

Magazine of the National Capital Chapter BMW Car Club of America

May/June 2019

# *der* Bayerische







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**Cover:** Steve Tenney reports from the Super Sebring 2019: IMSA 12 Hour & FIA WEC 1000 Sebring. Read the article on page 18. Photo: Steve Tenney

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

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



## President's Message

Spring is here and May is a HUGE month for us car enthusiasts. Hopefully, everyone's cars are prepped from the deep cold of the winter and ready for car season. Our annual Deutsche Marque Concours d'Elegance always kicks off our Spring at Nottoway Park in Vienna, VA. Bringing together the best of BMW, Mercedes, and Porsche, this will be a great way to start off the month.

But wait, it gets better! The absolute most fun you'll have is at Chapterfest, our biggest event of the year! For those who missed last year, Chapterfest is a BMW celebration of all things National Capital Chapter does. We have the entire day dedicated to our members and BMW enthusiasts alike, as we make our way to Summit Point, WV. Our first HPDE of the year will take place on Summit Main, autocross on the Washington circuit, and the BMW Performance Center will give hot laps throughout the day in a 600-hp M5 Competition. For those not into motorsports, don't worry, we have plenty for you as well. We have a spirited driving Tour out to Summit Point where we explore some of the area's best driving roads, a people's choice car show, our DIY lounge, and an end-of-day BBQ where everyone comes together for a delicious feast in the Main Paddock. Registration is now open, so plan your day to take advantage of as much as you can because it'll be incredible for everyone!

As you can see, our chapter has always been super active and the fun doesn't stop there. Our weekly socials and monthly DIY and autocross events will make sure you get your fix on a continuing basis. Our most popular Tour, the Pie Run is also coming up, as well as, our annual golf outing at Raspberry Falls. Fresh off our victory over Team Porsche last year, we always look forward to some competition outside the race track too. We have everything that a BMW fan would want, so make it a point to get out to various events this year. You'll see that we all love our cars, but guess what? The cars only bring us together, the people are what makes this club tick and make you come back for more and more. Our volunteers spend a tremendous amount of time planning events and we love to see new faces.

Finally, for those who didn't know, this year marks a tremendous milestone for BMW CCA; it's our 50th anniversary! We will celebrate this year in Greenville, SC, home to our CCA headquarters, Michelin NA, and BMW NA Manufacturing. Our annual Oktoberfest event during October 15-19 will be absolutely epic as we have several days of fun events planned and we will have a large contingent of NCC members making the trek down. Save a few vacation days because we want to see you there!



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# TheSteeringColumn

It is pretty special being number one, especially if that is as a member of a club or group that lasts a long time. Bob Mehrman is such a person. Though I did not know him, I can appreciate and

celebrate him and his accomplishments. I concur with the thought expressed in Bimmerlife that he will be missed. We owe a depth of gratitude to Bob for creating a group that has lasted decades

and allows us to enjoy companionship with other BMW owners.

## Help Wanted



The National Capital Chapter is in need of a volunteer to take on its marketing responsibilities. This position provides the opportunity to interact with some of the leading businesses in the automotive sales, repair, accessory, and support industry.

Previous marketing and/or business development experience is necessary, a strong desire to interact with sponsors, and a belief in the benefits offered by the BMW Car Club of America and the National Capital Chapter in particular are a plus.

Briefly the **Chief Marketing Officer** is responsible for the following:

- Develop overall marketing, sponsorship, and communications strategies
- Identify and secure new advertisers for the chapter's newsletter, website, email, and social media outlets
- Ensure that current advertisers are properly invoiced and collected
- Work with the *der Bayerische (dB)* newsletter staff to ensure that ads are correct, timely, and current
- Marketing/sponsorship communications for all social media and membership growth activities

This position will report directly to the NCC Board of Directors and has the flexibility to build a team immediately.

If this position appeals to you and you feel that you have the skills necessary to meet the position requirements, please send your resume to Paul Seto, mail to: [Paul.Seto@nccbmwcca.org](mailto:Paul.Seto@nccbmwcca.org), immediately to schedule an interview.

## 12th Annual

## GOLF OUTING

Join the National Capital Chapter (NCC)  
of the BMW Car Club of America for a day on the links

June 29, 2019

12:00 pm

Raspberry Falls Golf Club

Leesburg, VA

\$75 per person for BMW CCA members

\$85 for non-members

Space is limited to 32 players - Shotgun Start  
Stroke Play - Competitive and Social Flights  
Skill Prizes - Closest to the Pin - Longest Drive



 National  
Capital Chapter



[msreg.com/nccgolf2019](http://msreg.com/nccgolf2019)

## W E E K L Y C A R S & C O F F E E E V E N T S

### Hunt Valley, MD

Saturdays, 8-10 am, Hunt Valley Towne Centre at  
Joe's Crab Shack, 118 Shawan Road, Hunt Valley, MD

### Burtonsville, MD

Sundays, 7:30-10 am, "Curch of the Holy Donut,"  
Dunkin Donuts, Route 29 & 198, Burtonsville, MD

### Great Falls, VA

Saturdays, 7-9 am, Katie's Cars & Coffee located at  
760 Walker Road, Great Falls, VA

### Dulles, VA

Sundays, 7-9 am, Dunkin' Donuts @ Dulles Landing  
Shopping Center on Loudoun County Parkway north  
of US 50

### Leesburg, VA

Sunday 9 am, Dog Money Restaurant  
50 Catoclin Circle, NE  
Leesburg, VA

### Winchester, VA

3rd Saturday, 8-11 am, Truban Motor Company  
located at 60 W. Jubal Early Drive  
in Winchester, VA

### Bethesda, MD

Saturdays, 8-10 am, Corner Bakery Cafe  
10327 Westlake Drive, Bethesda MD  
Westfield Montgomery Shopping Mall



# CALENDAR OF EVENTS

## 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

- 2 NoVa Social - TBD
- 4 Live Tech Talk w/ Mike Miller @ BMW ExcluService
- 5 Deutsche Marque Concours d'Elegance, Vienna, VA
- 5 Board Meeting/Social - Vicino Restaurante Italiano, Silver Spring, MD

- 9 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 10-12 NCC May 2019 Summit Point, Main Circuit HPDE
- 10-12 NCC Chapterfest 2019
- 11 NCC Autocross Points Event #2 (Chapterfest)
- 11 Chapterfest Tour
- 16 MoCo Social - Pizza CS, Rockville, MD
- 18 DIY @ BMW of Sterling
- 25 Pie Run XXIII

## June

- 6 NoVa Social - TBD
- 12 Board Meeting/Social- Vicino Restaurante Italiano, Silver Spring, MD
- 13 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 16 2019 NCC Autocross Points Event #3
- 20 MoCo Social - Pizza CS, Rockville, MD
- 22-23 ///M Club Day @ BMW Performance Center
- 28-30 NCC June 2019 Summit Point, Summit Point, Jefferson Circuit HPDE
- 29 NCC Golf Outing, Raspberry Falls Golf Club

## July

- 7 2019 NCC Autocross Points Event #4
- 12-14 Mountain Country Summer Tour
- 20 DIY @ Benchmark Motors

## August

- 10 2019 NCC Autocross Points Event #5
- 17 Summer Family Tour and Picnic
- 18 DIY @ Craftsman Auto Care
- 23-25 Michelin GT Challenge at VIR

# COMING EVENTS

## CHAPTERFEST

SUMMIT POINT MOTORSPORTS PARK

May 11<sup>th</sup> 2019

Chapterfest 2019 presented by  
Craftsman Auto Care

high performance driving education

full-course autocross

people's choice car show

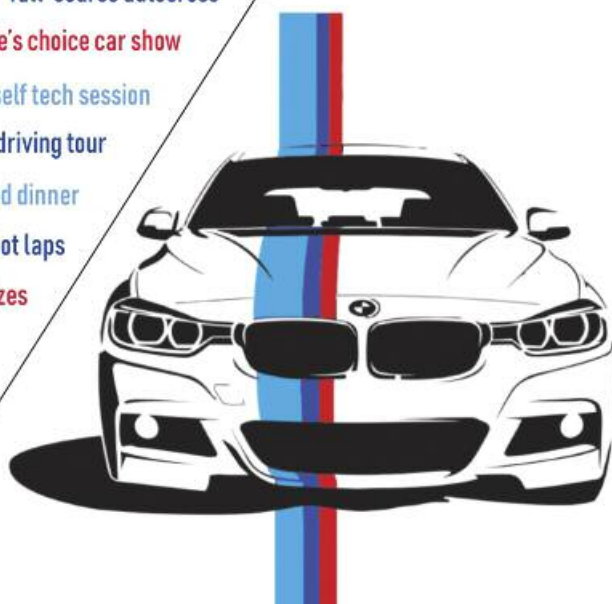
do-it-yourself tech session

local driving tour

catered dinner

charity hot laps

raffle prizes



BMW  
Performance  
Driving School

Hot laps provided by the  
BMW Performance Center



## COMING EVENTS

### 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](http://nccbmwcca.org) or [dmconcours.com](http://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.

### 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 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.

### Street Survival Regency Furniture Stadium September 22, 2019

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 the car control skills, and more importantly, the situational awareness and judgement to keep them safe.

Coaches & Volunteers, sign up here:  
[msreg.com/NCC-TRSS-Coach-Vol-2019-09-22](http://msreg.com/NCC-TRSS-Coach-Vol-2019-09-22)

Students, sign up here:  
[msreg.com/NCC-TRSS-Student-2019-09-22](http://msreg.com/NCC-TRSS-Student-2019-09-22)

### HPDE schedule for 2019

03/23/2019 - NCC Instructor Continuing Training  
05/10/2019 - 05/12/2019 - HPDE Main Circuit

06/28/2019 - 06/30/2019 - HPDE Jefferson Circuit  
09/06/2019 - 09/08/2019 - HPDE Shenandoah

## COMING EVENTS



## AUGUST 23RD THRU 25TH BMW CCA CAR CORRAL AND HOSPITALITY TENT VIRGINIA INTERNATIONAL RACEWAY (VIR)

RESERVED INFIELD PARKING • TRACKSIDE SPECTATING  
CATERED LUNCH AND REFRESHMENTS • PARADE LAPS  
RACE FEED ON THE HOSPITALITY TENT TV • Q&A SESSIONS WITH TEAMS



### TAKE SOME HOT LAPS AT VIR, MAYBE EVEN WIN AN ///M SCHOOL

The gang from the BMW Performance Center will be wowing the crowd and blowing passengers' minds in the latest ///M performance cars from BMW—don't miss your chance to win a Hot Lap! They will also be giving away an ///M School to one lucky winner!

### PILES OF PARTNER PRIZES, PLUS TWO CHANCES TO WIN AN HPDE!

From hats to shirts to travel bags, the Tarheel - NCC Corral has the best prizes in our daily lunchtime raffle, with two of the top prizes being a gift certificate to an HPDE Weekend with the Tarheel Chapter or the National Capital Chapter (\$450+ value each)

**DON'T MISS OUT - BUY YOUR CORRAL TICKETS TODAY AT**  
**[HTTP://VIRNOW.COM/EVENTS/](http://virnow.com/events/)**

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# GREENVILLE

- SOUTH CAROLINA -



BMW CCA CELEBRATES FIFTY YEARS

50



OCTOBER 15-19, 2019

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# February DIY at Craftsman Auto Care's New Location in Chantilly

Our February Do-it-Yourself event was held at Matt Curry's newest location in Chantilly for his Craftsman Auto Care shops. I have gotten to know Matt over the years through both our DIY and HPDE programs. He has been an ardent supporter of the club and has sponsored many of our events. We also shared the same table recently at the chapter's annual dinner at Maggiano's. He and his wife had spent most of that day riding on an airplane and literally drove straight from the airport to attend the annual dinner – an effort which says a lot about how much he cares about our chapter's events.

While Matt is certainly a businessman, at heart he is a car enthusiast. He would much rather talk to you about driving his track car than his newest Craftsman Auto Care location. Matt is a heckuva driver, and he is currently competing in the Bertil Roos Formula winter race series down in Palm Beach and is in 4th place in the standings.

You can tell right away upon entering the new Craftsman Auto Care in Chantilly that much thought was put into every aspect of the shop. In the waiting area on display is a replica Porsche

550 Spyder parked adjacent to Matt's own Porsche Cayman HPDE car. Manager Andrew takes us around the corner where he shows us a retired Daytona Prototype racecar in for service by a customer. The fact that Craftsman can handle the service and setup for a complicated Daytona Prototype says a lot about its ability to handle your BMW's needs.

This facility was designed and built from the ground up and it is among the nicest independent shops I have ever seen. All the lifts and diagnostic equipment are brand new. The waiting area has sleek furniture you would expect to find at an upscale cafe along with free wi-fi and a flat screen television. We have covered the merits of having your BMW serviced by Craftsman Auto Care. They include a discount on service for club members, their use of digital photography to show you what on your car requires service, ASC certified technicians, and of course the decades of experience that Matt brings to the business. They can handle everything from a

basic service visit to helping you set up your BMW for an upcoming autocross or track event.

By Marc Caden



(Above) Mary Snyder and Kevin Kuo help DIY regular Brian LoVecchio install a new intercooler in his 2007 335i.





(Above) DIY Coordinator Phillip Cummings welcomes everyone to the first DIY event held at Craftsman's newest location in Chantilly.

Many DIY tasks were accomplished on a cold February day just hours before a winter snow storm was poised to blanket the area. M-Club Day Program Chair Doug Verner installed LED headlight bulbs and some angel eyes on his 2008 BMW M3. DIY regular Clarke Thomason installed stainless steel brake lines

and replaced the lower control arms on his 2007 BMW 540iA M Sport. Christian Ouellette put his 2011 BMW 335is on the lift so he could perform a comprehensive underbody inspection. Kevin Kuo adjusted the parking brake on his 2014 BMW 335i. DIY regular Frank Kapitan did an oil change on his 2005 X3. Gina Hector,

with the assistance of helper Aneek Roy, replaced the brake pads and rotors on her 2007 BMW 328xi. Duane Summons replaced the valve cover gasket and spark plugs on his 2002 BMW 530i. DIY Committee Member Chris Wootten did an oil change and installed new brake pads on his 2018 Volkswagen Golf GTI.

The DIY committee greeted us in the morning with donuts and coffee and later provided a nice pizza lunch for all attendees. Many thanks go out to Matt Curry and everyone at Craftsman Auto Care for sponsoring another great DIY event!

(Below Left to Right) If Craftsman can service a retired Daytona Prototype racecar, it can probably handle any need your BMW has. Craftsman has a comfortable customer waiting area flanked by Matt's Cayman track car and a replica of a Porsche 550 Spyder.







(Above Left to Right) Gina Hector replaced the brake pads and rotors on her 2007 328xi. Doug Verner installed some angel eyes on his 2008 M3.



(Above Left to Right) Chris Wootten installed new brake pads on his 2018 Volkswagen Golf GTI. Mary Snyder looks through a small hole in the rear wheel where the parking brake adjustment gear is located.



(Above Left to Right) Clarke Thomason hand tightens a bolt on his lower control arm before using a torque wrench on it. Phillip Cummings pulled his driver's side door card and found that his window regulator needs replacing at the next DIY event.





# NCC Holiday Party/Annual Meeting

**FEBRUARY 9, 2019**

**By Walter Jones**

A chilly but clear evening on Saturday, February 9 saw the National Capital Chapter members convene for our holiday party and annual meeting/Board elections at Maggiano's at Tysons Galleria. The evening opened with a cocktail hour at 6:30 and was followed by dinner at 7:30 pm. The annual meeting commenced at 8:30 pm.

We had a full house. The plan was for 135, but at least 160 were present so we had to squeeze an extra table under the viewing screen, which made for very close quarters. It was a good crowd.

The new Board was sworn in: Paul Seto (President), James Laws (Vice President), John Walker (Treasurer), and Robert Hopkins (Secretary).

We enjoyed a family-style dinner. The food was good and plentiful. As a bowl was emptied, the servers refilled the bowls.

James Laws introduced the two guest speakers: Mike Renner and Boris Said; they did a one/two talk about racing which was quite interesting. Boris would talk until he came to the end of a thought. Then Mike would remind him of another facet and Boris would take that thread and run with it. We learned a great deal about the mechanics of racing.

Then the new HPDE schedule was announced.

Finally, we had the usual raffle. Some good swag was to be had.

Our thanks go to Alaina Mohanco who organized this evening's event and is one of the organizers for this year's Chapterfest.



(Top) Mike Renner and Boris Said. (Left) New Board Left to right: Hopkins, Walker, Laws, Seto.





| (Above ) Special thanks to Rich Kempf, the retiring Treasurer (Center).



| (Above) dB Editorial Staff: Maripuu and Jones



| (Above) Boris and Mike as the after-dinner speakers.



| (Above Left and Right) Raffle prizes.



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# Spring New Member Event and Z-Focused DIY at BMW of Sterling

By Marc Caden | Photos by Marc Caden and Steven Tenney

It was a brisk morning in early March and even with a light dusting of snow still on the grass, a group of undeterred new club members ventured out for a reception at BMW of Sterling. Being the largest and most active chapter in the world, the National Capital Chapter offers more programs and events than anyone else. With our volunteer staff, we run 120+ event days throughout the year, so one will never run out of BMW or car-related events to attend. Our new member receptions help introduce new members to the faces of our chapter leaders and get them up-to-speed on club membership benefits. Chapter President Paul Seto emceed the event and each program head gave a 5-minute spiel on karting,



HPDE, autocross, DIYs, tours, street survival, M Club Days, and socials. At the end of the presentations, there were some coveted giveaways to ensure that all of our new members went home with some fresh BMW swag.

Our host BMW of Sterling has been a great partner throughout the years. They offer a 20% discount on all parts/accessories on Saturdays for our members (bring your membership card) and a standard discount of 10% Monday through Friday.

Because they are located near Dulles Airport, you can easily drop your car off for service while you travel and then pick it up when you return. Their inventory of new and CPO cars is among the largest in the country and it is

(Top Left to Right) There is so much eye candy at Sterling Motorcars - Lamborghini Aventador S, BMW M3 CS, Rolls Royce Ghost, and Lamborghini SV Roadster.







worth stopping by simply to ogle the hardware. There is a lovely waiting area with comfy chairs, free wi-fi, and a nice cafe. The BMW service bay area is among the most well equipped and state-of-the-art in the country.

BMW of Sterling and Sterling Motorcars are collectively owned by Thomas and Joyce Moorehead. I have had the good fortune to meet Mr. Moorehead on several occasions and each time our conversation begins with a firm handshake and ends with a warm (just right) hug. It is truly a family-run business and there is a personal touch in every detail. One is made to feel welcome and every employee seems dedicated to putting the customer's experience first.

Across the street at Sterling Motorcars, a Z-Focused DIY event was underway in a separate service area reserved for special exotic brands. Normally, our DIYs take place at the BMW service area, so it was pretty cool to be wrenching away in the midst of some jaw-dropping Lamborghini and McLaren supercars. Parked just a few cars away from mine was a Lamborghini Aventador SV and the recently released McLaren 600 LT. This was the just second time our chapter has collaborated with



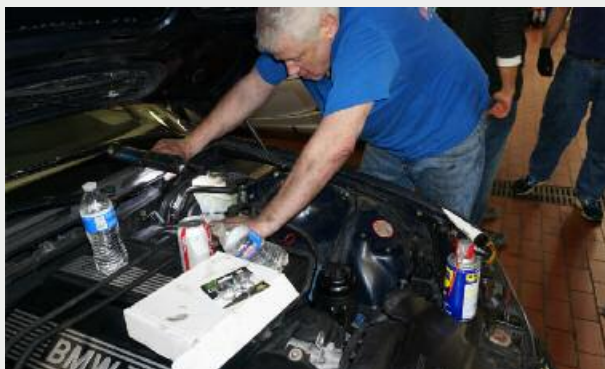
(Top) Paul Seto and each of the program heads introduced themselves to new members. (Above) Our rallymeister and Tour Program Head Robert Hopkins explains to new members how he carefully plans each route to include some of the areas best and most scenic roads.

ZSSCA (Z Series Car Club of America) to run a DIY event. The ZSCCA is the national car club for BMW Z series cars past and future, so Z cars were given priority in registering for this event.

DIY coordinator Phillip Cummings and the Potomac Z area representative Eddie Henry were on hand to make sure this collaborative event ran smoothly. Sterling's Parts Manager Ryan Hoover was also nearby to make sure everyone had the

parts that were needed to complete the projects. Ryan got involved in the action when two of my rotor screws got stripped and wouldn't back out despite a lot of "persuasion" on my part. Ryan deftly cut a deep slot into each screw and then was able to insert a large flathead screw driver to remove them. It was one of the moments where I was really glad I was replacing my rotors at a DIY event instead of my driveway and much thanks to

(Below Left and Center) Sean Scully installed a protective skid plate on his 1987 325. Rob Goodman replaced his transmission and differential fluid on his 2001 325i.







(Top Left to Right) Joe Geadrites introduces our HPDE program to new members. Working in the garage reserved for the exotic brands was pretty special. (Above Left) Chris Wootten from the DIY Committee raises his right hand; new members watch a short video about the Street Survival Program.

Ryan for his creative solution.

Many successful DIY projects were completed at this event. Vice President James Laws replaced the clock spring in the steering wheel of his 1999 528it. Desmond Aberdeen replaced the front brake rotors/pads on his 2005 745i. In preparation for an upcoming track day, DIY regular Brian LoVecchio installed a weight-saving carbon-fiber roof panel in place of the

stock sunroof on his 2001 BMW 330ci. Christian Ouellette replaced the battery in his 2011 335is. James Austin replaced the driver's door vapor barrier and cabin air filter on his 2011 328xi. James Churbuck replaced the oil and did a brake fluid flush on his 2000 BMW M Coupe. Steve Danahy did an oil and filter change on his 2004 Z4. Gary Poindexter replaced the engine oil in his 2008 Z4 M Roadster.

The DIY committee greeted us bright and early with a nice breakfast of coffee and doughnuts. Around noon, the new members came for a tour of the ongoing DIY event and then a nice lunch was provided for all attendees. Many thanks go out to our hosts at BMW of Sterling for making both of these events a great success!

(Below Right) DIYer Clarke Thomason and DIY helper Andy Parahia are all smiles as a Lambo and McLaren lurk in the background.





## Super Sebring 2019



By Steve Tenney

# IMSA Twelve Hour & FIA

For 2019 the FIA has chosen to bring a World Endurance Championship (WEC) round to Sebring to run the same weekend as the traditional 12-Hour Sebring event. In 2012,

the WEC came to Sebring and ran as part of the 12-Hour Sebring race. The two sets of cars on the track in the same race didn't work out so well. There were similar cars competing for an overall

position that didn't have much bearing on their own series. It's been some time since the WEC has come to Sebring. The WEC run endurance races around the world, from SPA to Le Mans and then

to China and Japan.

The series has always included the LMP1 high-tech prototypes that IMSA left out of their series. As we approach the WEC 1000 Miles of Sebring, the news is that the





# WEC 1000 Miles of Sebring

Toyota prototype has broken the Sebring lap record in testing so we can see how fast these cars are. I was disappointed that IMSA didn't include these cars when the transition was made

from the American Le Mans Series. They are the fastest sports cars ever raced. We've missed seeing them in the 12 Hours. The 1000 Miles of Sebring will start at 4:00 PM on Friday

evening and should run until midnight. In the WEC, we will have the BMW Team MTEK with two M8 GTE cars. Drivers will include Martin Tomczyk, Nicky Catsburg, Alexander Sims, Augusto

Farfus, Antonio Felix da Costa and Bruno Spengler. The traditional 12 Hours of Sebring will start at its normal 10:40 AM time on Saturday and run for 12 hours.



(Above) The BMW Team RLL M8 GTE of Edwards, Krohn & Eng.

As usual BMW Team RLL will have as drivers: Jesse Krohn, John Edwards, Philipp Eng, Tom Blomqvist, Connor De Phillippi and Colton Herta. In GTD for the 12 Hour, Turner Motorsport will run an M6 GT3 for Bill Auberlen, Robby Foley and

Dillon Machavern looking to add to Bill's win totals. Jens Marquart (head of BMW Motorsport) has pointed out what a special time this will be with eight BMWs to follow through three races, two races for the M8 GTE and one for the M4 GT4.



The Michelin PilotChallenge will also take place as a two-hour race on Friday. The race will include three M4 GT4s. Most notably the Turner car co-driven by Bill Auberlen. This will be the first time that we have seen Bill in the M4 GT4 and it should be interesting. Bill just turned 50 and thus his rating has been downgraded from Platinum to Gold. He would not be able to participate in the series as a Platinum-rated driver. At 50 the FIA believes that one cannot be rated as Platinum.

The WEC teams consist of groups from many countries. Sebring would be the 6th round of the WEC season. As I said above, we had the very high-tech Toyota Gazoo Racing TS050 Hybrid leading the LMP1 class. The task of qualifying the LMP1 Toyota was given to none other than F1 World Champion Fernando Alonso and Fernando put the #8 car on the pole by over 1.75 seconds. It's always special to witness the excellence of a driver like Alonso and he didn't disappoint. The LMP2 class saw Jackie Chan DC Racing based in China leading LMP2. In LM GTE pro the MTEK BMW team had Augusto Farfus and Nicky Catsburg to qualify the M8 GTEs.

It has appeared throughout the WEC season that the Balance of Performance setting for the M8 GTE has not been so favorable. At times the cars have struggled for speed. For the 1000 miles of Sebring qualifying, the two BMWs ended up in 4th and 7th. Not as high up in the listing as they would like, but 4th place from Antonio Felix da Costa and Augusto Farfus is promising. For the WEC two drivers qualify the car with the average time setting the position.

(Left) The Turner M4 GT4. (Below) The Turner Motorsport M6 GTD.





For the IMSA race, we had the usual BMW Team RLL (Rahal Letterman Lanigan) hoping to follow up the winning success at the Daytona 24 hours with a good result at Sebring. The win at Daytona was the result of very careful driving by Augusto Farfus in the heavy rain. The cars were good, but they did not dominate based on speed. Despite a victory that was the case of being at the right place at the right time rather than speed, IMSA has chosen to make a small power reduction to the M8 GTE. They gave an increase to the Ferrari 488 GTE and the Ford GT GTEs. The Porsche 911RSR GTE got a weight reduction to help its performance. It remains to be seen how these adjustments will change the speed of the cars. In qualifying, the Porsche's ended up 1 – 2 on the grid, followed by the #3 Corvette, #67 Ford GT and the #4 Corvette. The BMWs were in 6th & 7th with exactly identical times.

The Michelin Tire Challenge, on Friday, was the first race of the weekend. There was much



(Above) Spengler, Farfus & Da Costa waiting for the start. (Below) The Bimmerworld & Turner cars in the GS class of the Michelin Challenge.



(Below Left) Sparks under the Turner M6 suggest eventual suspension failure. (Below) The MTEK BMW at night.







(Above) The 12 Hours got off to a wet start.

anticipation to see Bill Auberlen in the series (now as a Gold-rated driver). All of the M4 GT4s did well in the practice sessions with the Turner and Bimmerworld cars each leading one of the sessions. The Turner M4 GT4 was qualified by Robby Foley in 4th place, so they were in a good position. The other two M4s from Bimmerworld and Stephen Cameron Racing were gridded in 7th and 15th respectively. The Bimmerworld car has done well in the hands of James Clay, but he has a new co-driver in Devin Jones who has replaced Tyler Cooke. Devin had good results in the ST class with a 3 Series BMW, and has demonstrated speed there. We heard that Bill was very pleased with the performance of the Turner Motorsports M4 GT4 and felt like they could dominate. Robby Foley qualified the car and if he could hand the car off to Bill in a good position, Bill might have a good chance of finishing the race well. The race started well enough but didn't

go so well for the Turner car as it encountered overheating problems throughout and fell from 4th to a 10th place finish. Bill Auberlen never got the opportunity to exploit the car's full capability. James Clay drove the #82 Bimmerworld car very well and handed off to Devin Jones who set the fastest lap of the race and finished in 2nd place. A very impressive result for the Bimmerworld folks. Also doing well was Stephen Cameron Racing where Greg Liefoghe and Henry Schmitt took the car from 15th to 7th. It was a good race for at least two of the BMW teams. I'm sure Bill Auberlen and the Turner folks will solve their cooling problems and achieve a good result in the future. Look for them to do well and along with good results from Bimmerworld, and Stephen Cameron Racing could make for strong BMW finishes in the GS field.

The WEC race was a 1000-mile event, expected to take about eight hours to complete,

known as the 1000 Miles of Sebring. The race took place on Friday evening to allow for the traditional start of the Sebring 12 hours on Saturday. The MTEK cars had shown in practice to be in the second half of the group of LMGTE Pro cars, but Antonio Felix da Costa & Augusto Farfus qualified the #82 M8 in 4th place. This was a pleasant surprise. Nicky Catsburg qualified #81 car in 7th, so that was also a step up from the back of the grid. Nicky said later that they are still learning the car but felt like they are making progress and would have a better pace going forward. At the start of the race it was exciting to see Augusto Farfus in attack mode moving the #82 into second place with Martin Tomczyk taking the #81 up to 5th. As we progressed through the race the two BMWs competed with the Ford GT holding 2nd & 3rd solidly.

With the changeable weather, they moved around in the order, but as the end approached the #81 car was in 1st place in a position to win. Rain returned in the last hour of the race and a slow pitstop for the BMWs gave the Porsche the win with BMW in second. This was a great result for the team, but a little frustrating since they almost came up with a tremendous win. The rain and full-course caution allowed them to change tires and grab an advantage. However, they were off strategy and needed to get a splash of fuel in the last 30 minutes anyway, so they felt the second place was an excellent result. A podium finish is always a good result. Motorsport.com reported that Catsburg also said they were learning a lot from the "American guys" (BMW Team

(Below) At the entrance to the BMW Owners Lounge.







(Left) BMW Hospitality at Sebring.

RLL) who have lots of experience with the M8 GTE. He feels like they have found the pace and Spa and Le Mans will be better this time around. It would be really exciting to see them compete well at Le Mans.

The traditional feature in this “Super Sebring” weekend would be the 67th edition of the Sebring 12 Hours. The day started with rain and so would the race. They started under caution for over 40 minutes before conditions improved enough to allow racing to begin. The BMW Team RLL cars started in 6th & 7th and competed well in the damp, cool conditions.

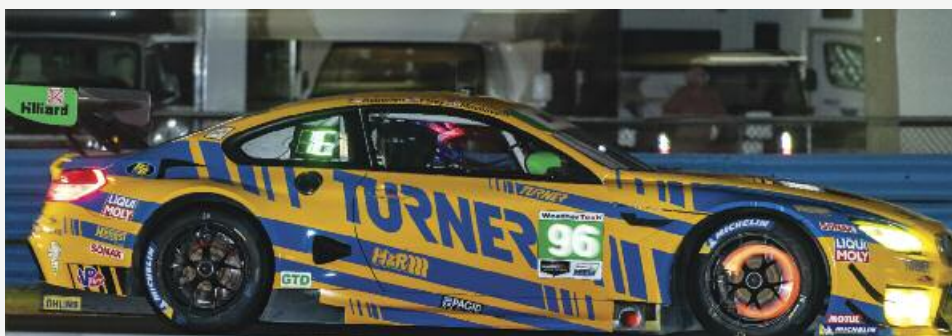
Last year the M8s were criticized for have too much speed or a too-favorable Balance of Performance. This year, I noticed that the Fords were about 0.5 second faster than the BMWs on a pretty consistent basis. If you remember Ford got an enhancement in BoP, but BMW got a restriction. I asked Jesse Krohn and Tom Bloomqvist if they gave any thought to the BoP and its impact on their speed. They both said they didn't look at it that way, they can't be too concerned with what the series has done to change the car's performance. They both commented though that the Ford was doing lap times similar to what they had done last year when they were heavily criticized. We must look at all of the data to determine where the Ford advantage came from versus that of the BMW last year. It sounds though like Jesse and Tom do see where their performance is adjusted by the BoP and can't help but have it in their thoughts. In GTD the Turner M6 with Auberlen, Foley and Machavern started the race in 2nd position with high hopes of being very competitive. As the race progressed, it became clear to the BMW Team RLL

folks that the car did better in the damp and cool conditions but seemed to lack pace when the track began to dry out. The team's assessment of their race was that when the track began to dry out, they couldn't generate pace. The Turner M6 competed well all day long until it began to have suspension problems, eventually leading to a shock absorber and suspension failure and retirement of the car. See the picture on page 19. Sparks can be seen from the left quarter panel and splitter contacting the track at turn 17. The M6 GTD became a victim of the notorious Sebring bumps. We look forward to the next win for Bill Auberlen and the Turner crew. In the end, the BMW Team RLL cars had to settle for 4th and 7th just missing a podium, but really not having

the pace to get much higher. As the race got to about the ten-hour mark the cars were pretty spread out and the race needed a caution to bunch them up and make things interesting again. Porsche won the race making it the second time in two years that they've pulled it off.

It sounds like “Super Sebring” will return in 2020 with another race-filled weekend in Florida. I haven't seen attendance figures yet, but I'd have to think there were more people in attendance than at any of the ten previous years that I've been there. Sebring Raceway says that there's normally 150,000 people at the race, but they expect more like 225,000 this year. The trip to central Florida in March is still great fun and nice to escape the cold weather to the north. If you haven't been, you should try it out. This year BMW provided the spectators with a Hospitality Chalet with two levels. Located on the inside of Turn 1, the Chalet provided an excellent view of the track and a place to go to get out of the rain and find some food and refreshment.

Anyone with a BMW key could enter the lower level and some were fortunate to have access to the “Champions” level. Jens Marquart referred to it as the “BMW Owners Lounge.” He also said that “It was clear to see the significance that motorsport has for BMW in North America.”



(Right) Night practices at Sebring are always interesting. Here are a couple of images from the night practices entering turn 7 under braking.

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(Above) "Looking ahead, thinking ahead, enter wide, exit tight. Yeah!"

## The Seven Habits of Highly Effective Autocrossers: Habits One and Two

By Jack Raymond | Photos by Jaclyn Heck

By the time you read this, the 2019 autocross season will already be well under way. (See the season calendar near the front of this magazine.) Having read *"Autocross: A New Season's Guide"* in the last *der Bayerische*, you wisely chose to leave the car unmodified and focus on training the driver. You've gone to an autocross school or two and a practice event in order to train the driver and get back into your high-performance driving groove. You've dialed in your tire pressures by chalking the tops of the sidewalls and experimented with pressures during that practice event. You may have acquired a set of extreme performance tires and OEM-size, lighter weight wheels. You remembered to arrive at your competition event with a quarter tank of gas in order not to carry excess weight. What's next?

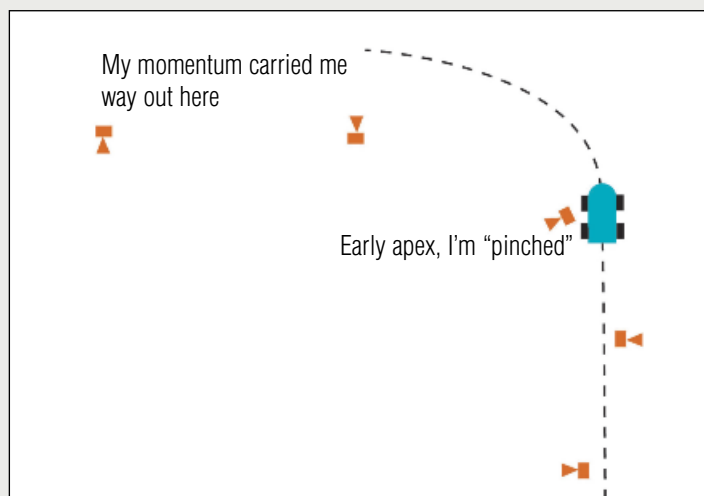
This article is the first of several entitled *"The Seven Habits of Highly Effective Autocrossers"* (with apologies to Stephen Covey). Habit number one is this: LOOKING AHEAD.

Looking ahead is the foundation skill that's the key to improvement in motorsports and driving in general. On the highway, you don't stare at the spot right in front of your moving car. That will quickly make you dizzy. Your eyes are looking two seconds ahead of your present position. You're anticipating what's coming up, since you already processed what there is to see where the car is right now. You're reacting accordingly. For novices on an autocross run, looking ahead will help keep you on course. Looking ahead means that you know where to go next. Not looking ahead is a good

way to get lost in what appears to be a sea of cones. Also, remember the driving truism: the car goes where the driver is looking.

For more experienced drivers, looking ahead facilitates positioning the car for what's coming up, rather than just focusing on where you are right

### Diagram #1. I Don't Look Ahead, So I Don't Think Ahead

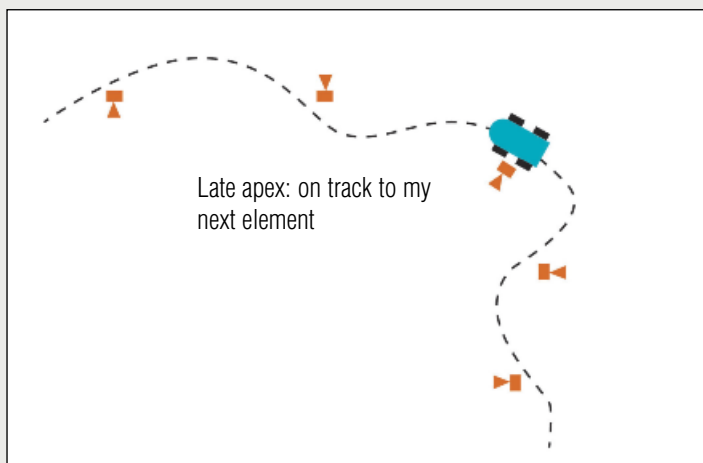


now. If you go charging up to the gate in front of you without looking ahead (see diagram #1), then chances are your car won't be ideally positioned to tackle the next element, or the one after that. Again, if you're looking two seconds ahead, then your mind is processing what's coming up. Which brings us to Habit Two: ENTER WIDE, EXIT TIGHT.

"Enter wide, exit tight" is also referred to as driving a late apex by the cone. In autocross, you'll usually be driving close to a cone as you go through each element. The question is, be close to the cone where and when? Diagram #1 shows a driver who is driving directly from element to element without thinking ahead. In its current position, the car is "pinched" in an early apex, not pointing towards the upcoming left turn and subsequent slalom. The driver entered the element "tight" on the cone and momentum is forcing the car to "exit wide", missing the entry to the slalom. This is the exact opposite of what's desired.

Diagram #2 shows a driver who's looking ahead and thinking ahead. The driver knows that an effective autocrosser drives a series of arcs, not a series of straight-line segments. The car skims by the "backside" of each cone. The driver enters the element wide, to have room to turn in and exit tight, pointing the car to set up for the next element.

**Diagram #2. Looking Ahead→ Thinking Ahead → Enter Wide, Exit Turn**



Here's a tip from advanced driving school: coach yourself by talking to yourself out loud during your run. Vocalize the lessons that you're trying to reinforce: **looking ahead, looking ahead, enter wide, exit tight, looking ahead...** Try it, you'll like it. More importantly, it works.

What about alignment? And shocks and struts? And a sway bar? And a cat-back-exhaust? Let's start with a competition alignment, since this is consistent with the philosophy of running in street/stock class, not modifying car parts, running what you brung, and since any car's alignment is (somewhat) adjustable. Find a shop who's willing to do a custom alignment. Emphasize that you want the left and right settings to be symmetrical. I.e., don't set the rear left side for 2.0 degrees of negative camber when you can only get 1.5 degrees on the rear right side.

First, it helps to understand what a car's alignment does, and what the elements of an alignment are. Don't just make changes because you can, or because "it'll make the car handle and perform better". Make changes because you understand what the car is doing, what you want the car to do differently, and how to achieve that.

The two primary aspects of your car's alignment are camber and toe. Let's talk about camber first. Stand up and spread your feet about eighteen inches apart. Now, move your knees together until they touch. The outside edges of your feet are slightly up and off the ground. Your body weight is mostly on the inside edges of your feet. That's negative camber. As you're driving straight down the road, negative camber causes the inside edges of your tires to wear more than the outside edges of your tires. Your car's manufacturer wants to minimize tire wear and maximize tire longevity, so they align the car with minimal negative camber. However, as autocrossers, we're interested in maximizing our tires' grip while cornering. Since you're still standing with your knees touching, lean to the left or right, imitating your car's body roll when cornering. Now your outside foot is pretty much flat on the floor, though the other foot has even less contact with the floor. Maximizing the contact patch, and thereby the grip, of the outside tires while cornering is why motorsports enthusiasts want negative camber. Unfortunately, most modern cars are built with MacPherson struts in front, and MacPherson struts aren't usually adjustable for camber. Even if your rear suspension is adjustable for camber, you want your car's handling to be neutrally balanced, inducing neither understeer nor oversteer, so you want your car's rear camber to be comparable to its front camber.

So, what can you adjust? You can adjust the toe settings of your alignment! Again, stand up and spread your feet about eighteen inches apart. Move your feet so the toes of your left and right feet are closer together than your heels. That's toe-in. Now move your feet so the toes of your left and right feet are further apart than your heels. That's toe-out. Toe-in promotes the car's directional stability while driving in a straight line. Toe-in makes the car resist turning; toe-in induces understeer when cornering. For the average driver, understeer is much safer than oversteer, since understeer is much easier to recover from: just ease off the gas. (Note that I didn't say "lift off the gas", since I don't want to encourage you to unload the rear end too abruptly and induce a spin.) Since most car purchasers are not motorsports enthusiasts, your car's manufacturer wants to put the emphasis on keeping its customer base safe, so they deliver the car with the front and rear alignment toe'd in.

As autocrossers, while we appreciate being safe, we're interested in making our car nimbler, making our car more agile, making the car more responsive to our steering inputs. For motorsports enthusiasts, I have six words of advice: use a little front toe-out. A little front toe-out (0.1 degrees per wheel, 0.2 degrees altogether) will help the car turn in during slaloms and cornering. As with negative camber, toe-out induces wear on the inside edge of the tires, but that's the price we pay for steering responsiveness. Just remember to rotate your tires (including flipping them over on the rim so the tire's inside edge is now the outside edge) every few thousand miles.

With regards to rear toe, you want your car to rotate during cornering, but you don't want to induce wild oversteer by aligning your car with rear toe-out. For rear-wheel drive cars (which tend to oversteer) when combining heavy acceleration and turning, keep the rear alignment toe'd in, but set it for just half as much toe-in as the manufacturer's factory alignment. For front-wheel drive cars and all-wheel drive cars (which tend to understeer), set the rear toe to **neutral: 0.0 degrees**.

See the tables, below. If your car currently understeers and feels unresponsive to steering inputs, I guarantee these settings will transform your car's handling. If your car currently oversteers and you want to get that rear end under control, then reduce your rear tire pressures by 2-4 psi and/or get bigger rear tires and/or add more rear toe-in and/or soften your rear suspension (if you have adjustable rear shocks). If your car's autocross handling



Front-wheel / All-wheel drive cars: improve turn-in, dial out understeer

	Front	Rear
<b>Camber</b>	max	match the front
<b>Caster</b>	stock	n/a
<b>Toe</b>	0.1 degrees OUT per wheel	neutral, 0.0 degrees per wheel

is currently neutral, neither understeering nor oversteering in slaloms and corners, then leave it alone!

Once you have your car re-aligned, drive modestly on the street until you become accustomed to how the car behaves with its new settings. Some drivers say the above settings make the car's steering "darty". I say it makes the car's steering responsive. You can decide for yourself.

Rear-wheel drive cars: improve turn-in, dial out understeer

	Front	Rear
<b>Camber</b>	max	match the front
<b>Caster</b>	stock	n/a
<b>Toe</b>	0.1 degrees OUT per wheel	Half as much toe-in as factory alignment

What about shocks and struts? And a sway bar? And a cat-back exhaust? I'm outta space, so tune in next time for another installment of "The 7 Habits of Highly Effective Autocrossers".

(Below) Looking ahead, but I nicked a cone 'cus I didn't enter wide before.







# 2019 Mini Cooper Countryman All4 e

## The Fun One

By James Chew

Offspring are always interesting. While from the same parents, it's fascinating to see their different personalities. We all know of families that have the serious kid, the athletic kid, the studious kid, and the fun kid.

Much the same for the BMW UKL platform (UKL=Untere Klasse, lower class). As we've previously written, the UKL platform, along with the Cluster Architecture (CLAR) platform are modular architectures and designed to be modular powertrain platforms that ensure that no matter the driver wheel configuration – rear, all, or front; or the type of engine – internal combustion; hybrid electric, or fully electric – the resulting products will drive like an Ultimate Driving Machine and be profitable. The major distinction is that the UKL is for the smaller vehicles (X1, X2, Mini, 1 Series, 2 Series), while

CLAR is for the larger vehicle ones.

When these platforms were first announced, many in the auto world were skeptical. To support product development of their various brands, GM, Ford, and Chrysler had all tried this approach. The best they could achieve were cars that had different exterior and interior designs (most of the time, only slightly difference), but drove in a similar manner.

We've already extensively tested two of the products from the UKL platform, the X1 and the X2. Yes, they had two distinct driving and design personalities. The X1 had a practical vibe while the X2 is the athlete. Both drive as BMWs should and both clearly were German. Because of their distinctive German personalities, choosing between the two may come down to flipping a coin. In North America, the X1 out-



(Top) Believe it or not, the X1 and X2 are siblings. (Above) A not-so-subtle reminder that you're driving a hybrid.



(Right) The complete, easy-to-read instrument panel and infotainment system are a welcome sight.

sells the X2 by one-third. I guess we know how our market votes!

There is nothing “mini” about the name of the third UKL platform vehicle we’ve tested. In addition to having the longest NAME of a UKL platform vehicle, the Mini Cooper Countryman S E ALL4 Electric, we’re pleased to report that the Mini is distinct in both design and driving personality. In short, it’s the fun one.

Having met with both BMW and with Mini engineers, it’s clear why BMW can develop such distinct products from the same chassis. The differences between the two BMWs and the Mini designed from this common chassis aren’t just differences between suspension geometries and powertrain performance, there are significant differences between their personalities. The BMW engineers are designing “Ultimate Driving Machines” — wonderful daily driving vehicles that can attack Nurburging on a moment’s notice. The Mini engi-

neers design vehicles that are to be driven by Mr. Bean, but will a whip the pants off unsuspecting racers on any road course.

This fun-to-drive, irreverent spirit is in the heart of every Mini vehicle. The 2019 Mini Cooper Countryman carries on this spirit with a fun, friendly exterior design. Even the most grizzled car curmudg-

eon would smile when seeing this Mini. Everything on this vehicle seems oversized, almost to the point of looking like a clown car. Oversized, Monty-Python-like “E” badges on the front fenders. The one on the driver’s side opens to reveal the battery recharging plug. One can imagine blasting, “Girls Just Wanna Have Fun” when driv-

ing this vehicle. A trained eye, however, will notice the front and rear wheel bulges, which subtly reveal the Mini’s outstanding car enthusiast driving characteristics.

The Mini Cooper Countryman interior carries on that “fun” theme. Blazoned with chrome accents, switches and the pod-like instrument panel and center infotainment



(Below) Small on the outside - big on the inside.





(Above) The driver's side "e-Badge" has the plug.



(Top) Opening the rear hatch reveals a large, practical cargo space.

screen, sitting in the Mini makes one feel as if they're about to embark on a Disneyland ride.

And a Disneyland ride's feel best describes the driving character of this vehicle. Initially, there is a bit of drama because your left and right brains are in conflict – a vehicle that looks as fun as this one should not have the performance car driving characteristics. But with every passing mile or lap, your confidence grows. As we attacked the roads to Sonoma Raceway, a smile began to grow. And these were lasting smiles – we had them even as we crossed the Golden Gate bridge, driving through the Presidio to Fisherman's Wharf and then to Chinatown.

The Mini Cooper Countryman's most distinguishing feature is that IT DOES NOT DRIVE LIKE A HYBRID. The rental car companies know of my disdain when I'm assigned a Toyota Prius or Ford hybrid.

Something we've noticed about Mini interior designs are their distinct, upscale feel. It almost seems that in the divorce between Rolls-Royce and

Bentley, BMW managed to convince a number of Bentley interior designers to work on Minis. Equipped with leather, the Mini interior design puts other comparably priced SUVs interiors to shame. Best of all, this upscale feel extends to all passengers.

While the Mini Countryman is big for a Mini, it's still a Mini. For us, that means it is a lifestyle vehicle – big enough for everyday use, handy for the weekend chores, but readily transformable for weekend outdoors fun. This was clearly evident during our week in Northern California. Most of the Mini Countrymen we saw had some of or an equipment rack installed – be it a bike rack or a kayak rack.

The most unique feature of the Mini Cooper Countryman was its ability to attract other Minis. For the most part, we rarely notice Minis on the road – until we're driving a Mini. In a Mini Cooper, we immediately see a number of other Mini Coopers. And we were not only surprised to see a number of other Mini Countrymen when we were behind the wheel of our test vehicle, but were pleasantly surprised to find out how nice their drivers were. Many of them introduced themselves and asked how we liked the hybrid version.

The Mini Cooper Countryman is the "fun" offspring from the UKL platform. And if you decide to own one, don't be surprised by the amount of attention you'll attract. But that's OK – you'll meet the nicest people.



(Above) Unique "approach lighting" reminds all of what you're about to enter.



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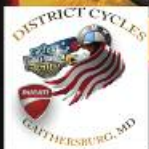
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# BMW Model Train

By Marc Caden

Over the past decade many journalists have lambasted BMW for having lost its way and become too mainstream. They say BMW has lost its edge as a driver's car and become too focused on selling cars that appeal to the masses, such as a Camry or Accord. Maybe this is true and for the first time in roughly twenty years, the BMW 3 Series was dropped from *Car & Driver's* annual top ten best list. This was pretty disheartening to diehard fans of the blau mit weiss.

The introduction of the M2 seems like BMW's first real effort in a while to produce something totally new that appeals to its enthusiast base. It has been an unabashed success both among consumers and the trade press, and the new M2 Competition has only upped the ante. However, this year BMW appears to have outdone itself by introducing the new Z4 roadster, M8, M850i, and the next gen 3 Series (G20) almost all at once. The automotive press has taken notice and *Automobile Magazine* recently bestowed the new 8 series with its prestigious Design of the Year award. Similarly, reviewers have lauded the new 3 Series as going back to its roots as a true sports sedan and the Z4 as a legitimate Boxster competitor. The future for BMW appears very bright and all of this buzz even



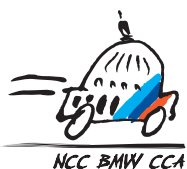
(Above) The new BMW M2 Competition. James Chew will have an article on the car in the July/August der Bayerische. Photo by James Chew.

has me excited about these new models!

Of course, all of these new enthusiast-oriented models have one very important thing in common – none of them can be configured with a manual transmission. Do you care? Apparently, BMW thinks most buyers won't care or it probably wouldn't have deleted this option. So you will have to make do with the ubiquitous 8 speed ZF automatic transmission that now proliferates in BMW's newest offerings, or if you prefer to row your own gears you will need to buy an M3/4 or a 2 Series with a manual. Or you can always voice your displeasure with BMW like they did back in the 90s when BMW initially decided not to offer an M3 version of the E36 to the US market. Eventually BMW heard the cacophony

of complaints and finally sent us an M3 model (albeit with a different engine that could meet US emissions). Heck, it really wasn't that long ago when certain BMW models were ONLY offered in a manual transmission – remember the 1M back in 2011? Yes, the future is brimming with exciting new BMW models, but the writing may be on the wall for the manual transmission to go the way of the Dodo bird.





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