fast when it’s standing still and one that is aerodynamically right when the car is going fast. Balance the car with 50/50 weight distribution because it is a BMW, not a tail dragger like a Porsche. Finally, make

it look balanced — function and form. Make it look really, really good. BMW pulled it off. Perfect? No. There are a few things that my Z3 M Coupe and Z4M have that I prefer, but they lack a lot of things this car has.

Design. With a shout out to the Z3, the hood wraps around the sides and becomes half of the front fender, right down to the top of the wheel. It looks terrific. The front end kidney grills are no longer slotted, they’re meshed with shiny vertical doodad accents at the intersection points. The front of a car is often called its face and if you want to be hyper critical you could say this looks like a kid with metal braces. But it works nicely and it is a styling cue going across new BMW’s. The brake ducts are big (aggressive) and there is an

exit duct at the back of each front wheel to keep air flowing. That’s what the black boomerangs do at the bottom of each of the front fenders. We’ve had the gills on our Z3’s. Other than looking great, they didn’t do anything. These do.

There are some small M badges sitting in front of the boomerangs. BMW has been sticking M badges on non-M cars since the 1980’s (i.e. M535i) basically you get some sporty driver stuff, cosmetics and few mechanical tweaks. The world seemed okay with this until BMW recently started calling it the M Performance trim. My F30 328i daily has this set up and it gave me the seats, front fascia from an M3 and some cosmetics to make me more menacing when I’m stuck in





|(Above) 850i Grand Coupe prototype reveal along with an early production M850i.

Washington, DC traffic. Bottom line, you have three options if you don't like them: 1) order the car badge-less 2) have the dealer take them off 3) heat them up with a blow dryer, they'll come off—they're just glued on.

The side profile screams sports car. I've seen the endless postings on Facebook with side-by-side photos that compare the profile of the Z4 to the Corvette, Mazda MX-5, Mustang, Boxster, etc. It kind of does. Putting that in perspective I was tooling around Monterey for a couple of days after the Z4 launch. It was their Annual Car Week and there were hundreds (not an exaggeration) of new Lamborghini's, Ferrari's and McLaren's in town. In that rarified atmosphere of supercar the same could be said. They each had their unique design cues but without my glasses their profiles did kind of look alike. They all looked fantastic actually. As a side note, I think BMW in the last fifteen years has set a lot of trends that have been adopted by their competitors. They also like to hire BMW's designers and engineers to up their game. Do a quick search on the Kia Stinger as an example.

The back of the car has hints of the 6 Series, rectangular exhaust tips, a tip of the hat to the E85 lift on the top of the trunk with the third brake light, but it's more pronounced (thanks for the down force Jozef) and some aggressive vertical ducting in the back that doesn't duct anything, but I'm all in for the aggressiveness.

The tail looks busier than it actually is. They've created some cool high-lights and shadow effects by clever stamping of sheet metal and forming plastics, accentuating the fact that a bumper sticker isn't going to play well back there. Fortunately, ZSCCA has a logo window cling so there's no conflict of interest. The white backup light is nicely integrated into the tail lights. Below the bumper was the European mandated rear fog light. We won't get that here, but let's cross our fingers that there will be four meaty M pipes down there in the future.

Speaking of lights, both the front and the back of the car have light assemblies that are pulled back and forward into the fenders. They're also stacked vertically and it works well. The D.O.T. mandated side makers are in there leaving the side of the car without having those tacked on as in older cars.

User experience and innovation. Gone are the analogue dials replaced with an OLED screen that displays road speed and engine speed as opposing bands. It can be configured to one's liking. The BMW marketing guys earned their keep and named it Live "Cockpit Professional." You also come to this place to dial in your own personal driving dynamics settings (that's M car stuff). We finally got a Heads Up Display (HUD) so we can keep our heads up, like fighter pilots.

The center console has a place to tuck in a cell phone as it charges

on a Qi pad, with Bluetooth connecting into the car. One can also put a media device in there, or load up the car's hard drive with music. There's a bunch of sleek controls on the console because it is the 21st century. It looks really, really good in a top end Samsung refrigerator way. That's a compliment because Samsung has a powerhouse design group that makes people doubt how awesome an iPhone is.

Running up the stack toward the navigation screen it has a CD slot. I think we're on the last gasp of CD players in cars but we got one in the Z4. A little trivia on car entertainment: Last car model to have a cassette player? Lexus LS 470. Old guy's rock.

I didn't get to sit in it so I can only give you my impression of seating. This is not a pair of La-Z-Boy's. These are advanced BMW sport seats and if you have not sat in some of their recent cars you likely will be amazed. The headrests are slanted forward so your head actually rests on them while driving. Headrests were designed to prevent a head from whipping back in a collision to avoid neck and spinal injury. That works if there is little to no travel between your head and the headrest. This is why driving coaches tell you set your seat in an upright position, so you're not craning your neck forward. And you can see what's in front of the car a whole lot better. Hopefully they'll be great, they sure look that way.

I took some time to walk down

the ocean and look at our heritage cars. These are essentially brand-new cars and I could see how each of them drew excitement as they were brought to market. Taken collectively, you can see what BMW is doing. They and the car are evolving. Like any of us, there has been bumps in the road of this journey. They didn't get everything right, but BMW continues to give us a two-seater that we can throw into a corner with confidence that we'll come out on the other end with a big smile. That is truly the heritage of our Z Series family.

I turned and looked at the new Z4 that was now in the distance. It's a great looking car. I'm glad I made the decision years ago to buy into all this. It's been part of my journey.

So was attending the reveal of this car. I was thrilled to be there, a first in my life and was honored to be representing ZSCCA and the spirit of who we are. I went as Chris, but carried the collective message of our club and its passion.

On the way out I thanked Jozef again for his work and Bernhard for bringing it to the U.S. Our club has a new car, an opportunity to enlarge our family and we'll have a heck of a time at ZFEST next year as we hang out in the parking lot by the members who have purchased and brought this car to Virginia Tech. We'll be loving, complimentary, and critical. It's our latest red haired step child and it has a place at the dinner table.



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Autocross and HPDE Meet Street Survival

By Jack Raymond

On October 21, NCC hosted Tire Rack Street Survival (TRSS) at Regency Furniture Stadium in Waldorf, MD.

What is Street Survival? It's a car control clinic for teens. Car crashes (don't call them "accidents" – most car crashes are entirely avoidable) are one of the leading causes of death for teens in the U.S. Street Survival's goal is to teach teen drivers car control skills, and more importantly, the situational awareness and judgement to keep them safe.

What does Street Survival consist of? It's a combination of classroom knowledge and in-car exercises in a controlled environment, typically a large parking lot rented for the event. We teach applied physics: vehicle dynamics, weight transfer, transitions, recovery from understeer and oversteer. We teach transformative skills such as looking ahead, thinking ahead, anticipating, and the importance of refusing distractions, like texting, while driving. Try maneuvering around the skid pad while answering your smart phone: it can't be done well.

All in-car exercises include in-car coaches, most of whom come from the autocross and HPDE (High Performance Driving Experience) communities. Students drive their own cars, since their own cars are what they need to learn to control. The morning exercises consist of learning ABS braking and braking while

turning, recovery from understeer on the skidpad, and managing weight transfer / vehicle transitions in a slalom. The afternoon exercises consist of emergency lane change maneuvers, more skidpad practice and a mini course (don't call it autocross!) that combines all the skills the students have learned. One of the most gratifying experiences for a Street Survival coach, volunteer, or organizer is seeing the smiles on our students' faces as they begin having those light bulb, epiphany moments, learning to better control their cars. Parents send feedback to TRSS all the time expressing how the clinic transformed their teenagers' driving and started them on the road to becoming more confident, more competent drivers.

Thanks to all the coaches, volunteers, and organizers who came from clubs all over the greater Washington Metro area (BMW NCC, PCA, and SCCA) to pitch in: Roy Aneek, Andrej Balanc, Colin Blow, Graham Bouton, Tim Bradford, Brian Broderick, Pam Clay, John Clay, Eric Core, Ben Davenport, Dirk Dekker, Marc DeLaVergne, David DiQuollo, Tom Fargo, Jim Fleischer, Rafael Garces, David Gast, Tom Gebler, Frank Hardesty, Elias Hiruy, Joseph Hoehl,

Scott Hoffman, Ken Lay, Rick Lee, Al Lepeau, Jeff Noyes, Steven Pera, Anthony Radich, Jack Raymond, Anne Saul, John Shin, Peter Tan, Tim Tignor, Gordon Wilson, and Chris Wooten.



(Above) Helping our teens evolve to become better, safer drivers. Situational awareness and car control skills are the keys. Photo: BMW CCA Foundation.



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NEW MEMBERS



The National Capital Chapter of the BMW CCA now has 4,730 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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PRIORITY 1 AUTOMOTIVE HAS THREE BMW DEALERSHIPS TO BETTER SERVE YOU.

At Priority 1 Automotive, we are passionate about The Ultimate Driving Machine®. That's why we have three BMW dealerships in the greater Baltimore/DC area. That means whatever your BMW needs, one of our state-of-the-art service facilities is close to you. Our factory-trained technicians will keep your BMW running like new. You don't even need an appointment. Just drive right in. And, we'll have you right back on the road with one of our BMW loaner vehicles. For all your service needs, choose a dealership where you and your BMW are always Priority 1.



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BMW OF ROCKVILLE

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Ask your Service Advisor for full details on loaner availability. Some restrictions apply.

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National Capital Chapter of the
BMW Car Club of America

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**The Ultimate
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BRING YOUR ULTIMATE DRIVING MACHINE TO ITS HOME AWAY FROM HOME BMW OF STERLING

We share your passion for BMWs here at BMW of Sterling, whether you are looking for parts for your 1972 BMW 2002tii or scheduling your new BMW for its first service bring it to the place that knows BMWs best. We work hard to establish a relationship with our customers and want to show you all we have to offer at our new state of the art facility, one like no other in the area. Check us out online at bmwofsterling.com or shop for parts at realbimmersparts.com. We are pleased to offer our fellow BMWCCA members 10% off all parts and accessories.