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Cover: E30 M3 Club Racers of Richard Pineda (middle), Charles Karnati (left) and Gary Bossert (right) at the 2015 O'fest. Event article on page 20. Photo: Paul Seto.

Magazine of the National Capital Chapter BMW Car Club of America

derBayerische

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



President's Message

Oktoberfest 2015 is now history. What an awesome time! I'll have memories of our yearly gathering of all things BMW forever. This last week was filled with camaraderie like no other, something only family can deliver. Many thanks to our National office and the New Jersey chapter for really pulling together such an incredible event.

The schedule was filled with rallies, driving events, concours, and so much more. One of the best parts was being able to catch up with old friends and meet new ones. We all share a passion for BMWs, but people is what makes the CCA so special. For years people would ask whether I would be attending O'fest and I finally went last year to Beaver Creek. This year however was much more rewarding, as I was able to hang out with several long time NCC members who made the short trek to South Jersey. I was blown away by their love for CCA and our chapter. Some were founding members of NCC or past board members and while they may not make it out to many events anymore, they shared their experiences of the obstacles they faced and their memories of the good times of prior O'fest and chapter events. That's when it dawned on me; I'm just trying to continue the legacy. Our chapter is special and not just because we're the biggest, but because we have a history of being GREAT. The previous leaders before me started this club, instituted the structure, and created the culture.

While today's club environment is totally different, I know I have some big shoes to fill. But, after experiencing my second O'fest and seeing the enthusiasm, I want to thank those who preceded me. You're the reason both CCA and NCC is GREAT, and I'm sold on continuing that tradition.

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FromThe Editors

There has been a brouhaha over "German Engineering." VW seems to have let everyone down. There are several possible ramifications to this, some specific to VW, some with possible implications for everyone.

The specific issue with VW is the mechanism in the electronic control unit, or ECU, of diesel power trains to defeat emission control except when being tested. This was apparently driven by the desire to make a diesel as simple to use as a gasoline-powered vehicle in order to corner the U.S. market. This will be costly for VW in sales, fines and recalls.

It appears that BMW is not suspect. There was a comment that the X5 did not perform in real life as in the emissions testing. I think that is true for all

cars. How important will be determined by a great deal of additional testing.

The Euro Zone really has egg on its face. In no case is there a check on the self-reporting of automobile manufacturers. So the emission results are what the manufacturers say they are.

In the U.S., at least, we do testing though it is very circumscribed. I suspect EPA will now embark on an extended effort to look at real-world emissions of automobiles to see how they compare with the tests and standards. Likely real-world results will be worse. The question that this raises is whether the results will be acceptable. For diesel power trains, if the divergence is too much, it might doom the sale of diesel engines, or at a minimum complicate

(and costly) care and maintenance. This is not a problem for large vehicles such as busses and trucks, but for small "residential" users.

In any case, VW stock has plummeted. Whether it can recover will be determined by whether its efforts to fix the diesel e-emission problem is successful. Speaking of Audi, the manufacturing glitch of a couple of decades ago caused sales to decline dramatically and a decade to recover. And this was not even an attempt to evade, but rather a manufacturing problem.

The question for the rest of us is whether this tarnishes just VW or German automobile manufacturing in general.

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CALENDAR OF EVENTS

September

- 3 Social @ BJ's Restaurant & Brewhouse
- 5 Autocross Points Event #5 @ Regency Furniture Stadium
- 9 Board Meeting/Social @ Brio Tuscan Grille in Rockville, MD
- 10 Columbia Social @ Bertucci's in Columbia, MD
- 12 Shenandoah Vineyards Concours
- 13 NCC Roundel Karting 2015
- 17 MoCo Social @ Pizza CS, Rockville, MD
- 19 DIY @ BMW of Annapolis
- 19 Classics on the Green in New Kent, VA (*)
- 21-26 46th Annual Oktoberfest in Galloway, NJ
- 23 NCC Roundel Karting 2015

October

- 1 NoVa Social @ BJ's Restaurant & Brewhouse
- 3 DIY @ BMW of Sterling
- 3 BMW CCA Cars & Coffee @ BMW of Sterling
- 8 Columbia Social @ Bertucci's in Columbia, MD
- 10 NCC Autocross Points Event #6 @ Regency Furniture Stadium
- 14 Board Meeting/Social @ Brio Tuscan Grille, Rockville, MD
- 15 MoCo Social @ Pizza CS, Rockville, MD
- 16-18 October 2015 HPDE @ Summit Point Shenandoah
- 17 Rockville Antique and Classic Car Show

- 17 NCC Member BBQ Sponsored by BMW of Sterling
- 24 ///M Club Day Driving School @ the BMW Performance Center
- 24 Solomons Saturday Social @ Solomons Island, MD
- 25 2015 NCC Autocross Race of Champions & Swap Meet
- 31 Sunrise to Sunset Tour Chincoteague to Shenandoah

November

- 5 NoVa Social @ BJ's Restaurant & Brewhouse
- 7 Cheesesteak Run IV & Eastern State Penitentiary Terror Behind the Walls
- 7 Street Survival (Columbia MD)
- 8 Street Survival (Columbia MD)
- 11 Board Meeting/Social @ Brio Tuscan Grille, Rockville, MD
- 12 Columbia Social @ Bertucci's Columbia, MD
- 14 DIY @ AKTIV Automotive
- 19 MoCo Social @ Pizza CS, Rockville, MD
- 21 Great Pie Run XVII - Enduro Run Meat & Pie

December

- 3 NoVa Social @ BJ's Restaurant & Brewhouse
- 9 Board Meeting/Social @ Brio Tuscan Grille, Rockville, MD
- 10 Columbia Social- TBD
- 17 MoCo Social @ Pizza CS in Rockville, MD



COMING EVENTS

NoVa Social @ BJ's Restaurant & Brewhouse in Vienna, VA

Thursday, November 5, 2015

Cheesesteak Run IV & Eastern State Penitentiary Terror Behind the Walls

Saturday, November 7, 2015

We will drive up to Philly for cheesesteaks and haunted fun. We will dine on some of Philly's finest and visit Eastern State Penitentiary Terror Behind the Walls. Why are we doing this after Halloween? The prison takes the haunted house theme to a new level the weekend after Halloween. When we went last year it was still a pretty nice crowd.

Street Survival (Columbia MD)

Saturday, November 7, 2015

Host: NCC BMW CCA
Lincoln College of Technology
9325 Snowden River Parkway, Columbia, MD 21046

Street Survival (Columbia MD)

Sunday, November 8, 2015

Host: Northern Virginia Corvette Club
Lincoln College of Technology
9325 Snowden River Parkway, Columbia, MD 21046

Board Meeting/Social @ Brio Tuscan Grille in Rockville, MD

Wednesday, November 11, 2015

Columbia Social @ Bertucci's in Columbia, MD

Thursday, November 12, 2015

DIY @ AKTIV Automotive

Saturday, November 14, 2015
22 W Diamond Ave, Gaithersburg, MD 20877

MoCo Social @ Pizza CS in Rockville, MD

Thursday, November 19, 2015

Great Pie Run XVII : The Enduro Run Meat & Pie

Saturday, November 21, 2015

Catoctin Orchard to Wilson Farm Meats to (either) a BBQ place in Charlottesville or Bavarian Chef

NoVa Social @ BJ's Restaurant & Brewhouse in Vienna, VA

Thursday, December 3, 2015

Board Meeting/Social @ Brio Tuscan Grille in Rockville, MD

Wednesday, December 9, 2015

Columbia Social, TBD

Thursday, December 10, 2015

MoCo Social @ Pizza CS in Rockville, MD

Thursday, December 17, 2015



Here Comes the Sun! Shenandoah Vineyards Concours

September 12, 2015

By John McWilliams

For just the second time in thirty-six years, rain made an appearance for the start of the Harvest Festival at Shenandoah Vineyards in Edinburg, Virginia. Concours participants braved the elements, coming from the Maryland suburbs and northern Virginia. The additional canopy provided by our hosts, John Estep of E & E Autobody and Restoration, and Karen Tsitsos, was welcomed for the extra shelter it provided from the steady rain. The clouds broke

around 11 AM, and gave us three hours in which to prepare the cars (again!), complete the judging, and enjoy the hors d'oeuvres and wine under the canopies.

As the concours coincides with the vineyard's Fall Festival, a rain date had not been considered. We hope to change that for next year's event. Organizer John Estep is in negotiations with a nearby vineyard that will serve as our backup venue if necessary.



Event host John Estep totaling the score sheets.

First place 2002s – John McWilliams, 1974 2002tii

First place 3 Series – Karen Tsitsos, 2002 330i

Second place 3 Series – Jill & Charlie Vest, 2003 330i

First place 5 Series – Pierre Duy, 2002 530i

First place 6 Series – Anita Patton, 1987 M6

First place 7 Series – Doug Dolan, 2001 740i Sport

Best of Show – John McWilliams, 1974 2002tii



Photo by Doug Dolan

Having been a BMW CCA member for some time now, I have reaped the rewards of many of the club's programs and benefits. About two years ago I purchased a 2005 E46 M3 (SMG) coupe after attending the Spartanburg ///M Performance Driving School by taking advantage of the reduced rates through the club. The draw was clear, and I had to have one after that experience. I had owned other BMWs, but never an ///M car.

Since then, I've become an active member of the NCC Autocross events and enjoyed them so much that I've now become an NCC Autocross committee member. It is a great group of folks running these events and I wanted to help and contribute to growing this program for the National Capital Chapter.

I had some success in my first full autocross season, so naturally I began modifying the car to compete at the next level for this year. So in the break between the May and July point events, I upgraded the wheels and tires from the OEM staggered to a square setup with wider 275 rubber all around and couldn't wait to get back out on the course to see if in fact I might be able to close the gap between myself and my rival buddy.

While awaiting the next event, I figured it was as good a time as any to schedule an appointment with a dealer to have the airbag recall taken care of. So I made an appointment, and drove to BMW of Alexandria to have the service performed.

When I was checked in by their service writer, he advised me that I also had something called a "programming" update that had yet to be done on the car and was asked if I wanted to have it taken care of as well. I didn't see any risk in getting it done, so I said, "Sure, let's knock that out too." He finished checking me in and had my car moved inside just before a late afternoon thunderstorm struck, which I appreciated more than he knew.

The next day I received a call at work from the service writer advising

me that the airbag recall had been completed, as well as the programming update. But then he dropped the bomb on me.

He told me that the SMG transmission was not shifting into the second or fourth gears! He said that their mechanics could not get the car to register those gears via the SMG or paddle shifters, and proceeded to tell me that because of this, I would most likely need to replace the transmission.

putting me on hold while he went to track him down. What he didn't realize was that he had accidentally hung up on me. Well, if my blood wasn't boiling before, it certainly was now. I tried calling him back and got his voicemail, so I left a somewhat irritated message asking him to have the service manager call me back at my work number as soon as possible.

It took an hour or two, but the service manager eventually called me back. I asked him to kindly explain

to lose my cool, repeating over and over again that the car drove fine the day before when I dropped it off.

He calmly listened to my ranting and tried to help me understand how this possibly could have occurred. Despite his calm demeanor, I wasn't buying it. After some back and forth, he told me they would try an overnight battery reset to see if that would clear the ECU of any residual cache in the memory and possibly register the gears the next day. Not having a choice, I agreed to have them try it. That night I didn't sleep well, ruminating on how this could have happened — not to mention potentially having to pay out a small fortune for a new tranny without any warning signs from the car before it was delivered to the service department. So, we ended the conversation that night with the hopes that the overnight battery disconnect would work.

At this point, I had written an email to both the dealership's General Manager and called BMW NA and filed a report of what was happening. Regardless of these steps, I still knew that the outcome was most likely going to be me drilling a hole in my wallet and sitting back while I watched the money drain out.

The service manager called me the next afternoon and let me know the long battery disconnect had not worked and we needed to have a tough conversation. I kept repeating, "But it drove fine when I dropped it off!" That was all that kept bouncing around in my head. I had nothing else to offer.

At this point I think he could really hear the panic in my voice and suggested one last ditch attempt to troubleshoot the issue. He said that by a stroke of luck, the BMW Regional Technician would be in the dealership the next day and they could have him look at it to see if he could identify something based on his expertise. At this point I was desperate and hoped this last lifeline would prove fruitful. I had somewhat given up hope, knowing I was headed out of

BMW of Alexandria

By Steve Muth

Wait... what!? I had just driven the car to the dealer the day before and had not had any transmission issues, or even indicators that there was any problem... what-so-ever! I've been driving the car for over two years without so much as an inkling that any issue existed. Yeah, it has just under 100,000 miles on it, but the transmission had been operating beautifully until now.

The service writer then made an attempt to discuss the cost for the new tranny, but I stopped him before he had a chance to lay out any numbers on me. I asked him to put a service manager on the phone to explain to me how this could possibly have happened. He tried walking me through potential scenarios that could have caused the issue but by this time my blood was starting to boil and I more assertively asked to speak with the service manager. He obliged by

exactly what was going on with my car — you know, the one that was drivable the day I dropped it off for the airbag recall. He explained to me that once the programming update was deployed they have to "initiate" the SMG transmission and hydraulic pump for the update to take. But, in this case when they tried to initiate the transmission, it wasn't registering the second and fourth gears. He said they had tried a few things, including a battery disconnect, but couldn't get the gears to register at all after the programming update had been installed.

He then said that I would need to start thinking about replacing the transmission and SMG pump considering they had almost 100K on them. He hadn't yet gotten to breaking down the numbers by this point, but in my head I knew we were talking, at minimum, \$8,000 or more. I began

town the next evening for a few days and I wasn't seeing any light at the end of the dark tunnel I seemed to be headed down.

The next day rolled around and I went to work in a lousy mood. I made it through the day and got home to pack up the Tahoe for our drive to Virginia Beach for the weekend and hit the road with the family. About an hour into the drive, my cell phone rang. I picked it up and realized the dealer's service manager was on the line. I cringed knowing what he was about to tell me; that they couldn't remedy the issue.

Next came shock number two to my system. He explained that the BMW Regional Tech had thoroughly looked at my transmission, researched the issue, and discovered that only a handful of

other E46 M3s that had received the programming update in the past had experienced the same problem. After looking into it, he determined that when this occurred (on other E46 M3s with some miles on the transmissions) it was a fault with the transmission reading the update for some unknown reason and not re-initializing as it was supposed to. I swallowed hard. He then calmly told me that the BMW Regional Tech had authorized a team of mechanics to install an all-new transmission and SMG pump and BMW NA would foot the bill.

Wait. What!? Yes, I heard him correctly. He said they would put in a new tranny and SMG pump and that BMW was covering the cost considering that the root cause was a defect in the system. I couldn't believe it!

I'm not usually the one who has this type of good fortune swing his way, until now! I was dumbfounded. Not only were they going to fix the issue, but they would pay for it too. I'm no gambler, but I'd be willing to bet you never saw that coming and neither did I.

All I wanted was my car back in the same working condition it was in when I delivered it to the dealer — that's it. BMW of Alexandria and BMW North America worked together to identify the issue and to find a resolution that not only met my expectations as a loyal BMW enthusiast but completely blow it out of the water. Wow.

BMW of Alexandria's General Manager, Paul Bavely, and his service manager, Bob Hammersley clearly made every effort to rectify the

situation, including having the BMW Regional Tech weigh in on my car. Had they not arranged for him to look at it, I might be working a second job by now. Yeah, I pushed a little — okay, a lot, but Mr. Bavely and Mr. Hammersley both addressed my calls and emails in a professional, courteous manner throughout the process.

I have a hard time thinking of any other combination of dealer and brand that would go to such lengths to maintain and reinforce why their products and service are without match. Did they build brand loyalty? You bet they did!



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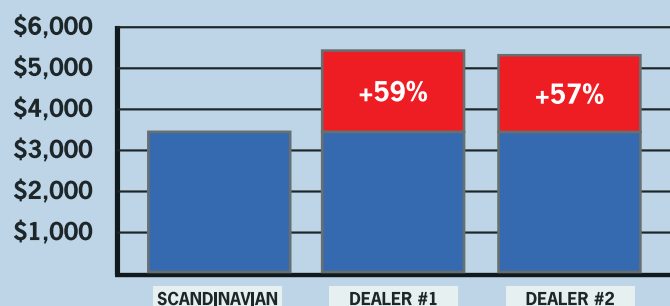
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Racing in the Rain: Soggy Sahlen's Six Hours

By Anna Maripuu | Photos by Bill Mandra

Sometimes a soggy race is better than no race at all. And sometimes part of a race weekend is better than no race weekend at all.

After the thrills at Daytona and Sebring, race enthusiasts of the Tudor United Sports Car Championship race series were surely looking forward to enjoying the bucolic beauty of Watkins Glen International and the ultimate race of the weekend, Sahlen's Six Hours of the Glen.

Nestled in pristine, green countryside near the finger lakes of New York, Watkins Glen race track has to be one of the most beautiful in North America. The Glen never disappoints. Nature, however, has a mind of its own. Last year's race was plagued with high temperatures, and this year, it decided to pour down with rain, and pour some more.

The copious amounts of rain posed challenges to cars and drivers as well as to the fans. Several of the parking areas were closed due to flooding, fans complained about having to park their cars in the mud (for those with rear-wheel drive, this caused problems) and one definitely needed an umbrella on hand and some waterproof rain gear unless you were one of the lucky few to spectate under cover.

Saturday afternoon it rained so much that the Tudor Qualifying runs for all four classes of cars were canceled, as well as the Lamborghini Blancpain Super Trofeo Series, race #2, and the Porsche GT3 Cup Challenge, race #3. Track officials deemed that it was simply not safe to run under such poor weather conditions.

But that is the nature of racing, you never quite know what is going to happen, and it all adds to the challenge and the excitement.

Not even the rain could blunt the beauty of the Glen. Just outside the perimeter of the race track area, black and white cows lounged in tall grass. You know the old saying, lying down cows means rain. As for race track



(Above) Much of the race was run under caution due to rain. (Below) Turner Motorsports #97 kicks up some spray at the apex.

proximity, the cows seemed to be inured to the sounds of the race track. Who knows, maybe they are race fans.

A glassy lake glinted in the distance, heavy fog and clouds brushed across the rolling hills, and the emerald green fields shimmered with falling rain. The few times the sun peeked through one reveled in the magnificence of the views.

BMW NA had shown up in full force. Strategically placed near the information center/main shop, it was one of the first tents visible in the infield with the BMW roundel flags flying high.

We missed the practice runs on Thursday and the qualifying runs on Friday as well as the first races of Saturday, and our arrival was timed exactly with the advent of the worst of the rain. This meant that the track had pretty much cleared out by Saturday afternoon. And this turned out to be a blessing. Practically by myself in the BMW NA tent, I was able to spend some "time alone" with four exceptional cars.

The first car that I cuddled up to was the M6 GT3 racing car, which was making its debut showing at the Glen. Still dressed in camouflage, it will not be fully unveiled until the end of 2016 when it makes its racing debut. Set to replace the Z4 GT3 that has seen such professional success over the recent years, it is a hulking beast of a car in comparison. I could not get over its imposing size and beefy stature. Shiny exhaust pipes glinted on its muscular front flanks. It is hard to imagine that this intimidating car will be agile enough to be a great racer. But it may just have the muscle needed.

Although featuring a longer wheelbase than the Z4 GT3, the biggest improvement is said to be under the hood. The M6 GT3's 4.4 liter M twin-turbocharged V8 engine produces an excess of 500 hp. A few intake modifications have been made to the car, but otherwise, it has essentially the production engine. The chassis has been optimized by hand for the





specific demands of the racetrack by the BMW Motorsport workshop in Munich. The focus by BMW has been to meet the highest standards in motorsport development, using a racing gearbox, racing ABS and

GTR Spec race car from 1996. It was the world's fastest and most technically advanced production car of its day and a racing variant of the McLaren F1 sports car. First produced in 1992 with production

Peterson 1975 3.5 CSL Batmobile (IMSA Camel GT race car), that we have come to know and love so well, was on display. BMW NA has been treating us to this car this season at various racing events and car shows, including Daytona, Sebring, and Amelia Island.

The 3.0 CSL race cars were the first to be developed in 1972 by Jochen Neerpasch and sported the new official colors of BMW Motorsport – red, purple and blue. CSLs continued to win as one of the most successful production racers of all time well into the late 1970's. Production ended in 1975 to make way for its successor, the BMW 6 Series.

Throughout its span of development, the inline 6-cylinder engine grew from 3.2 to 3.5 liters, increasing horsepower from 340 to 430, thanks to the development of a four-valve cylinder head. Campaigned under the racing numbers #24 and #25, the CSL enjoyed considerable success winning at Sebring, Riverside, Laguna Seca, Daytona and Talladega in 1975.

The chassis on display is configured as it was when raced in the 1975 12 Hours of Sebring and is owned by BMW NA.

Sunday, June 28th, dawned drizzly. The green flag was scheduled for 10:00 am. After an eight week break in the Tudor United SportsCar Championship, it was going to be exciting to take in this race. BMW Team RLL was racing the Z4 GTE, with Bill Auberlen and Dirk Werner in the #25 and John Edwards and Lucas Luhr at the helm of the # 24 in the GTLM class.

Watkins Glen is a long and challenging circuit and is all about handling. It has complicated corners like turn five and the Carousel that leads into long straights. BMW Team RLL had



racing electronics. This car should be an improvement over the Z4 GT3 as these cars had several shortcomings, including the inability to fully optimize their compact V8 powertrain, which left them struggling to gain top speed.

Currently in the testing phases, the M6 GT3 should be ready to race in the Pirelli World Cup Challenge and the Tudor Championship in the GTD class next year. BMW Motorsport has not stated yet whether there will be a GTE version to replace BMW Team RLL's current Z4 GTLM cars, so one may assume these cars will continue their successful program.

The other car being revealed to the public for the first time was the M235i Racing. It is going to be made available to North American enthusiasts next year.

An oldie but goodie in the lineup was the McLaren-BMW F1

ending in 1998, it featured a fully carbon-fiber structure. McLaren turned to BMW to develop an engine worthy of this supercar. A total of 106 cars were developed, 28 of which were GTR race cars. With a naturally aspirated 6.0 liter, twin-cam, 4 valve, V-12 engine, this car was capable of 636 hp.

It was so beautiful and unique that I wanted to take it home with me and tuck it in next to me in bed. This was truly the car to snuggle up with and spend the rest of your life with! With a cockpit like no other, the driver seat is in the middle of the car and positioned slightly forward, providing superior driver visibility. The car on display in the BMW tent was the #17 chassis which had a three-race career in 1996, including running the 24 hours of Le Mans. It is in an unrestored state and owned by BMW NA.

Lastly, the #25 Redman

(Top) BMW team RLL #24 and #25 duke it out with #3 Corvette C7.R and #911 Porsche 911 RSR in the straight. (Middle) WeatherTech #22 hot on the heels of Turner. (Below) #25 BMW Team RLL running in fifth place as #23 tries to overtake.





received some balance of performance upgrades after completion of their test runs which the team hoped would benefit them at the Glen.

The Six Hour race would be run with four classes of cars, the Prototypes (P), Prototype Challenge (PC), the GT Le Mans (GTLM), and GT Daytona (GTD). The only other team running a BMW was Turner Motorsport in the GTD class, with its Z4. In the GTLM class, BMW Team RLL would compete with Corvette Racing, Team Falken Tire (Porsche 911 RSR), Risi Competizione (Ferrari F458), and Porsche North America.

Unfortunately, all the preparation, skill, and horsepower in the world could not fully mitigate Nature's plans. The first part of the race was drizzly, with some moments of no rain, but by the second half of the race, the rain started to fall harder and harder. During the last hour, it came down to a battle with the elements and being able to hold out. Though

both BMW Team RLL cars ran well through the first half of the race, car #24 crashed midway through. It was a dramatic moment that didn't get replayed, but everyone rooting for the team sitting across from the pits gave out a collective gasp as we saw it occur on the jumbotron on a part of the track out of our view.

That left car #25 to duke it out to the end in what had been a chaotic race, under caution and in very challenging and wet conditions. In the end, the Team Falken Tire Porsche took the win in the GTLM class. Wolf Henzler of Falken was able to take the lead around the five-hour mark, when Oliver Gavin in the class-leading #4 Corvette C7.R reported understeer and broken steering, and stopped on driver's right exiting turn 1. That took the Corvette out of the race, preventing the Gavin/Tommy Milner pairing from scoring another endurance race win after winning the 24 Hours of Le Mans. It also prevented Corvette Racing from



adding Watkins Glen to its run of wins this year at Daytona, Sebring and Le Mans.

Porsche factory driver Earl Bamber took the #912 Porsche 911 RSR past Bill Auberlen in the #25 car with 16 minutes to go in the race, to place second. Needless to say, that was an incredibly tense moment and a big disappointment as one hoped Auberlen would be able to hold car #25's second place position. It marked the second battle for second between these two cars in the race. On the opening lap, Auberlen had spun out in front of Bamber exiting turn 6 and contact damaged Bamber's front splitter.

The #3 Corvette C7.R of Jan Magnussen and Antonio Garcia finished fourth after a relatively uneventful race for them, save for one off-course moment, and the #62 Risi Competizione Ferrari F458 Italia of Pierre Kaffer and Giancarlo Fisichella came in fifth.

A pit stop within the final hour dropped the #911 Porsche 911 RSR of Nick Tandy and Patrick Pilet to sixth, while the #4 Corvette C7.R was classified seventh and the

#24 BMW Team RLL came in eighth due to John Edwards' mid-race crash.

All this drama made for an incredibly exciting race. With the unpredictable weather and all the yellow flags and cautions, drivers and cars and pit crews had to be on top of their game.

In the series, unofficially, car #25 of Werner/Auberlen and the Corvette of Magnussen/Garcia are tied at 157 points apiece in GTLM, with a 12-point lead over the Risi Ferrari and second BMW lineups. It will be very interesting to see how they fare in the four remaining races in the IMSA Tudor championship series: Road America, VIR, COTA and Road Atlanta. If we can be there to cheer them on in person, so much the better! No matter what the weather, a day spent at the track is a day well spent.



(Top) The race started out on dry pavement but conditions soon deteriorated to rain. (Middle and left) BMW Team RLL car #24 before and after its unfortunate mid-race crash by John Edwards.

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The Oak Tree Grand Prix Weekend at Virginia International Raceway

By Steve Tenney

We have seen the complete transition from the American Lemans Series (ALMS) to the Tudor United Sports car Championship (TUSC). We had the Baltimore Grand Prix with its three-year run. From the standpoint of the National Capital Chapter of the CCA (NCC BMW CCA) the Baltimore races were very memorable events and I know many of us miss having a racing event that close to home. The venue (as a street track) was

not really the best, but the event was a lot of fun. Let's face it, the better racetracks are a bit of a hike to get to, but at least, we can drive to VIR. In the last few years, the NCC has collaborated with the Tarheel Chapter to support a BMW Corral at VIR for the races there. Each year the attendance has increased and the experience has become very memorable. VIR is a great place to see a race. With a Corral to call home including many activities,

paddock tours and giveaways it's lots of fun. This August 21st to 23rd marked the tenth round. VIR hosted the very first IMSA GT race in 1971. It's typically hot in Southern Virginia in late August, but all in all the weather has made the events a great outdoor experience. There's a tram that one can ride from one end of VIR to the other and the chapter rented two golf carts to help us get around.



(Top) Ashley Freiberg and Kelsy Hill speaking to the corral attendees. (Above) The #24 Z4 competed with the #3 Corvette during the race and for the championship.

The corral has grown every year and was in a larger enclosure and a better location at turn 4b where the view includes turns 2, 3 and 4. Sandwiched between the Porsche Club and the Maserati Club, we were in good company and had prime track viewing between the Left Hook (turn 4) and the Snake (the climbing “esses”). For any course action you missed, IMSA TV was playing on a big screen TV in the tent. Many raffles were conducted of many nice items with the top award of the day being the M-School from Mike Renner representing the BMW Performance Center.

What is truly so wonderful about VIR is not only its beautiful and bucolic setting, but the fact that it has a tradition of fan accessibility. Fans can stroll through the paddock area and get up close and personal with racecars, drivers and teams. We can participate in pre-race autograph sessions and walks on the starting grid before the start of each race. After the races, there is nothing better than retreating to the Oak Tree Tavern for a bite to eat, or have a drink at Connie's Pub in good company. The country club atmosphere at VIR always comes through, and what better than a country club that features fast cars!

No race at VIR is complete without parade laps, and this year did not disappoint. Early Sunday



morning the entire BMW corral lined up behind the safety car for several laps around the track. Some club members were lucky enough to win hot laps in M3s with drivers from the BMW Performance Driving Center in South Carolina.

Teams

We have learned that many of the teams are very happy to entertain the club for visits in the paddock and discuss their season and upcoming plans. It's a chance to meet the drivers, team managers and see the cars up close. Kelsy Hill has been able to arrange for corral participants to visit a wide variety of teams participating in the two championships that include cars manufactured by BMW. TUSC has selected the VIR weekend to be a GT only event. This makes the GT cars the headliners of the weekend. Normally the GTs must compete with the prototypes for attention. The headline event was Sunday's race featuring factory-backed GT Le Mans racers along side the ultra-competitive GT Daytona class. The weekend also featured the

(Top) The Fall-Line Grand Sport E92 M3. (Middle) Trent Hindman, Ashley Frieberg with Kelsy Hill. (Below) Mike Renner from the BMW Performance Center.



Continental Tire Sports Car Challenge with production cars specially modified for racing. In the CTSC there were two classes of competing cars, the Grand Sport and Street Tuner classes. Other races included the Porsche GT3 Cup Challenge USA by Yokohama and the Lamborghini Super Trofeo. In the CTSC we have a single M3 in the GS class from Fall-Line Motorsports driven by Trent Hindman and Ashley Freiberg.

Both Trent and Ashley are special drivers, supported by BMW. Ashley is a BMW of North America Scholarship driver and Trent has been selected to be part of the BMW Motorsport Junior Driver Team after a competition in Europe in the spring. Trent was on his way to Zolder in Belgium to participate in the first race for the Junior Team and his first 24 hour race immediately after leaving VIR.

The field of M3s in GS has dwindled recently as newer platforms have become available. Fall-Line Motorsports has continued with the E92 M3 driven by Ashley and Trent. Also in the class are the Nissan 370Z, Mustang Shelby GT350R-C, Camaro Z/28.R, Aston Martin Vantage, and Porsche 911. In the Street Tuner class we have a much larger group of BMWs in the competition. Joining Street Tuner with BMW, we have Bimmerworld,

Team TGM, Burton Racing and Crucial Motorsports. We even have a mixture of BMW models being raced from the 328i (E90 & F30) to the 128i. Bimmerworld has lots of experience with the newer turbocharged cars and TGM (Ted Giovanis) has developed its E90 with lots of experience. Burton Racing, one of the top ST teams, winning the CTSC ST Championship in 2013 and finishing in fourth in 2014 was not entered to this race at VIR. Our corral group had paddock visits with Fall-Line, Bimmerworld and TeamTGM.

Over the last few years we have gotten to know both Trent Hindman and Ashley Freiberg after the visits they have both made to our corrals. With Trent at 19 and Ashley 23 years old, we can support young and up-and-coming talented drivers. We've visited with Bimmerworld many times over the years and always had very interesting discussions with Team Owner James Clay. Bimmerworld has two 328i F30s on the track, 81 and 84, driven by Tyler Cooke and Andrie Hartano and James Clay and Jason Briedis, respectively.

Ted Giovanis, driver and Team Owner of TGM, has always impressed us with his enthusiasm and interesting discussions. His co-driver, David Murry, has been one of the top driving coaches in the US

for many years and Ted's driving improvement comes from his work with David.

These folks are always willing to open their paddock to our group and spend time telling us of their plans and discussing the upcoming race.

On the TUSC side we have two BMW teams to follow, both very significant efforts. First we have BMW Team RLL, the factory supported Z4 GTE effort. The top BMW effort in the US with the latest BMW has to offer in the Z4 GTE car.

The Z4 GTE is driven by a very strong team of drivers; Bill Auberlen, Dirk Werner, Lucas Luhr and John Edwards. Bill and Lucas are two of the most experienced drivers in the series. John just had his first experience at the Nürburgring 24 Hours. The second team to visit is the single car effort from Turner Motorsports, long time competitor with BMWs of many types. Turner is running the Z4 GT3 variant in GTD and was the champion in the class in 2014.

Drivers Michael Marsal and Markus Palmtala have been in the series for some time. Markus is also competing in Europe with the MarcVDS BMW Z4 GT3 and is a very experienced GT driver having competed numerous times at the Nürburgring. This year has been a difficult year for the BMW GTD car

since IMSA heavily restricted the car at the beginning of the season. At Daytona and Sebring, the Z4 GTD was at the back of the field, easily a second off the pace. The series has begun to remove those restrictions, but it will be too late to make a difference this season.

Continental Tire Sports Car Challenge

Qualifying would see the Nissan 370Zs in first and second. The Nissan looks very fast and from what the drivers have said, very light. The new Ford Mustangs have done well recently, but one of them crashed during Friday practice and did not

(Below) Ashley Freiberg's M-Nail Polish. (Bottom left) James Clay Bimmerworld Team Owner. (Bottom right) Ted Giovanis with Paul Seto.





compete. The season has been dominated by the Camaros with their very large 7L motor, but they have been continually restricted by IMSA and have begun to struggle under so much weight and intake restriction. The Stevenson guys were frustrated that the Nissan is about 1,000 lbs. lighter than the Camaro. At VIR they would qualify 1-2. The new Shelby Mustang with its flat crank engine has been good. Here we have a new car that enters the series in the middle of the season and runs away with a few races until the series can realign the balance of performance (BoP). The Camaros do well to qualify in the top 10, with the Porsche in 4th. Ashley qualified the

M3 in 6th, which is good for a race at VIR. Trent and Ashley believe that they will do well on the longer runs of the race rather than the shorter

sprint qualifying scenario. The M3 has done well, but has gone out of one race due to an engine problem and was punted out at Lime Rock.



They both feel they can find a win in this season.

Ashley started the #46 Fall-Line M3 and drove well to move up to second place before turning it over to Trent Hindman. The job of the first driver is to hand the car over to the second driver in a good position and in one piece. Ashley did that and put Trent in the best position possible. Ted Giovanis in the Team TGM 328i, wasn't as fortunate as Ashley Freiberg and was pushed off track by an over zealous Audi and out the race after only 6 laps.

The Bimmerworld team had mixed results with the #81 car going out with an engine fire at lap 17 and the #84 finishing the race 18th in class.

Once Ashley handed the car over to Trent, it looked like he was headed for a podium in third or maybe higher with something special at the end. The question for all of the teams as the end approached was; do you have enough fuel?

Trent was one of the first to need to make a quick stop for fuel and would lose some time when the car didn't restart immediately. It was a rather disappointing situation that the Fall-Line car went from a podium to perhaps 7th or so, but then the fuel issues hit many of the cars, with the leading Nissan running out of fuel at the Oak Tree Corner on the last lap. So, with the scramble for fuel and quick pit stops, Trent finished just off the podium in 4th place.

Tudor United Sports Car Championship

The balance of performance is critical to these series of mixed cars. The GTLM class includes cars from

(Top) Bill Auberlen, Luca Luhr & John Edwards, BMW Team RLL. (Middle) The GS M3 competed well finishing in fourth. (Left) Michael Marsal with Don Salama & Will Turner.

THE OAK TREE GRAND PRIX

the Porsche 911 RSR, Corvette C7.R, Ferrari F458 and the BMW Z4 GTE. At the race previous to VIR at Road America, the speed differentials and the placing of the cars made it look like the Porsche and the Ferrari have an advantage over the BMW and the Corvette. Michelin introduced a new tire before the Road America race. Michelin has traditionally offered a tire that can run for a long distance. They typically refer to their tires as multi-stint tires. The new tire is being called a single stint tire, so it much be softer to provide a lot of grip for one stint. There was talk that Porsche got to test these tires before Road America and then the weather was bad there, so no one else got practice them, leaving Porsche well ahead of the BMWs and the Corvettes. From the discussions that we had with Team BMW RLL they felt they had the answer for the speed differential, so there was at least some optimism.

If we look at the race results for 2015, what stands out is that the



#911 Porsche has won the last three races. While this race had its moments and the teams all tried hard, the Porsche led every one of the 92 laps.

With two races left the championship could effectively be over. The #911 Porsche has a 5-point advantage over the #3 Corvette and an eight point advantage over the #25 BMW.

For the race, BMW Team RLL made the decision to split the tire strategy between the two cars with the #24 car running a mix of the new single stint tires and the #25 car the more normal Michelin tire strategy. This would require an extra stop for tires, but might generate better lap times. Porsche held the lead from the start with the #911 car to finish one and two. The Ferrari was third

(Top) The TGM 328i. (Middle) The Porsches were untouchable at VIR. (Below) The GTD & GTE BMW Z4s



and showed some excellent top speed, with the two BMWs behind and the Corvettes following with the Falken Porsche in between them. Dirk Werner was optimistic that they've begun to understand the new tires, but Antonio Garcia (#3 Corvette) said that it felt like the Corvettes and the BMWs were in a different category. Nick Tandy in the #911 Porsche acknowledged that since the new tires have come along they have been good.

For GT Daytona, the Turner Motorsport Team has had a rough year, but things are looking up. Michael Marsal qualified the Z4 GT3 in 9th and drove an excellent stint to move up to 5th before he turned it over to Markus Palttala. In GTD, each team has a professional driver and an amateur. The cars are based on FIA GT3 rules, but modified by IMSA. We see here the Ferrari 458, Audi R8 GT3, Aston Martin V12 Vantage GT3, Dodge Viper, Porsche 911 GT America and the BMW Z4 GT3.

The BoP limitations that IMSA placed on the BMW Z4 GT3 effectively limited overall success in 2015. Now that adjustments have been made, Turner Motorsports has moved toward the front. Palttala had the fastest lap of the race almost ending up on the podium. Will Turner told the TV audience that they had made the decision to conserve fuel in the hope of jumping ahead of those who had to stop. It might have been after that announcement that Palttala set the fastest lap of the race. In any case, at VIR, Turner got as good a result as could be expected with a fourth place finish.

Two weeks after the VIR race, IMSA has announced some changes to the BoP for the last two races of the year. The GT LM Porsche will receive an added weight of 20kg. No other adjustments were made. We'll have to see if this adjustment allows the Ferrari to perform at the front at the last two races at the Circuit of the Americas and Petit Lemans at Road Atlanta.

Plans for 2016

2016 may be the first time in a long time that there is no BMW in the CTSC GS class. When asked about plans for new cars, the simple answer was; BMW says that the M4 is for the DTM and they aren't interested in making it into a racecar. There was a plan to develop the car in the U.S., but it appears that the plan has not gotten very far and is probably not going much further. We will have the M2 coming in 2016, but it isn't likely we will see it race until 2017.

For the TUSC GTLM class, BMW is working hard on the development of the M6 GT3 car. The GTD class in TUSC will become primarily a true GT3 class next year and will not require the adjustments that must be applied this year. The good news is that Turner Motorsports has announced that they will purchase two cars. Will Turner said that it's time to move on to the next best thing and that's the

M6 GT3 car. He said that the Z4 has been great, but he's looking forward to BMW's latest offering. On September 15, 2015, BMW introduced the M6 GT3 car and released non-camouflaged photos.

There is the belief that some of the European teams might come over to participate in Daytona, Sebring and perhaps some of the other U.S. races. This could make for some very large fields for these races. BMW Motorsport will want to run in the GTLM class with a GTE car. Jens Marquardt from BMW Motorsports has insisted that the Z4 GTE car is really a very different car from the GT3 car, so they will have work to get both ready in time. BMW Motorsport needs to negotiate to have this car homologated to compete in the series. They are on track to do that and intend to have cars ready for the first test for 2016. The first official event is the Roar Before the 24 at Daytona in January. There's a test in the fall to carry out BoP balancing that these teams are supposed to participate in, but it doesn't look like BMW will be ready for that. We spoke with Lucas Luhr who Bill Auberlen pointed at and said, he's doing the testing, and Lucas said (with a grin) it's going well and the car is good. The car will have the twin turbo V8 from the M6. The teams that are placing orders are conducting the testing. The MarcVDS team that competes in Europe has been testing the car, but Markus Palttala said that he had missed his turn. He's anxious to get a try at the new car, which will come very soon.



Photo by BMW Motorsport

(Left) The M6 GT3 that BMW plans to race in 2016.

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Traditions

BY Anna Maripuu

PHOTOS Anna Maripuu
John Hartge
Paul Seto

O'fest in Absecon, New Jersey — As Close As It Gets

September 21- 27, 2015



If you wanted to spend the last week of September chasing the Jersey Devil in a whirligig of car fun, the week of the CCA Oktoberfest in Absecon, south Jersey was the place to be. The Stockton Seaview Resort was the center of the activities and when I say the week was action packed, I'm serious. The fun to be had in the Garden State never seemed to stop. It was literally full speed ahead, BMW style.



Our hosts for this year's Oktoberfest were the New Jersey Chapter, with Jeff Caldwell, President, and Larry Engel, Oktoberfest Chairman. CCA President, Steve Johnson, was on hand to make everyone feel welcome.

The CCA Foundation kicked off the first big event on Monday, a Charity Golf Outing at the Stockton Seaview Golf Club. Fran Hughes and Andrea Galehouse facilitated the outing, sold mulligan tickets and saw to it that participants had a great time. Hole 7 featured the BMW of Atlantic City X5, posing against a distant view of Atlantic City across the water. You never expect to come upon an i8 in the rough, but that is exactly what hole 15 offered up, where golfers tried to score a hole-in-one to win the car.

Oktoberfest registration was

open at the hotel all weeklong, as participants came and went, some staying for a day or two, others electing to spend the entire week. The Turner Motorsport girls were a big hit, on hand to give out lanyards. The vendor area in the hotel bustled with the presence of such partners and vendors as Pirelli, Bridgestone, Atturo Tires, HRE Performance Wheels, Forgeline, Shell V-Power Nitro+, Xpel Protective Films, Microbead Car Covers, Odometer Gears, Enthusiast Media Group and the BMW CCA Foundation.

BMW NA offered test drives throughout the week in an array of cars, two with manual transmissions, the 340i and the 235M. Other week long activities included the Atturo Tire Fun Rally, which could be completed at any time by driving approximately 43 miles to



answer some 70 questions with the aid of odometer cues. The answers were obvious if you got them, but there was a lot of peering at houses,

slowing down, discussion, and scratching of heads!

The Xpel Photo and Trivia Contest could also could be



(From the top) John Hartge's 2002 and John Steers' M5 among BMWs displayed on hotel front lawn. Rare 3200CS ready for Concours judges. Bill Auberlen and company wait for the start of the CCA Foundation hot laps. (Left) Brian Redman launches the legendary 3.0CSL Batmobile from pit lane for charity laps.



break from the Concours, which was difficult to do since the eye-candy cars were unbeatable, could take part in the BC Tire/Hankook Gymkhana, held near the carwash area. This year, the Gymkhana did not involve cars, but the use of red and white racing stripe golf carts. Participants were warned that they

accelerated fast and there was some significant camber to the course. Nobody wanted to see an overturned golf cart! The course required the passenger and driver to trade off on arranging a beach blanket, radio and cooler on the 'Jersey shore' (wearing a hat that was way too big), flip a coin into the 'toll-

completed at any point during the week. Race simulators were strategically placed in the vendor area for some racing fun. Griot's Garage held car care clinics and sponsored a DIY carwash in the hotel parking area with free use of their products. Evenings saw club members relaxing in the Spaten Biergarten with a choice of free beers. The darker 'Oktoberfest' beer was a big hit.

Tuesday morning saw the front lawns of the resort graced by the Pirelli Counours d'Elegance cars. Among the truly amazing cars on display was Joe Ajavon's #16 3.0 CSL Batmobile which had been displayed at the Pittsburgh Vintage Grand Prix this year and a car that he has been working on since 1987. The other car that really took my breath away was not a car, but a WWII-era BMW motorcycle transporter with a pre-war BMW motorcycle being carried. The attention to brass and nickel detail was stunning, with highlights that included an oil can sporting the BMW roundel on the fill cap.

The machine breathed to life easily with a single motion on the kick starter by the owner. Lastly, mention has to be made of the flawless and beautiful 1965 3200 CS 'Bertone Coupe'. A very rare car, it is estimated that of the 603 cars manufactured between 1962 and 1965, fewer than 100 survive. The 3200 CS is the first BMW to feature the beloved "Hofmeister kink" in the "C" pillar. This trademark has distinguished every BMW to follow. The car on display was restored by Don Dethlefsen at The Werk Shop in Chicago. It has won many awards recently.

Those wishing to take a short

(From the top) Matching E30 M3 Club Racer tributes of NCC member Richard Pineda (#6 middle), NY chapter member Charles Karnati (#5 left), and NJ chapter member Gary Bossert (#4 right). Last-minute detailing on Gary Bossert's 2002 Turbo. The judges take their time judging the cars at the Concours.





booth on the NJ turnpike', run a shopping cart slalom with a very heavy shopping cart, and slip on a coat to skulk in order to hide a body in a box. It was a true Jersey style Gymkhana that had everybody laughing. Sometimes we just have to make fools of ourselves.

The afternoon was taken up by the Odometer Gears TSD Rally. Those running the rally had already attended a briefing the night before. If you have never run a 'Time Speed Distance' Rally before, they are fun, but not straightforward, as there is a technical aspect to them. They definitely take skill and team work. You will either come out of the rally greatly respecting your partner, or it might just cause some animosity. Luckily my partner was cool, calm and collected and we were able to work together well. When we were off by 15 whole minutes during a latter leg of the rally, we just laughed about it. Being competitive is one thing, but having fun with your friends at O'fest is even more important!

The rally was called "The Search for the Jersey Devil," and we were given some background on the Jersey Devil legend. We started with an Odometer Calibration Leg after which we commenced to the timed portion of the rally. Along the route, there was an optional activity to search for images of the Jersey Devil and note between which NRIs the image was spotted (numbered route instructions). The four teams

with the highest point total won two bottles of Jersey Devil wine.

Wednesday offered a choice of a tour of the Simeone Car Museum near Philadelphia or a Cape May winery tour and lunch at the historic Cape May landmark hotel Congress Hall, at the Blue Pig Tavern. Some took a trolley ride of historic Cape May, while others took a brief stroll on the beach to watch the last of the summer surfers bobbing in the waves and the seagulls flocking together under a bright blue sky.

The Bridgestone Autocross, Shell V-Power NITRO+ Driving Schools and Foundation Car Control Clinics were held on separate parts of Bader field near Atlantic City on Thursday and Friday. With the backdrop of the casino hotels and having to guard your lunch from flocks of unruly

(From the top) At the CCA Foundation Charity Golf Outing at the Stockton Seaview Golf Club. O'fest participants took an excursion to the Cape May seashore on a perfect sunny day. Smiling Woody Hair returns from BMW NA Z4 Test Drive. E46 PTG M3 race car at the BMW NA Classic Motorsport display. The Odometer Gear boys, Myron, Roger, and Jeff Chapman. Michael Mitchell and Andrea Galehouse man the CCA Foundation booth. CCA club wares booth. Checkpoint on the Jersey Devil-themed TSD Rally.





Jersey seagulls, this was a beautiful place to hold the events.

The autocross course was a challenging one, but fast times were still obtainable by Terry Baker in his 2012 128i on day one with a time of 70.5, and Matt Murray in his 2011 1M on day two with a smoking time of 68.5. The 1M is a unique car in that just under 6,400 were produced worldwide during its production run, and in 2012 Matt's car was one of only 740 built and imported for the U.S. market. Matt is responsible for Autocross safety and did a significant amount of work to make the event go smoothly as did coordinator Mark Mallory. Many other volunteers were involved, without which our events cannot be held.

I was offered a passenger ride on the course by both winners, but it was too difficult to squeeze into Matt's 1M with a helmet on. Terry took me for a rip-roaring ride in his 128i, and it became clear to me that it was a fun but challenging layout. It helped me to understand why the first few runs had included many 'off course' excursions as participants got used to the course.

This may be a good time to pause and mention volunteering. I volunteered to help out with a number of different events during the course of O'fest because I think it's a great way to immerse yourself in the activities, learn more about

them even if you aren't doing everything and certainly get to know other club members better. O'fest is the one time of year all the chapters get together and it's an opportunity to reconnect with friends who aren't in your chapter. It's also the perfect time to make new friends. We have our love of the marque in common, and though our interests within the club may differ, the cars unite us.

I also need to mention the daily dinners that offer another great opportunity time to commune with fellow club members. At each dinner a raffle was held and some really great prizes can be snagged. The dinners are sponsored by our partners and afford a time to socialize as one big group. They culminate with our BMW NA Awards Banquet, which was held in Atlantic City at one of the casino resorts on Friday night. But before that we were treated to a theme night Pirelli Tire Prohibition dinner on Thursday, held outside on the hotel terrace. Everyone dressed up in their best gangster suits and flapper costumes and a speakeasy was set up in a back room of the hotel (which is where all good speakeasies should be).

On Friday, Saturday and Sunday we collectively moved over to the New Jersey Motorsports Park for club racing, CCA Foundation Charity Hot Laps, Shell V-Power NITRO+ Driving School, Michelin



(From top left) Some NCC members appropriately dressed up for the prohibition dinner. Thursday night's prohibition theme dinner sign. Autocross trophies ready for the winners. Anna Maripuu, Larry Schettel and Barbara Adams show off their matching BMW watches. Matt Murray's pristine 2012 1M poses on the autocross field at Bader field near Atlantic City.

Drive and Compare and Hot Laps and the continuation of BMW NA test drives. NJMP offers up two great circuits, Lightning and Thunderbolt. They are both very safe tracks with exceptional run-off areas, but exciting with plenty of great turns like the 9 and 10 on Thunderbolt, entering the Octopus at turn 10, otherwise known as the Jersey Devil turn, which requires deep braking and tossing the car to the right.

Everyone who had a chance to either drive the tracks themselves in some capacity or grab a hot lap, was thrilled with them. One of the most exciting ways to get out on Thunderbolt was to grab a spot for a hot lap through the Foundation charity rides. Four famous BMW race cars and four famous race car drivers were available to take club members out for almost 3 laps (2 7/8ths laps). The No. 25 CSL was driven by none other than the legendary Brian Redman. Two M3 GTs (E92)'s were available for the first time ever for hot laps, with No. 55 piloted by Bill Auberlen, and No. 56 driven by Tom Plucinsky. At the helm of the No. 92 Joy M3 GT-2 (E92), was BMW Performance

Center driving instructor, Mike Renner.

It was an incredible adrenalin rush to be strapped in beside one of these four drivers and be ferried around the circuit at racing speeds. I'll never forget staring down the Jersey Devil at turn 10 on Thunderbolt from inside a pedigree BMW racing machine. It has to be one of the all time highs of my life, and I know that each and every person who attended Oktoberfest this year had their personal moment of "wow." We will look back fondly on all the great moments that unfolded over the week, expected and unexpected, as we anticipate next year's Oktoberfest in Monterey. Luckily for us, we get to do this all over again next year.

(From the top) NCC member Anna Maripuu with Bill Auberlen in Atlantic City at the BMW NA Awards Dinner. Tom Plucinsky waits patiently as Anna Maripuu gets strapped in for the hot lap of her life in the No. 56 M3 GT (E92). Some of the NCC O'fest attendees posed for a group shot.



The Voice of Experience

By John Hartge

This was my 24th Oktoberfest. I feel like an old veteran until I run into Michael Izor of the Boston chapter each year. He has been to every Oktoberfest, 46 so far, the only person with that record. We had about 80 participants from the National Capital Chapter registered in New Jersey, a very nice showing and a big contrast to a couple events in the 1980s when I was the only NCCer at O'Fest. A core group from our chapter started making the journey fairly regularly and we found it addictive. Gordon Kimpel (22 O'fests), Woody Hair (20) and I, no doubt, are the most persistent NCC participants, the chapter's old guard at Oktoberfest.

There are many BMW activities in which to participate, trophies to seek, and local side trips to explore. Plus there's the road trip just getting to the club's annual party in your BMW. But mostly, there are people, old friends and new from around the country and the world. The older I get, the more time I spend at O'Fest circulating, talking, and not driving or buffing my car. Oktoberfest is a social happening. Try it, even for just a couple days, and you will soon be blocking out some of your vacation time for another BMW CCA Oktoberfest.

The 100th Anniversary of BMW celebration at Monterey in 2016 will be a long trip, but it will be one heck of a party.



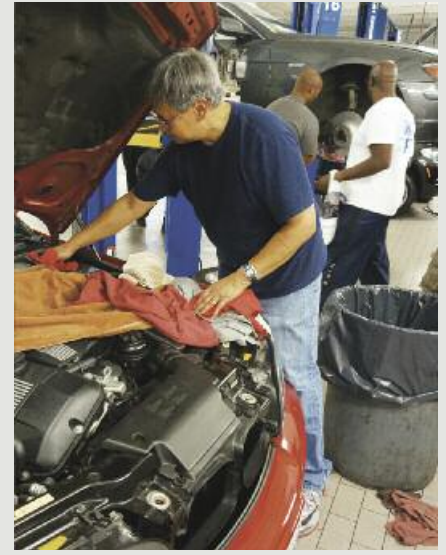
September DIY Event at BMW of Annapolis

By Marc Caden

The owner's manual of my 1973 BMW 2002 opens with the salutation "Dear BMW enthusiast," a clear acknowledgment that if you sought out this little German marque you were already an enthusiast. And considering that the accompanying manual titled "Service-Stations Overseas" lists only five authorized facilities to get your car serviced (even fewer in Virginia), BMW expected its new owners to be fairly savvy with a set of wrenches. For example, the owner's manual has the procedure for measuring and adjusting valve clearances to be done every 10,000 miles. This involves removing the valve cover and inserting a feeler gauge between each valve and rocker. All measurements are to be carried out while the engine is cold and in a cylinder firing order of 1-3-4-2 and at top dead center for each cylinder on the compression stroke.



(Top) Dan Cada slipped into a protective Tyvek suit and adjusted the parking brake on his Z4. (Above left) Bill Kraigsley flushed the brake fluid on his E36 while Patrick Pannett helped shine a little light on the situation. (Above right) DIY events can be a couple's bonding experience, as James and Anne O'Gara aptly demonstrated by changing the oil on their 2011 335d.



BMW also expected new 2002 owners to be able to adjust their drum brakes, gap spark plugs, lubricate the ignition distributor, renew contact breaker points, and replace all of the fluids (except in the steering box – a lifetime fluid). Back in the late 1960's and early 70's being a do-it-yourselfer was more of a necessity than it is for today's BMW owner. So when was the last time you did any of this to your car?

The last BMW I know of that needed valve clearances adjusted is the E46 M3 – which stopped production almost 10 years ago. Since BMW introduced hydraulic lifters, adjusting your valves has gone the way of the dinosaur. In fact, if you buy a new BMW all of your car's service and maintenance is included for four years or 50,000 miles.

So what can you do on a modern BMW at a DIY event? Well, you can install a performance upgrade like a cold air intake, ECU chip, or bigger sway bars. Some club members also prefer to change their oil more frequently than is currently recommended by BMW. Many people also like to change fluids that BMW considers to be "lifetime" fills, but that BMW CCA tech editor Mike Miller suggests would benefit from periodic replacement (such as your manual transmission fluid).

BMW of Annapolis graciously hosted our September DIY event. As you might expect, BMW of Annapolis is a state-of-the-art facility with 35 lifts and the most advanced diagnostic tools and machines. They also offer loaner cars (with appoint-



(Top right) In preparing to flush the brake fluid on his E46 ZHP, Mario Rodriguez carefully laid out some towels to protect his car. Brake fluid can eat the paint right off your car if not cleaned up after a spill.
(Above right) Patrick Dietz changed the oil on his 2008 X5.





rear differential/manual transmission fluids on his 2001 330i. Bill Kraigsley flushed the brake fluid and changed the oil on his 1995 325ic. Chris Wootten tackled a troublesome trunk leak in his 1984 533i by changing the gasket behind the side valence panels. Mike Holder changed the oil on his Z4 M Roadster. James and Anne O'Gara changed the oil and automatic transmission fluid on their 2011 335d. Patrick Pannett changed the oil on his 2011 X5 3.0. Mario Rodriguez flushed his brake fluid and clutch line on his 2006 330ci ZHP. Many more people accomplished jobs than could be listed in this article.

As always, Phillip Cummings kept the event moving along smoothly and provided a nice pizza lunch. Many thanks goes out to BMW of Annapolis and Bob Hoffman and Erik Fischer for hosting this event. My final thanks goes out to club member Clay Weiland for teaching me the lost art of adjusting valve clearances with a feeler gauge on my car a couple of years ago. Three of my cars still require this procedure and ever since Clay's tutorial, I have been doing it on my own.

ments), courtesy shuttle, discounts for club members, and a comfortable waiting lounge with coffee and snacks. Importantly, however, is that nearly all of their technicians are Level 1 certified by BMW – meaning that you have the most experienced technicians working on your car. The facility also boasts a BMW certified collision center and several club members shared with me positive personal experiences with their body shop.

Like any good car, I think a service facility is no better than the sum of its parts. Two key components at BMW of Annapolis are their shop foreman – Bob Hoffman and Eric Fischer. At each of our events

they are the first to welcome us and it is evident that the day is as much fun for them as it is for us.

Bob has been working on cars, mostly imports, for the last 30 years. He has spent the last 8 years working at BMW of Annapolis and has four BMWs in his stable: a 1989 635CSi, a 2002 X5, a 2004 650i cabriolet, and a 2014 X1. Eric started working at BMW of Annapolis while attending Lincoln Tech and he has been there every since –10 years now. Also a car enthusiast, he drives a tastefully modded 2011 335i.

Both Bob and Eric spent a lot of individual time with each participant to make sure that everyone got the job done right. On several occasions

this involved one of them “scrubbing in” and lending a helping hand with a wrench, pliers, socket, or screwdriver. In short, we can't thank them enough for all of their hospitality and assistance at this event.

Trudy Hilliard and her son Lamar replaced the front window seal on her 2006 Z4 3.0si. Dan Cada donned a Tyvek suit and adjusted the parking brake on 2005 Z4 2.5. Brian Lovecchio replaced the fuel filter and



(Top) Chris Wootten shows DIY Coordinator Phillip Cummings how to remove the side valence on an E28 and replace the gasket underneath. Phillip will be doing this on his E28 M5 at a future event. (Above) Ed Darden replaced the front brake pads and rotors on his 2006 750Li.



NCC Crab Feast Fun Run

By Anna Maripuu

I'm not sure Crofton Middle School has ever seen such a picturesque line-up of Bimmers in its parking lot. I posted a picture of a row of colorful cars on social media and one follower commented, "we used to ride bikes to middle school!"

A large group of club members gathered (early as usual) on a sunny late-August Saturday at the middle school in order to commence the 2015 NCC Crab Feast Fun Run. Prepared by tourmeister Jeff Cannon, the route would take us from the school to Fisherman's Crab Deck in Kent Narrows in approximately an hour, covering 47 miles.

Filled with the requisite picturesque country back roads, the route took the group to a place called Cry Baby Bridge, where we were suddenly lost. I was car number four in the lineup so I witnessed a bit of discussion with the lead car, but before we could start crying, we were off again on the right track. There was no way to avoid a 24 mile stretch on Route 50 heading to the Annapolis Bay Bridge, at which point the caravan broke up and it was every Bimmer for itself.

I doggedly follow the car in front of me on tours because 1) I don't usually have a navigator to cue me when to reset

my odometer and 2) I didn't want to be bothered following the directions. Luckily I had Jerry Meadows in front of me in his Interlagos blue E92. It's a joy to follow him because he really knows how to drive. And the back of that car offers a very nice view.

The leaders of the caravan reached Kent Narrows and duly parked in neat rows in a large parking lot. As soon as the entire group had arrived, we gathered to pose for panoramic group photographs with the cars, kindly taken by John Garziglia. The car line-up here was impressive, as some fifty people showed up to partake in the crab feast.

Fisherman's Crab Deck had laid out a spread of hamburgers, hotdogs, shrimp and salads and sides to go along with the crabs. People were busy hammering away at crab shells and pulling crab meat out of claws. Even though it was a warm day, we were seated at long tables under a roof, so it was enjoyable to sit near the water, in the shade, socializing and eating.

No club event would be complete without the obligatory raffle, and we were very lucky to have Northwest BMW step up to the plate with some incredible prizes. There were so many great prizes



(Above) Club President Paul Seto, Kendra Seto, Secretary Gina Hector, Angela Livingston and Vice President Algie Livingston working on their first dozen crabs.





(Left) Everyone seemed to enjoy the unlimited buffet of food and non-stop crabs. (Below) Club members posing with their cars.

that everyone was a winner. Seriously, everyone present won something.

Club President Paul Seto, Membership Chair James Laws and dB Editor Anna Maripuu called out

raffle ticket numbers and dispensed prizes. The top prizes were three 1/18 scale M6 die cast model cars and a couple of pairs of BMW cuff links, which the big winners were delighted to receive. Other prizes

included some small model M3 DTM 2013 cars, a nice assortment of t-shirts and insulated mugs, some cool looking pens and even space age looking BMW air fresheners that use a blend of essential

oils to perfume your car.

It was a lovely day, and thankfully we didn't have to ride bikes to get to the crab feast – we got to drive BMWs. A great big thank you goes out to Northwest BMW for the

Photo by John Garziglia





fabulous assortment of prizes, and a very warm thank you to Paul Seto and Jeff Cannon for organizing yet another fun club outing.

(Above left) Cub members' cars parked at our meet point, Crofton Middle School. (Above right) Several of the door prizes provided by Northwest BMW. (Right) Chris Wooten's new-to-him E28.





A Nice Pair

By James Chew



*(Top) Brothers from different mothers.
(Above) The short rear decks hide the surprisingly large trunks.*

My first car was a used (I guess it's called pre-owned now) 1980 Dodge Omni 024. A competitor to the VW Scirocco, my Omni was Dodge's first affordable sports car designed in an era when both stringent fuel economy and engine emission standards drove new vehicle development. My Omni 024 looked sporty, handled well, and was able to achieve a combined 27 miles per gallon. However, its 1.7 liter four-cylinder electronically carbureted engine, coupled with a three-speed automatic transmission made straight-line acceleration a laughable experience (how many of you remember when Dodge tried to make 0-50 mph the new acceleration standard?). And despite the outstanding handling from the front-wheel-drive architecture, that 70 horsepower engine (wheel horsepower was 35) made canyon driving more like a leisurely Sunday drive rather than road racing. But the car was quite easy to maintain and repair, and the rear hatchback and folding rear seats made an ideal first "sporty" car. And my girlfriend at the time liked it.

One never forgets the feeling of freedom and spirit from a first car. And every time I'm driving a 2-door coupe, I think of that Omni 024.

Such was the case when I drove both the BMW 428i M Sport and Audi A5 S-line Quattro. While visiting both Northern and Southern California, I observed that both were quite popular with young men working at technology companies. When asked why, they all cited the sporty, seductive styling, the driving experience, and the relative practicality.

They also commented that young professional women like them.

For a week, I drove both vehicles to gain an appreciation of two different approaches to a young man's sports car.

Both introduced in 2013, BMW and Audi focused on their performance

heritage when designing these respective coupes. It's no surprise that our 428 was rear-wheel drive with a 50/50 weight distribution while the Audi A5 featured their famous Quattro system with the engine placed behind the front wheels to help alleviate the forward weight distribution bias of a front-wheel-drive car. For those that prefer all-wheel drive the 4 Series can be ordered with the proven X-drive.

Both of them featured the optional sport appearance packages – M Sport for the 428 and S-line for the A5. This may annoy sports car purists, but the respective marketing departments know that sporty looks sell. Remember my 70 horsepower Omni 024? It had a rear spoiler!

As you can see from the photos, both coupes are seductively attractive. When someone asked my preference, I informed him that it's like trying to decide between Heidi Klum and Claudia Schiffer. And I hope it's not because of a bias, but I prefer the BMW 428's exterior design to the Audi A5. In my opinion, the 428's exterior has better definition and flows better while the aerodynamically enhanced A5

design seems a little blurry. In my opinion, both coupes were in their best exterior color – blue for the BMW and red for the Audi,

When it comes to the interior, I prefer the Audi to the BMW. Audi, who set the benchmark for interior design, keeps raising the bar. The dash flows much better and the rear seating area features clever rear seat drink holders located near the rocker panels as well as cup holders integrated in to the center armrest. The BMW interior has a much roomier feel than the Audi. But the BMW's "floating" dash screen design makes that screen appear to be an afterthought. It does make me wonder if BMW is working with Apple to create an iPad port that will eventually replace the display screen.

Both the BMW iDrive and Audi MMI systems have improved significantly



since they were introduced. Both systems feature large, high-definition displays and outstanding graphics. Operating both is intuitive. It was a breeze to connect smartphones to these systems. Both systems use buttons to “jump” to the more popular items such as navigation, phone, and entertainment, and a knob for operating those selections. However, it still drives me nuts that you turn the knob counterclockwise to scroll up!

The front and rear seats are quite supportive and will have the driver and occupants feeling refreshed after a long drive. The relatively high center console makes the Audi's interior feel smaller than the BMW. While no one buys these coupes for the rear seating area, we found that two middle aged six foot

men were much more comfortable in the rear seating area of the BMW 428i over the Audi A5.

While neither is a hatchback, they both have impressive cargo room. Both have large trucks and both feature folding rear seats, which significantly increases their cargo carrying capacity. It's quite impressive to have this level of practicality and versatility in a coupe.

Both coupes featured fuel-efficient four-cylinder engines. Unlike the engine used in my 1980 Omni 024, both impressive four-cylinder engines feature race-proven direct gas injection technology and turbocharging. The BMW's engine is the familiar 2.0 liter four-cylinder engine that produces 240 horsepower and 258 foot pounds of

torque. The Audi 2.0 liter four-cylinder engine produces 220 horsepower and 258 foot pounds of torque. Both engines require premium gas and feature the “stop/start” technology to further increase in-city fuel economy. In combined city and highway driving, both cars achieved close to 30 miles per gallon.

While all the aforementioned items are important when selecting a sports coupe, it's the driving experience that distinguishes them from the competition. And whether in the city, on the freeway, or on mountain roads, both the BMW and Audi were a delight to drive.

BMW's rear-wheel drive and 50/50 weight distribution, coupled with the twin-turbo 4-cylinder engine

and 7-speed DCT provides a delightful driving experience. The standard run-flat tires have improved significantly to the point that there's not a perceptible difference in driving, handling, and ride characteristics. While some may yearn for a manual shifter, I think the 7-speed DCT with paddle shifters provides a much better driving experience. I suspect that the experience gained from the

(Top) The aggressive 4 Series exterior design carries over to the dash – though the screen does look out of place. (Below) The smooth, flowing A5 exterior design carries over to the dash. And yes, that's a MANUAL shifter in the A5.





BMW Racing vehicles has helped tune the 4 Series chassis, suspension, engine, and especially the DCT.

The Audi Quattro system, along with the twin-turbo four-cylinder engine and manual six-speed shifter was also a delight to drive. Audi did two things to try to alleviate this vehicle's natural front-wheel-drive bias. First, they moved the engine behind the front wheels. Second, they didn't use run-flat tires, so the spare tire adds some weight to the rear of the vehicle. And while the Audi A5 did feel a little heavier than the 428, it was as just as delightful to drive.

I've observed that when comparably equipped, Audi tends to be less expensive than BMW. Such is the case with the 428i and the A5. With the sport appearance package, leather interior, satellite radio, rear back-up camera, and navigation, the Audi's MSRP was under \$50,000 while the BMW was well over \$50,000. And with X-drive, a comparably equipped 4 Series is priced close to \$60,000. But even with what I would consider to be a steep price, both are popular with young tech-savvy men. Perhaps it's because both vehicles have rather attractive short-term leasing rates.

One of the results of these short-term leases is that it allows the target buyers to "own" both vehicles. After a week in the 428i and the A5, it's clear that both should provide a delightful owner's experience. Depending on which car I was driving, I was surprised at the number of young men that approached me and mentioned that their previous car was an A5 or a 3/4 Series.

This pair of German performance coupes provides outstanding competition for each other, forcing both companies to keep raising the bar. That's great for us, but bad for Mercedes, Lexus, Cadillac, and Infiniti.

As for my 1980 Omni 024, after four years of ownership and driving it over 80,000 miles I sold it to a college student for almost the same amount that I paid for it. I hope that Omni gave him just as much enjoyment as it gave to me.



(From the top) The 4 Series has roomy, easy to access rear seats that fold down for more cargo space. The now familiar twin-turbo 4-cylinder engine has been refined to have a near imperceptible "start/stop" operation. The trunk cargo area is perfect for a single guy with a girlfriend.



(From the top) The Audi A5 rear seat is quite comfortable, though accessing it requires some contortions. The Audi's twin-turbo 4-cylinder engine is placed in the center to reduce its natural front-wheel-drive bias. The roomy trunk features dual folding rear seats to allow for more cargo space. (Left) And yes the Audi has a SPARE tire – mainly for a more balanced weight distribution.



NEW MEMBERS

New Members through August, 2015



National Capital Chapter now has 5,183 members including 648 associate members who share in all of the benefits of being an NCC member. We continue to be the largest chapter in the U.S. and add memberships every month.

Do you know someone who owns a BMW, but is missing out on the rewards of belonging to the BMW CCA? They probably don't even realize what great

benefits they are missing, including parts discounts at local BMW dealerships and select independent service centers, the *Roundel*, the club's award-winning national, monthly publication, the Membership Rewards Program sponsored by BMW NA, and all of our local chapter activities. Please do them a favor and share this with them – after all, the more the merrier!

To our newest members listed below, you joined

the club, now join the fun! Check out our Web site at www.nccbmwcca.org for the latest event details.

Note: If your name is spelled incorrectly, please use the address change form found under the "Join and Renew" menu item at www.bmwcca.org to correct it. And, for those whose memberships are about to expire, it's easy to renew online at this Web site as well.

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Ramsey Andrawis	Christopher DiGiacinto	Darren Hattingh	Chris Majerle	Brian Pickerall	David Sunter
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This offer is valid only for BMW 3 Series (E46) Sedan, Sports Wagon & Coupe (built from 2000-2005) & Convertible (built from 2000-2006). Offer not available on M models. Prices include oil, parts and labor.

\$171.95 Replace Brake Pads / Sensors Front

This offer is valid only for BMW 3 Series (E46) Sedan, Sports Wagon & Coupe (built from 2000-2006). Offer not available on M models. Prices include parts & labor.

\$245.95 Replace Brake Pads / Sensors Front

This offer is valid only for BMW X5 Series (E83) (built from 2004-2010). Prices include parts & labor. Fluids as well as taxes may be additional.

\$89.95 Oil Change

This offer is valid only for BMW 5 Series (E39) Sedan & Wagon (built from 1997-2003), BMW X3 Series (E83) (built from 2000-2006). Offer not available on M models. Prices include oil, parts and labor.

\$199.95 Replace Brake Pads / Sensors Front

This offer is valid only for BMW 5 Series (E39) Sedan & Wagon (built from 1997-2003). Offer not available on M models. Prices include parts & labor.

\$198.95 Replace Brake Pads / Sensors Front

This offer is valid only for BMW X5 Series (E53) (built from 2000-2006). Prices include parts & labor.

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