

Magazine of the National Capital Chapter BMW Car Club of America

September/October 2019

der Bayerische





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Cover: The 2019 BMW i8 is the most technologically advanced "exotic" performance vehicle today. Read the test article by James Chew on page 20. Photo: James Chew

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



President's Message

Just got home from another great weekend at the Pittsburgh Vintage Grand Prix. Although it was scorching hot, that didn't deter us from having an awesome time. This is my fifth consecutive year attending PVGP and I must say that the Allegheny chapter and the CCA's National Office really do a fantastic job putting on a great show. While last year's event was the most memorable since it was combined with our annual Oktoberfest, each year it seems to get better. If you haven't been to Pittsburgh lately, it's really transformed into a fun destination. I used to dread going there in the late 90s for work, but it's a great car town now. PVGP is a car enthusiast's dream; every make, both old and new, are represented across Schenley Park. While I love looking at the cars on German Hill, taking a stroll to see American muscle, Japanese sport cars, or exotic Italians, really takes you back to cool childhood memories. It's also really amazing to see the vintage cars race around the park throughout the weekend, as well as, club friend, Mike Renner, giving charity hot laps to other CCA members in a 2019 M5 Competition. But what makes this event stand out the most, is just coming to hangout with my CCA friends (from NCC and across the country), trying new restaurants, and enjoying the car scene. Too bad the DC area doesn't have an event similar to PVGP, but hopefully more people from this chapter will make the trek with me next year.

And now that we're headed into the Fall, there are club events that you don't want to miss. Passport BMW is throwing a special Oktoberfest event in our honor on Saturday, October 5th. Look out for registration instructions and sign up early because attendance will be limited. In addition to catered German food, drinks, and band, Passport assures us some great new products will be on display to ogle.

And finally, you may have heard that CCA is celebrating its 50th anniversary this year and culminates with our own Oktoberfest in Greenville, SC the week of October 15th. Not only do we celebrate five decades of existence, but we're also introducing our new CCA headquarters right in the backyard of the Zentrum, BMW Manufacturing, and the BMW Performance Center. Several special club events are planned throughout the week, so if you haven't made your plans to attend, get moving! Yes, it's another great excuse to hang out with your BMW friends and you don't want to miss it.

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Life. Sometimes it throws us a curve ball or two.

Recently, I took part in three of our club tours. One of those tours is covered in this issue, and the other two will likely be covered in future issues. I took part in the Pie Run XXIII on May 25, the Drive and Vine tour on June 25, and most recently, the Mountain Tour on July 13. Lest you think I only take part in tours, think again. Since I have joined this club in 2007, I've been incredibly active – it is the best way to get an overview of the club activities: try them all out.

Since last October, less than perfect health has sidelined me. For instance, it prevented me from taking part in this spring's Chapterfest and the NCC HPDEs held thus far this year. It prevented me from taking part in some of the socials that I normally enjoy as part of my routine. It prevented me from coming to several Board meetings, which I enjoy since they give me an overview of club activities as well as an opportunity to interact with club officers and program heads.

What I want to say is that it was wonderful to

feel well enough to embark on the three recent tours and to come back to my routine of Board meetings and socials. Hopefully, I will make it to the last NCC HPDE of the season at Summit Point Motorsports Park's Shenandoah Circuit in September. I also hope to make it to VIR for the Michelin GT Race to commune with other club members at our NCC hospitality tent. I realized how much motorsports activities mean to me, and what a wonderful platform the club is to socialize and enjoy the company of like-minded club members.

Secondly, I want to share that Walter Jones, my co-editor of some five years now, has decided to retire from his post. We have a new co-editor who many of you will know from NCC autocross events and HPDE. Jack Raymond is a frequent contributor of the *dB* with his interesting and informative autocross articles, and now he is editing the magazine. Thank you, Jack!

To Walter, I want to say that we will miss him. I came to respect Walter greatly during the time we worked together. Now that I have "tried" to step into his shoes, I realize even more than before, what a lot

of work it is to put this publication together every two months, and how Walter made it look effortless. He certainly spared me a lot of "busy work" by doing much of it himself, without complaint. He at times took criticism from contributors or readers, which is normal for any publication, as there are bound to be differences of opinion. Instead of getting his feathers ruffled, Walter always comported himself as a true gentleman. Walter – my feet are going to hurt a bit, but Jack and I will do our best to fill your shoes! Thank you for the years devoted to the club and to this publication. May you now go on to enjoy the tours and other great club events unfettered by *dB* responsibilities (though I will be glad if you write an article from time to time).

And this is a reminder to me and to all of you: Let us all live our lives to the fullest whilst we attempt to dodge the curveballs!

Anna Maripuu
Co-Editor

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, immediately to schedule an interview.

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 Catoctin 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



July

- 7 2019 NCC Autocross Points Event #4
- 10 Board Meeting/Social - Vicino Ristorante Italiano, Silver Spring, MD
- 11 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 12-14 Mountain Country Summer Tour
- 18 MoCo Social - Pizza CS, Rockville, MD
- 19-21 Pittsburgh Vintage Grand Prix, Schenley Park, Pittsburgh, PA
- 20 DIY @ Benchmark Motors, Columbia MD
- 20 BMW CCA Cars & Coffee, Benchmark Motors, Columbia, MD

August

- 1 NoVa Social - Crust Pizzeria Napoletana, Vienna, VA
- 3 Tech Session - Westminster Speed & Sound
- 8 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 10 NCC Autocross Points Event #5
- 10 DIY @ BMW of Annapolis
- 14 Board Meeting/Social - Vicino Ristorante Italiano, Silver Spring, MD
- 15 MoCo Social - Pizza CS, Rockville, MD
- 17 Summer Family Tour and Picnic
- 18 DIY @ Craftsman Auto Care
- 23-25 BMW CCA Corral & Hospitality @ Michelin GT Challenge, VIR

September

- 6-8 NCC Sept 2019 Summit Point, Shenandoah HPDE *
- 7 NCC Autocross Points Event #6
- 11 Board Meeting/Social - Vicino Ristorante Italiano, Silver Spring, MD
- 14 Eastern Shore Tour
- 21 DIY @ AKTIV Automotive

- 22 Street Survival (Waldorf, MD)
- 22 TRSS Coach & Volunteer Sign Up
- 28 Solomons Saturday Social - Solomons Island, MD

October

- 5 NCC Autocross Points Event #7
- 5 OKTOBERFEST presented by Passport BMW
- 9 Board Meeting/Social - Vicino Ristorante Italiano, Silver Spring, MD
- 12-13 Fall 2019 ///M Club Day @ BMW Performance Center
- 15-19 50th Annual BMW CCA Oktoberfest (Greenville, SC)
- 19 Rockville Antique And Classic Auto Show, Rockville, MD
- 26 DIY @ Proctor's Foreign Auto Service
- 26-27 Fall Tour to Monticello, Charlottesville, VA

November

- 13 Board Meeting/Social - Vicino Ristorante Italiano, Silver Spring, MD
- 16 DIY @ BMW of Sterling
- 17 Pie Run XXIV

December

- 8 DIY @ Craftsman Auto Care
- 11 Board Meeting/Social - Vicino Ristorante Italiano, Silver Spring, MD

* 2018 and newer X3s and X4s are eligible for HPDE



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Oktoberfest

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All-New M850i, X7 and
the New 3 Series!



**Join us for authentic German
food, drinks and a band.**



COMING EVENTS

HPDE Shenandoah

Friday - Sunday, September 6-8, 2019
at Summit Point Raceway, Summit Point, WV
Sign up at <http://ncc.motorsportreg.com>.

NCC Autocross Points Event #6

Saturday, September 7, 2019
at Regency Furniture Stadium, Waldorf, MD
Sign up at <http://ncc.motorsportreg.com>.

Eastern Shore Tour, St. Michaels, MD

Saturday, September 14, 2019
Meet at Crofton Middle School at 8:45 am
Sign up at <http://ncc.motorsportreg.com>.

DIY at Aktiv Automotive

22 W Diamond Ave, Gaithersburg, MD 20877
Saturday, September 21, 2019
Sign up at <http://ncc.motorsportreg.com>.

NCC Karting Event #3

Saturday, September 21, 2019
at United Karting, Hanover MD
Sign up at <http://ncc.motorsportreg.com>.

Tire Rack Street Survival:

Regency Furniture Stadium
Sunday, September 22, 2019

What is Street Survival? It's a car control clinic for teens. 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. Sign up at <http://ncc.motorsportreg.com>.

Solomons Saturday Social

Saturday, September 28, 2019 at 9 am
Meet at The Lighthouse Restaurant & Dock Bar
14636 Solomons Island Road South
Solomons Island, MD 20688
RSVP on the NCC website.

NCC Autocross Points Event #7

Saturday, October 5, 2019
at Ripken Stadium, Aberdeen, MD
Sign up at <http://ncc.motorsportreg.com>.

OKTOBERFEST presented by Passport BMW

Saturday, October 5, 2019
4730 Auth Pl, Suitland-Silver Hill, MD 20746
See the NCC website.

Fall ///M Club Day

at BMW Performance Center, Greer, SC
October 12-13, 2019
See the NCC website.
Sign up at <http://ncc.motorsportreg.com>.

50th Annual BMW CCA Oktoberfest

October 15-19, 2019, Greenville, SC
See <https://www.bmwcca.org/ofest>

Rockville Antique and Classic Auto Show

Rockville, MD
Saturday, October 19, 2019
See the NCC website.

DIY at Proctor's Foreign Auto Service

7594 Annapolis Rd, New Carrollton, MD 20784
Saturday, October 26, 2019
Sign up at <http://ncc.motorsportreg.com>.

Fall Overnight Tour

Monticello and Charlottesville, VA
Saturday, October 26-27, 2019
Meet at I-66 Cracker Barrel at 7:30 am
Sign up at <http://ncc.motorsportreg.com>.

REGISTRATION IS NOW OPEN!

50TH ANNUAL

BMW CAR CLUB OF AMERICA

OKTOBERFEST

— GREENVILLE —

Presented by Michelin

Oct. 15-19, 2019

Host Hotel:

Hyatt Regency in downtown Greenville, SC

Host Driving Venue:

BMW Performance Center

This will be an unforgettable event as club members make the journey back "Home" to the Greenville/Spartanburg area from all over the country and the world. We will have exciting social, driving, and exclusive anniversary events taking place at the BMW Performance Center, BMW Plant Spartanburg—where the X3 through the X7 are made, and the BMW CCA national office. This will be an absolutely amazing event with many great surprises in store for attendees!

Visit ofest.bmwcca.org to learn more!

Spring 2019 Pie Run

On May 25th, approximately 48 lucky club members went on the 23rd (wow!) Pie Run in Frederick, Maryland. The group was led by experienced club leader Steve Pera and assisted by another experienced club leader: Robert Hopkins. We met up at the Monocacy National Battlefield Visitor Center in Frederick, Maryland at about 8:30-9:00 am. Those lucky enough to arrive early took the opportunity to tour the four stops (stop 2 was closed) on the Battlefield tour, which were all relatively close together: about a one-mile area. We have to remind ourselves that our chapter members have easy access to a majority of the Civil War sites in Maryland and Virginia, and we should reflect on the sacrifices made on both sides of this great conflict in our history.

After everybody signed their waivers and handed over the signed Tour Script, which is routine for all club rides, we separated into two groups: a "fast" group which consisted of mostly M car drivers with Steve as their leader, and another group led by Robert, who actually slow down to enjoy what we are driving thru (LOL)! The day started out cloudy but ended up sunny, warm, and beautiful, as we drove through 113 miles of mainly country roads. We were lucky that the only issue was numerous bicyclists on some of the roads causing us to occasionally slow down during the ride. One of the highlights of the tour was seeing the three remaining covered bridges in Frederick County. Incidentally, Frederick is the birthplace of my mother and grandmother. Years ago, I found a church graveyard nearby, and found out that probably one fourth of the graves

By Brad Amador



(Above) Group #1 National Capital Chapter members lined up to start the Pie Run...Get on your marks! Photo by Steven Pera.

there belonged to relatives on my mom's side of the family! Anyway back to the bridges. We drove through Utica covered bridge, and then had a stop at Loys Station Covered Bridge to take a break and pictures. Loys Bridge was built in 1848. The bridge gets its name from a Western Maryland Railroad station that stopped nearby the bridge in Loys. In 1978 the bridge was added to the National Register of Historic Places. Sadly, the bridge was burned down in 1991 by an arsonist trying to collect insurance money, but was rebuilt and opened in 1994 at a cost of \$300,000.

After another photo stop at Roddy Road Covered Bridge we continued our drive to Catocin Mountain Orchard where we had a long pit stop to purchase pies, apple cider, peaches and whatever else was desired at this well-known destination. Steve had the wisdom to make this one of

our last stops so that our pies and other frozen items wouldn't be just slop by the end of a hot day. Steve also advised us in advance to bring coolers. My wife and I loaded ours with three pies, apple cider and some fruit. Back to the ride. We continued on to the third and last stage of the ride, which culminated in stopping at Frisco's in Frederick, MD where we ordered our lunch. Some of us ate

Some of our beautiful BMWs parked at the Roddy Road parking lot while members check out the bridge, built between 1850-1860 and rebuilt in 2017. At a length of 39'-4" Roddy Road Bridge #2 is the shortest covered bridge in Maryland. Photo by Phillip Tapper.





(Above from Left) Catoctin Mountain Orchard sells a lot of fresh and frozen pies. They also sell fresh fruit and vegetables, jams, jellies and other souvenirs from the area around Thurmont, MD. Photo by Brad Amador. Some of our cars stopped somewhere in Northern Frederick County. Photo by Paul Seto.

inside while others went outside. The sandwiches were huge, and I'm pretty sure nobody was hungry afterwards!

A note about navigation... Many of us, especially navigators who get dizzy reading directions while driving at breakneck speed, have dreamed of using phone apps that will let them follow an app like Google maps on our iOS or Android phones. They do exist and some people use them. According to Robert Hopkins, navigation apps currently available are Scenic Motorcycle

Touring for iOS and Maps.Me for Android user. OsmAnd will do both OS and provide turn-by-turn directions. He said he will be trying that out on the upcoming Mountain Tour. Prior to OsmAnd, only Scenic offered turn-by-turn directions. I used the Scenic Motorcycle Touring app on a recent ride to North and Chesapeake Beaches following more or less the "Roots & Tides" Maryland scenic byways route. With this app you can save your route, then edit it afterwards, adding start and end points. Trip mileage as well as total time are recorded.

Voice guidance, route import and route and trip export are premium features payable thru subscription service (\$19.49/year). We hope to have a more detailed review of the touring apps and their features in a future issue. Personally, I think these apps will be a great asset for the club, particularly for single riders.

The Pie Run is a regular National Capital Chapter BMW CCA event and is always well-attended. We hope to see you on the next run on November 17th !

(Below) A BMW from our group entering Loys Covered Bridge. Western Maryland Railroad had a station stop at Loys originally. It is believed that on July 7, 1863, after the battle at Gettysburg, General George Meade crossed Loys Station Covered Bridge while pursuing the retreating Confederate Army. Photo by Brad Amador.



NCC HPDE at the Jefferson Circuit

And What You Can Expect from an HPDE Weekend with NCC

Though it wasn't the first weekend of summer, this year's HPDE on the Jefferson Circuit at Summit Point Motorsports Park, sponsored by Radial Tire and Michelin, was the first weekend of summer that brought the heat along with the season. The three-day HPDE saw temperatures soaring above 85 degrees Fahrenheit every day, with Saturday topping 90 degrees.

For those unfamiliar with the NCC HPDE program, here is a little 'inside baseball' on what to expect. NCC runs three HPDE events a year on its current calendar. Thus far this year, we have completed our events on Summit Point's Main Circuit (May 10-12 in conjunction with Chapterfest) and on the Jefferson Circuit (held June 28-30). Our final event is scheduled for September 6-8 on Summit Point's Shenandoah Circuit. These HPDEs are three-day events for some attendees, but most students are two-day/weekend drivers. Friday is reserved for Instructor Academy students, solo "A" group students, and Instructors; however, there have been limited spots available for students to participate in skid pad only on Friday for a half day.

If you are considering trying an HPDE with the club, I hope this article can give you a sense of what to expect. NCC divides its students into four groups: D, C, B, and A. If you are new to HPDE, you begin in the D group. As your skills progress and you have more time on track, you are moved up to C, then B, and eventually A if your skills meet the level necessary.

HPDE stands for "High Performance Driver Education." Just like school, you are getting graded. Each instructor is asked to fill out an evaluation of their student using a grading rubric called "SLIP." SLIP stands for Skill Level Instruction Program. This is a defined and uniform method of evaluating students, and it is the scale you will be graded on by your instructor during the weekend. The instructors look for your driving skills, your communication skills, situational awareness, and consistency (among other criteria). NCC uses Drivingevals.com to manage students' evaluations and logbook of their driving

history. By signing up for an event, you will have access to your profile on Drivingevals. Another important note: students evaluate their instructors.

By Fraser Dachtile



(Top) Tommy Ivic (of TIER Car Care) coming around Turn 14. (Above) Thank you to our title sponsor for this event, Radial Tire.

of Summit Point Motorsports Park



It is a two-way street with student's input just as important as the instructor's report.

What do you need to prepare for an HPDE weekend? All cars must be tech inspected by a licensed shop or mechanic. A form is available on the NCC website and details the areas of the vehicle that must be looked at to determine it to be safe. These spots include, but are not limited to, brake pad thickness, fluid leaks, condition of rubber bushings and seals, tire condition, etc. When you get to the track, you will need to make sure your car is empty of all items – a waterproof container for your car's contents is a great item to add to your shopping list if you plan to do an event.

You will be assigned a number for the weekend, and the club provides these number stickers for you to place on your side windows for easy identification. No matter what your run group, you will have an instructor in the car with you. Communication is conducted via in-helmet communicators (provided

by instructor) so that you can hear each other while on track. Instructors offer coaching from "how-to-get-us-around-the-track-in-one-piece" levels all the way up to shaving off that extra time in a corner. I say from personal

experience (as someone who went to their first HPDE with NCC in 2013) that NCC does an excellent job putting on an HPDE weekend, especially for novice and beginner students.

In addition to on-track time,

you will also have a skid pad session once a day. What is the skid pad? It is a donut of pavement that is wetted down by a sprinkler system. The purpose of driving on the skid pad is to teach students the fundamentals (and advanced tech-

(Below) Instructor Lyn Hurd carving up the Jefferson Circuit in his Spec46 race car.





(Above Left) Chief Instructor Dennis Pippy chatting with Skidpad instructors before sending them to the Skidpad. (Above Right) Marc Caden practicing oversteer on the Skidpad.

niques) of vehicle dynamics and car control in an environment where the risk is low. The skid pad allows for students to initiate understeer (the car won't turn) and oversteer (the

car spins around) at around thirty miles per hour. The skid pad is an invaluable learning tool, and the NCC HPDE is one of the few programs that require all students

to participate in the skid pad exercise (and grades you on it).

If you are thinking about trying your first track event, do it. NCC has three events on the 2020

schedule presently, and any of them would be an excellent first foray into the world of track driving.

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June DIY Event at Proctor's Foreign Auto Service

By Marc Caden

Club member Richard Koller recently found his wife's 2009 328i sitting in a small puddle of blue liquid. The car had wet itself and a closer examination fortunately revealed that the bluish fluid wasn't coolant, but window washer fluid instead. A little more sleuthing revealed that the car's washer fluid pump had sprung a leak and needed to be replaced. The fluid pump is a small plastic piece and is a common failure point on these cars.

Richard called a local independent shop and was quoted a cost of around \$400 to fix the problem. While the OEM part retails for around \$60-70, reliable aftermarket washer fluid pumps from brands like Meyle or VDO can be had for about half the cost of the BMW part, so it seems that the independent shop

was proposing to charge at least \$300 for its labor. To be fair, the washer pump on the E90 3 Series is a little harder to replace than its predecessors (more on that below).

After getting the higher-than-expected repair estimate, Richard decided to tackle this project himself at our June DIY event at Proctor's Foreign Auto Service. Unfortunately, the washer fluid tank and pump are housed within the inner passenger fender of the E90 3 Series model. This area is unreachable from the engine bay, but at least you can access it without having to remove the fender itself. The process began with Richard using one of Proctor's hydraulic lifts to raise the car; he then removed the five lug nuts that hold the passenger front wheel on the hub. Next, the

inner wheel shroud had to be removed by taking out several small nuts and a panel clip. With the shroud gone, Richard could finally see the washer reservoir, and by removing one 10 mm bolt, he was able to pull the pump and reservoir into full sight.

Replacing the bad pump involves disconnecting an electric plug, taking off the fluid hose, and pulling up on the pump to remove it. Note that having a bucket nearby might help you catch any residual washer fluid that could spill when you swap out the pump. Installing the new pump and putting everything back together is achieved by simply reversing the aforementioned disassembly procedure. I watched Richard methodically work through this process as his car was parked in

the service bay next to mine. From start to finish, he was done in less than two hours and saved himself a few hundred bucks. A project of this size and complexity is perfectly suited for one of our DIY events, during which participants typically receive a couple of hours on a lift to undertake repairs or maintenance.

Proctor's Foreign Auto Service is located in New Carrollton, Maryland; it is convenient to stations on two different Metro lines. Tim Proctor is the affable owner of the eponymous shop. He has been in the business for over 40 years and has been at this location for over 12 years. He has devoted his life to the repair and maintenance of German cars, including his own 1980's-era E28 5 Series that he has been personally restoring for several years.



(Above left) Seventeen year old Matthew Viondi pleaded with his Dad (Steve) to purchase their family's 2001 BMW M3 in Laguna Seca Blue and they have bonded over it ever since. We regularly have father-son duos come to our DIY events.

Tim explained that his philosophy is this: if you service your BMW on schedule, you can prevent future repairs and breakdowns that might end up being far more costly or troublesome in the long run. Proctor's facility has three technicians, seven lifts, and a steady following of customers. They can handle anything from routine main-

tenance to suspension, tires, and more. Proctor's can also shuttle you over to the local Metro station and is open for business Monday-Friday from 8:00 am - 6:00 pm.

Proctor's was kind enough to open up their facility on a weekend to host our DIY event and many tasks were accomplished by eager club members. Tim Proctor and DIY

Committee Member Chris Wooten gave some initial safety instructions and then everyone got busy. Each DIY participant was given two hours of time with their car on a lift. DIY regular Ty Joseph replaced the sway bar end links and bushings on his 1998 Z3 M Roadster. Chris Parente replaced the fuel filter and manual transmission fluid on his 2002 M5.

The father and son duo of Steve and Matthew Viondi replaced the clutch delay valve and headlight lenses on their 2001 M3. Louis Mezo did an oil and filter change on his 1998 528i. In preparation for a cross-country drive, Christian Ouellette did a thorough under body inspection on his 2011 335is.

The DIY committee provided a

(Below from Right to Left) Chris Parente drains the manual transmission fluid on his 2002 M5; Steve Viondi puts some nice new headlight lenses on his and son Matthew's 2001 M3; Louis Mezo checks the oil level on his 1998 528i.





nice coffee and doughnut breakfast followed by a pizza lunch later in the afternoon. Many thanks to Tim Proctor and his Proctor's Foreign Auto Service for sponsoring another great DIY event! We hope you will find time to join us at one of our upcoming DIY events.



(Above) Our Host Tim Proctor (on left) welcomes everyone to the June DIY as Chris Wootten (on right) points a finger. (Left) Richard Koller replaced the washer fluid pump on his wife's 2008 328i. (Bottom) The whole DIY gang from left to right: Louis Mezo, Ty Joseph, James Laws, Marc Caden, Chris Parente, Chris Wootten, Richard Koller, John Francis, Matthew Viondi, and Steve Viondi.



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BMW Driving Center in South Korea

Joe Geadrities

In November of 2018, I had the opportunity to make a trip to South Korea for work. This being my first time to South Korea, I was very interested in visiting the country, trying the food, meeting the people, checking out the incredible technology, and going 300 kph on the KTX (Korean Train Express)!

I departed Washington Dulles on Friday November 23th around noon: perfect timing to escape the busiest shopping day of the year in the United States. This was also my first time flying on a Boeing 787 Dreamliner, which I was very much looking forward to. Being a very good United Airlines customer, I was able to upgrade to Polaris Business Class from Economy Plus for only \$300. Someone must have still been recovering from a big turkey dinner the day before. Only joking; the United website made the offer. For anyone who may not be aware, the seats in Polaris Business Class will recline completely, perfect for getting a good night's sleep on a 14-hour flight.

After a connection in Beijing, I arrived at the absolutely amazing Incheon International Airport around 10 PM KST Saturday evening. I planned to stay close to the airport the first night as I knew I would be arriving later in the evening. I arrived at the hotel with no problems; Nest Hotel Incheon Airport, was only a 10-minute taxi ride from the airport. At this point I was just ready to see a bed and go to sleep. I was getting excited thinking about the KTX in the morning and going

300 kph. Right before I went to bed, I looked over a little paper map that was included with my room key card. I could not believe my eyes - BMW Driving Center – just a few miles away! “No way, I don’t believe this!”, I thought. Now all I could think about was checking out the Driving Center.

The next morning, I was up early, had a nice breakfast, and was in motion by 10 AM KST. The people that I would accompany for the week told me how nice the buses are on which they would be riding but how slow they were. In contrast, I was fixated on getting to my final destination on a train that hits the 300 kph mark! After a short ride to the train station from the airport, I bought a ticket on the KTX Express to my final destination, Seoul Station, and departed only minutes later. Wow, what a smooth-riding super-fast train! We hit 300 kph and cruised around that speed on numerous occasions! I had never been on a train that went so fast; it was pretty surreal, and all while being connected to the free Wi-Fi on some of the world’s fastest internet service. No problem at all live-streaming the view from my seat in full HD on Facebook!

The work week had come and gone. It was Saturday morning and I was on the KTX back to Seoul at 7:15 AM. My return flight was scheduled to depart around 6 PM so this would give me plenty of time to check out the BMW Driving Center. I made it to the Driving Center by around 10:30 AM: great!

“Welcome to M Town, where too much is just right”; I was at the right place! First, I just have to say the



(Top) “Welcome to M Town!” (Above) Driving Center Location.



(Above) Looking over part of the Driving Center track. (Inset) The Driving Center facility.

BMW Driving Center is a very cool place. I walked in and started looking everything over. I went to the welcome desk, where I was very nicely greeted, in English. My basic Korean was coming up to speed, so I was consistently tempted to say what I could in Korean. I was offered a brochure for the Driving Center that included all kinds of info. Most importantly, to me, was the information about driving experiences and taxi ride info. The Driving Center has incredible brand experience showrooms that showcase the latest from BMW, Mini, and Rolls-Royce. The following cars were displayed, just to name a few:

BMW X5 M50d (I know), M 760Li V12, M3 CS and i8 Roadster.

The first thing I did was figure out what I would be able to do, given the time I had. I went to the registration area and inquired about the M Taxi ride in an M5. Turns out, I was able to go right away: done! Put my bags in a locker, grabbed a bottle of water and waited for my ride in the waiting area. A great ride, great driver, and very fun, very technical track! My M Taxi ride driver took me out for about two fast laps to warm up. Then, he put the M5 in rear wheel drive and let the rubber fly! Getting into large-angle oversteer in every turn effortlessly



with thick smoke rolling off the tires! Great!

After trying to wipe the grin off my face, I started to think about lunch. "Oh wait, I just received a text from United. What, my flight is delayed, now the new scheduled departure time is 10:05 PM!" Normally, I would have been mad about a delay this long. Not this time, however. Sometimes things just seem to go one's way. This

really opened up my schedule for the day. "Hmm, I think I better see what else I can sign up to do before getting lunch."

It turns out there was availability in Challenge A, which was an all M-car track driving experience. This experience included approximately 80 minutes track time! Great, only one problem: I forgot my International Driver's License. Shoot! However, I could still sign

(Below from Left) Views from the experience waiting area. My M5 Taxi has arrived.





(Above) Brand center showroom. (Below Left to Right) The X5 M50d, wow! Unfortunately, not coming to the US. The beautiful M760LI V12!



(Below Left to Right) The Phantom! Dreams certainly do come true!



(Below Left to Right) Photo shoot in progress at Mini. All kinds of BMWs.





(Top) TVs that display everything BMW. (Above) Here come some cars... (Below) There the cars go...

up, although I would be completely liable for any damage to the car. "Oh well, you only live once! Done! Time to grab lunch and explore the

rest of the Driving Center."

The onsite restaurant, Terrasse, is very nice and the food was great. Christmas music was

playing and all kinds of cool BMW stuff was being shown on the TVs. The restaurant menu was completely loaded with any and everything



from pizzas to Korean-inspired seafood dishes to a multi-course fine dining meal named "Advanced." I opted for the Steak Pizza.

After lunch, I walked around the enter Driving Center, looking over everything. The area outside is very impressive, starting with a walkway that takes one by photos showing many great milestones and significant dates in BMW's history. As you continue walking, you eventually end up at a very nice observation area that allows a view of the entire track and driving areas. The track actually ran right underneath the end of the observation deck area. It was very impressive!

"Ok, on to the experience waiting area to start my Challenge A M-car driving experience." The clock hit 3 PM, and our experienced instructor greeted us. There were six in our group; we all walked back to a room to watch a quick video and to go over a few driving fundamentals. Mostly everything was in Korean although I did understand what was being discussed. Actually, our instructor repeated everything he first said in Korean then in English, just for me. Talk about going above and beyond.

Just prior to going to the cars we each picked a ball out of a jar. Each ball had a number on it, the number determined which car you would be in. I was offered the 2018 M2, which was certainly fine with me. We started off on a big parking lot doing a few basic maneuvers to allow both ourselves and the cars to warm up. And to develop some feeling for the car prior to going out on the main track.

Warmed up, we went out onto the track! I switched my M2 from Sport mode into MDM (M Dynamic Mode, with reduced computer assistance for dynamic stability control). I was very quickly told over the radio by the instructor "Joe, please put your car back into Sport mode". I did, and we all continued. We started doing laps around the track and we worked on

various challenges. Working on braking points, turn-in points and more, all while maintaining speed and distance between the other cars. It was great fun! It turned out that I was the last car in the line. Occasionally (not sure how this happened), I was not able to keep up and got a bit behind from the rest of the group. However, I was able to catch up pretty quickly once I got going (wink)! I would have loved to have had an open track session "at speed" in the M2 on the BMW Driving Center track: a very fun track to drive!

What a great day and a great experience! All this fun, both the M Taxi ride and the Challenge A experience, for approximately \$120 USD: amazing. I cannot say enough good things about my experience at the BMW Driving Center in South Korea. If you would like more information about the BMW Driving Center, stop by <https://www.bmw-driving-center.co.kr>

It was around 5 PM or so, time to head to the airport. After I checked in and went through security, I rented a shower room for \$3 USD. The room was about 80 sq. ft. with a bathroom, bench, sink, mirror, full size shower and a towel. Great, all cleaned up and ready for my flight home.

South Korea is a country everyone should visit! It is an incredibly beautiful country with tall mountains, friendly people, great food, the best happy hour, and



(Above) Historical BMW photos, very nice. (Below) The start of the Challenge A experience.



amazing technology. It is like traveling into the future; you will see what I mean when you go. One thing I do

know is that I will certainly be returning to South Korea to explore more of the country, and to stop

by the BMW Driving Center for another visit!

(Below from Left) Outstanding Steak Pizza. Driving Center info and M Taxi ride lanyard



2019 BMW i8



Fifty Years In The Making

I drove by the house in Lancaster, California where, fifty years ago, my family and I watched on our black and white television as we, the United States of America, were first to put a man on the Moon. It was yet another achievement that made America great. As the rest of the world watched with awe and with envy, we watched with justifiable pride and joy. In nine years, we went from a vision to an irrefutable reality. Most importantly, we went to the Moon in peace for all mankind.

For me, it was personal. My father and his colleagues helped design the rocket propulsion systems that got us to the Moon and back. My friend's parents and other neighbors helped train the astronauts for the Mercury, Gemini, and Apollo missions, conducted flight tests to explore the upper atmosphere of Earth, giving us valuable data that taught us how to safely leave and return to Earth, and helped assemble the rocket engines, the launch vehicles, and the lunar module. And the parents of my other friends and classmates were in occupations that not only supported the Manned Space Program,

By James Chew



(Top) Hard to believe the i8 design is ten years old!
(Above) You don't own one for its trunk space!

but also gave my friends and contemporaries a safe and unique place to grow up.

Those thoughts were on my mind as I drove through California's Red Rock Canyon State Park on my way to a business meeting. This was the location of many 1950's- and 1960's-era science fiction movies. It was quite fitting to be driving through this surrealistic moonscape in a technologically leading-edge vehicle that was possible because of the many technologies developed to realize the vision of the American manned space program: the 2019 BMW i8.

We Americans are known for having the ability to invent something and having the ability to apply that invention to a problem. That is the definition of innovation and we are the best in the world. Look no further than to "Silicon Valley" as proof. But we Americans are not selfish, and we welcome others to use those inventions to apply to their unique problems for the good of mankind. So while the German-designed and -engineered 2019

BMW i8 is the most technologically advanced "exotic" performance vehicle in today's vehicle market, its roots are firmly American.

From my all too brief time with the 2019 i8, I identified the following significant NASA-developed manned space flight technologies used by the BMW engineers and the designers when developing the i8: advanced aerodynamic technology, composite material, design and fabrication technology, lithium-ion battery technology, light emitting diode technology, laser illumination technology, electronic motor technology, and fiber optic technology.

Debuting in 2009 at the Concept Vision EfficientDynamics, the BMW i8 is still a benchmark automotive technology tour de force. Despite being ten years old, the i8's exterior design has proven to be timeless. The i8 still turns many heads, whether in Silicon Valley, in West L.A., in Beverly Hills, or in Laguna Beach.

An accepted definition of "exotic car" is a high-performance street-legal sports car. And as with others in the segment, the i8's exterior design immediately showcases its exotic car credentials.

The i8's exterior design would not have been possible without some of the NASA developed technology. An overt homage to the BMW M1, the use of composite materials allows for the precision manufacturing and assembly of the alluring and seductive exterior. The many unique curves and features, especially the "air tunnels" which are incorporated in to the rear quarter panels, would most likely have been an unaffordable design feature, had they been manufactured from steel or aluminum.

If you take the time to look underneath the body, you'll see that the chassis is very similar to that of an F1 racecar. The chassis' rear boat tail interacts with the rear quarter panel "air tunnels", F1 front-end design, and wind tunnel optimized side panels to create a drag coefficient (Cd) of 0.26. For comparison, a Koenigsegg Agera R has a 0.37 Cd, Porsche 918 has a 0.34 Cd, and a Ferrari LaFerrari has a 0.30 Cd.

The i8's composite material passenger cell sits on top of this



(Above) The combination of curves and lines result in a timeless exotic design. (Below) The door design allows you to park in a standard space.

wonderfully stiff chassis. While initially a challenge to enter and exit, once seated with the scissor doors closed, the i8 conveys a feeling of safety, security, and confidence. A fighter pilot friend compared it to the feeling he gets once the canopy of his plane is lowered and secured.

The i8's body-on-frame design is a direct contrast to today's conventional passenger car "unibody" design. As we've reported in previous articles, BMW engineers have been focusing on "modularity" in order to significantly reduce vehicle development costs and schedule.

It would not surprise us to discover that all future BMW vehicles use the "body-on-frame" design.

The i8 drivetrain features the turbocharged 3-cylinder internal combustion engine used on today's Mini's, plus two electric motors. On the front axle, you get an electric motor making 141 horsepower and 184 lb-ft of torque, which exclusively powers the front wheels and takes you around town emissions-free. On the rear axle, you'll find the 228 horsepower and 236 lb-ft, 1.5-liter 3-cylinder turbocharged engine that is responsible for the more fun part of

the game. It is connected to a 6-speed automatic gearbox and only powers the rear wheels. However, the engineers made sure the two can work together, combining the 6-speed gearbox of the internal combustion engine to the 2-speed one of the electric motor, offering the car up to 369 horsepower and 420 lb-ft (570 Nm) of torque when needed.

This innovative design results in a car that can be both front-wheel drive and all-wheel drive as well as – for a short burst – rear-wheel drive. That's possible because when you're driving in Eco Pro mode, relying





(Above Left) To enter: sit, spin, you're in. To exit: spin, stand, you're out. (Above Right) The rear seat is best used for cargo.

solely on the front electric motor, the rear engine is turned off and the front wheels are the only ones pulling the car around town.

The new laser headlights add to the stunning i8 exterior design. BMW pioneered the use of high intensity discharge Xenon headlights and is now using light-emitting diode (LED) lighting on all their passenger vehicles. The new blue-laser diode lighting uses fiber optics to increase the options for vehicle lighting placement and design.

Now that we've reviewed all the technical details – let's discuss how the i8 drives.

The 2019 i8 is one of the few test vehicles that we've driven over 1000 miles during a single evaluation period. In fact, we drove more than twice that distance. It was that feeling of safety, security, and confidence that seduced us to keep driving. Whether you're in the driver's or front passenger's seat (don't bother with the rear seats -- they must be there solely for insurance purposes) the outside looks different and new. The i8's futuristic timeless design and hybrid drivetrain made quite the impression on both the road and at gas stations.

We passed many school busses, SUVs and minivans from which the young passengers would point and stare. And the number of "morally superior" Northern California Prius drivers were a bit embarrassed when we pointed out that the i8 is a hybrid and has a more advanced battery (lithium-ion versus NiMH) than their vehicle.

The wonderfully stiff chassis, comfortably compliant ride, and responsive handling, work in concert to give i8 driving characteristics like an open race car. It's no wonder why it's the official Safety/Pace car for the Formula E series.

But the i8 really isn't a "super-car" in terms of performance. Acceleration times are good (0-60mph in 4.3 seconds) but not in the superior sports car range: the BMW M2 0-60 mph times hover between 3.8 and 4.0 seconds. Also, due to the i8's complex drivetrain, there is a little bit of hesitation when accelerating from a standing start.

Once in motion, the i8 accelerated effortlessly. The smooth, quiet ride made the miles simply fly by. Back roads such as US 395, California Highway 46 (yes, we

bowed our heads at the 46/41 junction), Highway 58, and the Pacific Coast Highway simply were a pleasure to drive. And on the Central California sections of the Golden State Freeway, we found that the i8 really wanted to cruise at triple digit speeds.

During one day, we drove over 650 miles. And even with the required gymnastic maneuvers to get in and out of the i8, we felt refreshed at the end of our journey. By the way, our average fuel economy during that stretch was 39 miles per gallon.

It was quite tempting to take the i8 on the WeatherTech Laguna Seca racetrack. Because the i8 is the spiritual descendant to the M1, it would be quite nice if BMW were to revive the BMW Procar Championship series, featuring the i8. For now, we'll have to settle for watching the i8 circling race tracks during its Formula E safety/pace car duties.

In terms of "livability", the i8 faces the same charging availability issues as every plug-in hybrid and electric vehicle. The portable charging unit is ill-equipped for overnight

charging; we could never get more than a 25% charge from that system. We found that full-service Marriott hotels, both in Northern and Southern California, do have complimentary "fast" charging stations. However, other than in the Silicon Valley and in San Francisco, public access charging stations were few and far between.

However, the i8 may become one of the more collectable BMWs. With a timeless design, the i8 has been on the market for over six years. Predictably, the "me drive fast, me like car" buff book reviewers continue to damn the i8 with faint praise. And while the new i8 Roadster and new color combinations have revived interest in the i8, the future of the i-products as a stand-alone sub-brand seems to be uncertain.

For us space fans, the i8 represents a stunning example of how, after fifty years, the technologies that were invented to place us first on the Moon are still finding applications to our everyday lives. It's for that reason why a CPO i8 may soon be in my garage.



(Top from Left) The better California hotels have complimentary charging. As low as you sit, the heads up display is rather handy. (Above from Left) Note the chassis "boat tail" design used in all Formula 1 and Indy Cars. The new futuristic instrument panel design evoke space travel.

(Above) The i8 proudly shows its carbon fiber composite core.



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CALIFORNIA STATE RAILROAD MUSEUM



By James Chew

2019 BMW M2 Competition



*If you're ever in Sacramento,
visit the California State
Railroad Museum!*

Turn Your Hymnals to M2

In 1968, David E. Davis wrote the column “Turn Your Hymnals to 2002”. That article is still available at <https://www.caranddriver.com/features/a15126456/1968-bmw-2002-review/>. In honor of him and in the spirit of that column, we’ve titled this review, “Turn Your Hymnals to M2”.

The daily commute proves there are a large number of people who drive cars in quiet desperation. The sad, dejected looks and the single minded, focused “I need to get to work” or a “I need to get home” looks from the CamCord and crossover SUV drivers shows that they are driving what they need, not what they want. Now that they can no longer be a single driver in the car pool/toll lanes, Prius drivers no longer have that “morally superior” glow (this could be the reason why Prius sales have fallen off a cliff). Having an in-vehicle vacuum cleaner may make for convenient cleaning of minivans, but does nothing to excite the American driving spirit.

My daily commute shows that the American driving spirit is alive and well within the post-millennial generation. The number of kids on school buses who point at passing Porsches, Mercedes AMGs, Audi S-class, Mustangs, Camaros, Corvettes, Chargers, Challengers, and, of course, BMW M, warm my soul.

And the crowd reaction when driving the 2019 M2 Competition proves that



(Above) The only time BMW DETUNED an engine for an M product” !!!!!

BMW still makes Ultimate Driving Machines: the driving experience is nothing short of spiritual. It's the one M that will have owners of older generation M and M-sport vehicles – even those who purchased a 2018 M2 – strongly consider selling their current vehicles in order to purchase the 2019 M2 Competition. It's the M that will make you seek the longest, most interesting roads for every journey. It's the M that will make you want to buy BMW AG stock.

I always enjoyed driving the E30 M3 and the E34 M5 on the streets and the back roads. These vehicles both had the unique balance of comfortable daily driving, seamless on-demand performance driving, and being (somewhat) affordable to own

and maintain. In fact, the E30 M3 was the benchmark for many of the other manufacturer's halo performance products, such as the Shelby Dodge and the Ford SVO vehicles.

I did not realize the performance potential of M-vehicles until I witnessed an E36 M3, taken from a local BMW dealer, with the seats removed and a bolt-

(Below) If the driver's side doesn't make you want to jump in and drive, then maybe you should stick to gardening. The rear seat is strictly for small people.





(Above) The M2 looks as if it's moving even when it's standing still.

in roll cage installed, dominate a North American Touring Car Championship race. That's when I appreciated that BMWs are designed as "ultimate performance machines" and the M modifications realized that product's performance potential.

As the competition grew, it seemed that BMW started to play with their "M" formula. Perhaps it occurred when the products developed by the BMW M GmbH subsidiary became an integral part of the BMW product development strategy, but the competition started a horsepower war to which BMW felt compelled to respond. And while we're a fan of every M product – even the "X" M models – it seemed the goal of having balanced performance became a thing of the past.

Introducing the "M performance" line complicated matters even further. It was almost as if the "normal" BMW products were tuned to be a "9" on the

performance scale, the M-performance products a "10", and the M-products were a "12". In fairness to BMW M GmbH, their charter is to develop streetable versions of the BMW racing vehicles. During the last twenty years, technological advances in the racing series in which BMW competes has been incredible. And while these advances were successfully incorporated into the streetable M vehicles, they simply overwhelmed the typical BMW driver.

The 1M seemed to mark the beginning of a "back to basics" approach to M products. BMW AG must have been surprised by the enthusiast reception to that vehicle. To this day, pre-owned 1Ms are highly coveted, and the sale prices reflect that demand.

The first M235 and the first M2 carried on that "back to basics" approach. After taking both through their paces at the BMW West Coast Performance Center, it was clear that one or the other could easily be MY daily driver – if I

(Below from Left) The subtle design cues give the M2 a quiet confidence.



lived in a year-long “good weather” state. It’s no surprise that both have become very popular among the BMW CCA members.

In our mind, the 2018 M2 was already an “11” on the ultimate balanced performance scale. So when we had a chance to evaluate the 2019 M2 Competition, we were curious as to the differences.

Visually, the 2019 M2 Competition is stunning. BMW’s exterior designers seem to have recaptured the M-product famous “understated” design theme. This is a design that is immediately noticed by the enthusiast. However, even in the wonderful Sunset Orange, our M2 Competition was virtually unnoticed by the ignorant and the uninformed.

BMW claims that the only major difference between the 2018 and 2019 M2 is the engine. It will warm the enthusiast’s heart when they learn the 2019 M2 Competition engine is a “detuned” M3/M4 engine – producing “only” 405 horsepower and 406 foot-pounds of torque. The 2018 M2 engine produced 365 horsepower and 369 foot-pounds of torque. Just based on that, don’t be surprised if, in future editions of the *Roundel*, there are number of fellow BMW CCA members selling their 2018 M2.

After our weeklong 1000-mile evaluation, we think the major differ-

ence between the 2018 and 2019 M2s can be summed up in one word – confidence.

The backroads from Sacramento to San Francisco are becoming one of our favorite testing grounds. First, you can pass through the Napa Valley and the Sonoma Valley. Second, you can drive by the Sonoma Raceway, which always seems to hosting some sort of an interesting activity. Third, you pass through the most dramatic entrance in the San Francisco – the Marin Country entrance of the Golden Gate Bridge. The drive to and the views from the Marin Headlands are well worth the effort.

And during that drive, the new engine worked in harmony with the 7-speed DCT, outstanding brakes and (what we suspect) a retuned suspension. As heretical as this sounds, I prefer the 7-speed DCT over the 6-speed manual. It’s rather nice to have the same control you would have with a manual shifter, without having to contort your feet in the proper heel and toe position.

The true measure of balanced performance is how the driver and their passengers feel after a long, spirit drive. We are pleased to report that not only did we feel refreshed but one of our passengers – a 90-year-old man – felt the same.

Another measure of balanced

performance is fuel economy. Even with some rather long period of spirited driving, our average achieved fuel economy was a little over 20 miles per gallon. By the way, our habit of looking under the hood during our fueling stops attracted quite a few enthusiasts and BMW fans.

In what seems to be a compromise with their Marketing group, M logos abound. This seems to contradict the stereotypical German understated demeanor. In addition to the many exterior badging, door sill badging, and steering wheel badging, the driver and front passenger seat backs feature a lit “M” badge. However, it would be a bit hypocritical for me to complain about the abundance of “M” badging – I was wearing my “M” driving gloves and my “M” sport shoes throughout this evaluation.

One of the M2’s unique interior design features is the “M” color stitching on the seatbelts. I suspect that this will soon be offered as a dealer-installed accessory.

This may be a subjective observation, but we found the 2019 M2 Competition’s driver’s and front passenger’s seats to be much more supportive than those in the 2018 model. The rear seat must be there only for insurance purposes – while the seats themselves are quite supportive and

comfortable, there is virtually no leg room. Even small children would be cramped in that environment. But there is plenty of room for a briefcase or a computer case. The trunk will easily accommodate the typical cargo of two adults on a weeklong road trip – leaving rooms for souvenirs purchased along the way.

Our last measure of balanced performance is affordability. Now, we know that with M-models that’s relative. Our fully loaded 2018 M2 Competition retailed for a little over \$64,000. Now, this included the \$2,500 “Driver’s Package” which increases the top speed to 174 miles per hour and enrolls you in the very desirable BMW performance driving school. And as long as Tire Rack is in business (has anyone else noticed that Bavarian Autosport closed?) reasonably priced replacement tires will be available. And BMW dealers now are offering BMW factory extended maintenance packages.

I’ve asked our evaluation car provider if I can purchase this M2 Competition when it’s ready to rotate out of the press fleet. Now, would anyone care to purchase a well-cared for, low mileage 2012 135i M-sport Convertible?

(Below) As with the 2002, the M2’s performance design cues are “just right.”



2019 NCC BMW CCA Golf Outing

By David Costanza | Photos by John Walker



The 2019 NCC BMW CCA golf outing was held at Raspberry Falls and once again Property Leader, Head Golf Professional, and Host Extraordinaire Willy Lutz arranged a fantastic event for nearly thirty car club members. The golf outing is a favorite of many NCCers because it combines two passions: cars and golf. And for those not passionate about golf, it combines cars and socializing. Win-win.

Before the event started, everyone got an excellent swag bag that

included the bag itself (a very nice M Sport string bag), golf balls, tees, towels, and other goodies. Players were divided into Competitive (keep score and compete for prizes) and Social (don't keep score, don't compete for prizes) flights. As in previous years, there were several contest holes for Longest Drive and Closest to the Pin with each flight competing for its own prizes.

The day was warm but not unbearably hot. Afternoon thunderstorms threatened, but early on Willy

stated confidently that the rain would hold off until we were on the 18th green. This turned out to be more prophetic than he had hoped, but more on that later.

I was fortunate to be paired with the weather Nostradamus (Willy) and new NCC member Kevin Cronin. We were supposed to be the first ones off, followed by the other competitive groups and then the social groups. That way, the social players did not have to worry about being rushed along or hit into by those behind

them. Unfortunately, an administrative snafu reversed the order (note to self: write a sternly worded letter to the Property Leader about that), so Willy, Kevin and I were in the penultimate group, starting on hole #1. While the round was a little slower than it otherwise would have been, it ended up working out fine.

Playing with Willy and Kevin was exactly what an NCC outing should be, golf or otherwise. We had a great time talking, laughing, and enjoying a nice afternoon doing

(Above) Jeff Voit, President Paul Seto, and Jose Tungcod. (Below Left) Not where you want to be on 18. (Below Right) Where you want to be on 18: Cynthia Heller putting.



something we loved. Along the way, I learned some interesting facts and tidbits that other NCCers might enjoy:

- Willy really enjoys working on his cars and even though he drove a Toyota truck (!) to the golf course, he does own several BMWs and has been rebuilding an E36 M3. Despite being from New England, typically thought of as a thrifty place, Willy stated that when he is restoring, he likes to replace every nut, bolt, and fastener along the way with OEM BMW parts, whether they need it or not. "Drives up the cost but it is worth it," he said.

- While the Urban Dictionary defines a "hall pass" as "permission given by your significant other to fool around with another person outside your relationship," Willy's definition of a hall pass is to play golf and drink beer with his buddies. Make of that what you will.

- Related to the previous item, Willy stated repeatedly that he was just out having fun with friends, until he started playing well. Then, when he hit a bad shot, the expletives flew. Cannot totally abandon that competitive fire.

- Last fun Willy fact – as I write this, he and his family are on a three-week safari to Africa. Lucky guy.

- Kevin played quarterback for Duke in the early 2000s. It was clear



(Above) Terrific prizes from BMW Silver Spring, acquired by NCC President Paul Seto.

from the first hole that he is a natural athlete who can bomb it off the tee and has a hunger to improve his game. Look out Team Porsche.

- Several times, we saw two boys on the cart paths, riding shirtless on a tandem bike. Besides being in danger from errant golf shots, it was just strange. The first time we saw them, Willy asked them nicely to get off the course. The second time, he threatened to call the police. There was no third time.

- Some bad news for all you guys who were looking to find a smart, funny, golf-playing NCC member with impeccable taste in Monaco Blue E90s. Cynthia Heller is getting married this Fall and may be retiring and moving to one of the Carolinas soon. <tear>

Anyway, getting back to golf, there were several winners on the

contest holes. Hole #3 was the first long drive opportunity and Jamie Harris won the Social flight while Rich Sperry took the Competitive division prize. On #15, the second long drive hole, the Social prize went to Greg Sakes while Mike Oler took the Competitive flight. And on #7, closest to the hole, Woody Hair was the closest in the Social flight and Casey Patterson won the Competitive. My shot was really close too, but it was just off the back of the green, so not eligible.

As far as the low score of the day, we'll never know. As Willy prophesized before the round, on 17, the skies started to darken, and we heard thunder. On 18, the winds kicked up and it started to sprinkle. Kevin, Willy and I hurried to finish and with all of us standing over birdie putts on 18, the skies opened

with sideways-blowing rain and wind. We were able to finish our round, since we had started on #1, but others were still on the course so unfortunately, not everyone got to finish. Next time, I'll ask Willy to predict that the rain will hold off until after we are off the 18th green.

After the round everyone raced back to the clubhouse, and we enjoyed a delicious dinner, applauding the Longest Drive and Closest to the Pin winners, and holding a drawing for door prizes. As usual NCC President Paul Seto did an amazing job getting fantastic prizes from BMW of Silver Spring. There were so many that everyone got something, and there were still a number of items remaining. That dealership is by far our biggest supporter and without them, many of our events could not happen.

One final fun fact I learned after the event: leaving your sunroof open in the vent position on hot days can help cool the car and is usually not a problem even if it rains. However, if that rain is being blown dead sideways, and your vent opening is facing the exact direction of the wind and rain, well, leaving it open is not such a good idea.

Nonetheless, everyone had a terrific time and I cannot wait until the next outing to play golf, talk cars, hang out with friends, and hear about Willy's safari.

(Below Left) David Costanza (your author), Host Willy Lutz, and newcomer Kevin Cronin. (Middle) One of these things is not like the others. (Right) Woody Hair, Kathy DeMeter, Brian Hair and Janeen Hair.



The Seven Habits of Highly Effective Autocrossers: Habits Five and Six

By Jack Raymond | Photos by Jaclyn Heck

Ok, motorsports fans, we're nearing the end of the season. (See the season calendar near the front of this magazine.) You're driving better than ever, as measured against the clock, against yourself, and against your peers. You're moving up the rankings, but you're not king / queen of the hill yet. Let's recap the autocross tips from the last three articles before we move on:

- Leave the car unmodified; run what you bring.
- Go to an autocross school or two and as many events as you can.
 - Focus on training the driver, training the driver, and training the driver.
- Dial in your tire pressures by chalking the tops of the sidewalls and experimenting with pressures, judging the results by how much chalk is rubbed away and, more importantly, by your times on the course.
- If you're ready to seriously commit to autocross, acquire a set of extreme performance summer tires and a set of OEM-size, lighter weight wheels on which to put them. (Tirerack.com is a good source.)
- Get a competition alignment with a little toe-out in front, and dead-neutral toe in the rear (for front-wheel-drive or all-wheel-drive cars) or half the rear toe-in of the factory specification (for rear-wheel-drive cars), plus as much negative camber as you can get with your stock suspension in front, then match that in the rear.
- Arrive at your competition event with just ¼ tank of gas so as not to carry excess weight.
- LOOK AHEAD, THINK AHEAD
 - Keep looking and thinking around two seconds in front of the car during the entire run.
 - The car goes where the driver is looking.

- ENTER WIDE, EXIT TIGHT
 - Almost all the critical turns in autocross demand a late apex.
- Think of the course as being a series of arcs, not a series of line segments.
- Take the corners by driving IN SLOW(ER) and OUT FAST(ER). If there's any tradeoff to be made between entry speed and exit speed, then favor exit speed. If the car is pushing & plowing (understeering) or sliding the tail way out (oversteering) as you're trying to exit the corner, and you're losing time while you wait for the car to recover, then you probably entered the corner too hot.
- SMOOTH IS FAST. Jerky inputs unsettle the car's suspension and lead to understeer or oversteer. This doesn't mean that your inputs can't be quick; they just can't be jerky.

What's next? This article is the third of several entitled "The Seven Habits of Highly Effective Autocrossers" (with apologies to Stephen Covey). Habit number five is this: during your autocross runs, DRIVE IT LIKE YOU STOLE IT*.

I know that you know what that means in concept, but do you know how that looks and how it feels from inside the car? A few analogies may help:

- Autocross is sixty seconds of full-on crazy.
- Sometimes you must slow down, but where you can go fast, go crazy fast.
 - (I've seen many a driver go into the corners too hot, but then they don't drive the fast sections anywhere near the limit.)
- If you're not scared, then you're not driving fast enough.
- For those of you who don't scare, then if you don't think that you're gonna hit a cone or two or miss a gate on this run, then you're not driving fast enough.

- If the tires aren't SQUEALING, then you're not driving fast enough.
- If your passenger doesn't say (or think) HOLY SH&@\$%*!T, then you're not driving fast enough.
- If your description of the run isn't "LEFT, RIGHT, LEFT, RIGHT, BRAKE, LIFT, TURN, GO GO GO !!!" in caps and with exclamation points, then you're not driving fast enough.
- If the run felt comfortable, then you're not driving fast enough.
- If your momentum never causes you to sideswipe a cone or miss a gate, then you're not driving fast enough.
- If the run felt uncomfortable, like the car was on the hairy edge of losing control everywhere, then you might be driving fast enough.
- Get up on the wheel! (Thanks, Chris.)
 - (More about working that suspension hard next.)

Mike (Junior) Johnson of Evo Performance Driving School (<http://www.evoschool.com/>) puts it this way: maximize load, minimize distance. What does "maximize load" mean? You should be cornering hard, to the limit of grip. In long, sweeping turns, G-forces should be forcing the car into a slight drift to the outside, neither understeering nor oversteering, such that if you drove any harder, the car's slide would cause it to side-swipe that next cone or miss that next gate. (A controlled four-wheel drift is a thing of beauty.) If you're driving hard, physics will carry your car to the outside of the turn as you exit an element. That's why you want the car to be close to the cone in a corner, or the apex of a turn at the track: you're going to need that "track out" space as you exit the turn due to the car's lateral momentum.

The peculiar thing is, cornering hard actually makes the car feel *more* stable, not less. During cornering, if the suspension is already fully compressed, then slight changes to steering or throttle don't unsettle the car. This is what makes throttle steering possible. In a long turn, set the steering wheel angle to initiate hard cornering, and keep the steering wheel at that position. Then manage the rest of the turn with the throttle: easing off the throttle a bit (without moving the steering wheel) will cause the car to turn in; giving it a bit more gas will widen the car's arc. This is especially helpful for track-day aficionados. From the corner's apex onward, apply enough gas so that the car drifts all the way to the outside edge of the turn, such that any further would cause you to be off course (or off the track), but still keep in mind that you've got to position the car for the next turn (that's why we're always looking ahead and thinking ahead).

"Minimize distance" means exactly what it says. As Mike S. would tell you at the Solo Nationals, there's more than one line you can pick to get around the course, but every extra ten feet will cost you one tenth of a second.

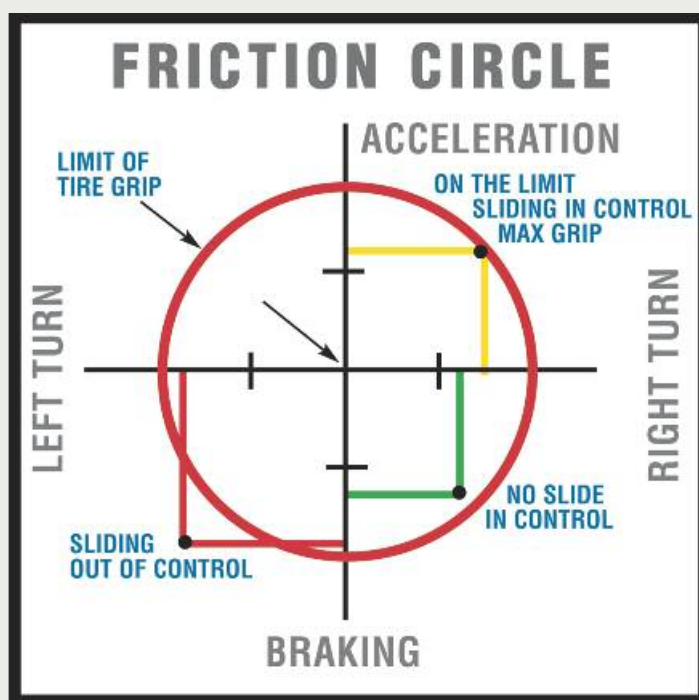
Your next question should be "so, which should I prioritize? Is it "minimize distance, then maximize load" or is it "maximize load, then minimize distance". I've heard the instructors at Evo school debate this. Ultimately, it depends on whatever works best for you. However, in my personal experience, the most important thing is to maximize your average speed, so I choose "maximize load, then minimize distance". If the longer arc enables you to carry more speed, then do it. If you're going to slow down to the same speed in a corner whether you take the wider arc or the more direct line, then you might as well take the more direct line.

Remember, all cars are momentum cars, although this is more apparent in a Miata than in a Corvette. Any speed you give up requires effort to regain. Any time that you give up which you didn't have to is not only gone (no, V8 driver, mashing the gas does not get that half-second back),

you can bet that the drivers who didn't unnecessarily give up speed and time and who will end up finishing on the podium are now even further ahead of you.

If you're more than a second out of first place (and definitely if you're two seconds or more out of first place), then ask a driver who is first or second in their class whether you can ride shotgun while they drive. A ride-along with Jeff or AJ or Rusty or Pat or Julian or Sam or Mark is virtually guaranteed to elicit a "HOLY COW! THAT'S WHAT FAST LOOKS LIKE?!?!? I didn't know you could (make a car) do that!" A picture really is worth a thousand words. It's one thing to have a superior driver coach you while you drive, but you'll get even more out of watching from the passenger seat.

Does "drive it like you stole it" negate "in slow, out fast", and "smooth is fast"? No, but this is a good opportunity to talk about the friction circle, tradeoffs in high-performance driving, and braking techniques.



You've probably heard of the friction circle, but you may not know what it means. The friction circle is the motorsports way of saying that "it's all about the tradeoffs". Imagine that your tire has 100 units of grip. You can use those 100 units of grip in accelerating (up to the threshold of breaking the tires loose), braking (up to the threshold of locking up the tires or causing the ABS to kick in), turning (up to the threshold of understeering, oversteering, or drifting the car) or some combination thereof. If you're using all available grip in threshold braking, there's no grip left at that moment for cornering. Similarly, in a car without ABS brakes, locking up the tires and then trying to turn results in no turning at all; the car just slides in the direction of its momentum. Remember Newton's First law? "An object in motion tends to remain in motion, until acted on by another force". (Chuck E. would tell you that high performance driving is all about physics as it applies to fast-moving cars.) Having exceeded the friction circle by locking up the tires in a car without ABS (see "Sliding out of control" in the diagram), the only way to regain control is to ease off the brakes and slow down until the tires start rolling again and regain traction; you'll have to fight the instinct to keep standing on the brakes.

If you're braking (or accelerating) at fifty percent of the tires' grip, then you still have fifty percent grip remaining to use for cornering. Some writers use the analogy of imagining a string tied from the steering wheel to the brake (or the accelerator). As you turn the wheel, the string pulls up on the brake (or the gas). The more you're turning at a given moment, the less you can brake (or accelerate) at that moment.

This translates into a few techniques that you can use for braking. If you're still in your first season or two of autocross (or if you're in the C or D group at the track), try this: if you need to brake before a turn, BRAKE HARD, using the shortest distance possible. Then lift smoothly off the brake, turn the steering wheel to initiate your turn, and accelerate. BRAKE, LIFT, TURN, GO. Say it to yourself, out loud, as you do it. Why "brake hard"? Braking is not accelerating. If you need to brake, get it over with as quickly as possible, so you can then turn and get back on the gas. Note that braking shifts the car's weight onto the front wheels, which should help you with your turn-in, if you don't overload the front tires and cause them to slide. Remember, the friction circle means that there's a tradeoff between braking and turning. To make this technique work, you'll need to brake just early enough as to leave time to lift off the brakes, transfer your tires' available grip into lateral grip for turning, and then accelerate out of the turn (IN SLOWER, OUT FASTER). Also remember that autocross lots tend to be low grip surfaces. If your car is "pushing" (understeering) as you try to make the turn, then you've overloaded the front tires before attempting your turn-in. You either need to brake and release earlier, brake less, or enter the turn with less speed.

If you're an experienced autocrosser (or if you're in the A or B group at the track), then you're ready for habit six: TRAIL BRAKING. Trail braking is a way to have your cake and eat it too. Approach the corner hot; brake late, brake modestly (less than you're used to, maybe fifty percent of maximum), turn the steering wheel while you gently and smoothly release the brake,

letting the rear end rotate in a controlled manner. When the nose of the car is pointed at the apex of the turn, lift completely off the brake and smoothly squeeze the accelerator. (BRAKE, LIFT & TURN, GO!) Why brake less than you're used to? Because you're going to remain (gently) on the brake longer than you're accustomed to, as you make your turn. (Note that this doesn't negate the adage to do your heaviest braking while still in a straight line.) Trail braking will feel counter-intuitive at first, but it will enable you to maintain a much higher average speed, maintaining momentum around the corners, leading to lower times. Note: if the car experiences significant understeer or oversteer when you turn the wheel, then you were probably still traveling too fast when you turned in, or you were braking too hard at turn-in, either overloading the front tires or taking too much weight off the rear. Try braking earlier, so you can ease off the brakes as you turn in.

A note to all drivers, whether novice or advanced: only brake when you need to, just as much as you need to, to make that corner. You'll be surprised how fast you can take some corners (Lean into the suspension! Get up on the wheel!), sometimes without braking at all.

*A note to track-day drivers with regards to "drive it like you stole it": DO NOT pitch the car into corners (or from one side to the other) like you do at autocross when you're traveling at high speed on the track. You don't want to end up in a ditch or in the woods or worse, rolling your car. Especially at the track, the emphasis is on driving as fast as you can, everywhere you can, at the limit of grip, maximizing momentum, feeling the car's behavior, managing the car's behavior, remembering that SMOOTH IS FAST.

*A note to *all* drivers with regards to "drive it like you stole it": DO NOT DO THIS ON PUBLIC ROADS. The police will not be amused, nor will they be understanding. They may think that you must have stolen it, in which case they may teach you what a "felony stop" is. It's not pleasant. Ask me how I know.



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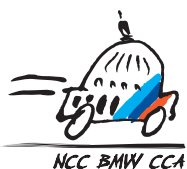
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