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Cover: Dirk de Groen's beautifully restored 1937 BMW 328 displayed at Oktoberfest in Monterey. Read the Oktoberfest article on page 22. Photo: Anna Maripuu

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

VOLUME 46 | NUMBER 6

2 PRESIDENT'S MESSAGE

3 FROM THE EDITORS

4 CALENDAR OF EVENTS

4 COMING EVENTS

36 ADVERTISERS INDEX



6

6 Crabs Galore

BY LORI ARDRESE



10

10 Oak Tree Grand Prix at VIR

BY STEVE TENNEY



12

12 Anchors Away

BY ANNA MARIPUU

18 September DIY at BMW of Annapolis

BY MARC CADEN

20 Dominion Raceway

BY WOODY HAIR



22

22 Oktoberfest

BY ANNA MARIPUU

26 Cape Town: Chapman's Peak Drive and How I Fell in Love with a Mini

BY ABHEEK SEN



30

30 2017 BMW X3 xDrive 2.8i: Just Right

BY JAMES CHEW



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



President's Message

I can't believe the time went by so fast. This is the last *dB* of the year. But, now as I think back, it was an unbelievable year! We just had our pinnacle event as we hosted the America's Cup Tour, led by fellow CCA member, Captain Troy Sears. It was an incredible day as we took over the Annapolis docks with a beautiful display of rare and unique BMWs, followed by our picturesque sail across the Chesapeake Bay on the historic America. A special thanks to BMW of Annapolis for their generous contribution as they've been a big chapter supporter throughout the years.

But just because the end of the year is upon us, we still have plenty of fun events planned. Our famous Pie Run through the twisty Western MD mountains is always a wildly popular event. We also have a huge day planned at BMW of Sterling, as we'll be hosting our final Cars & Coffee, DIY, and New Member Reception all under the same roof! If you've recently joined BMW CCA or never been to a chapter event before, this is a great place to see what we do first hand. We have so many members that never come to events, but I firmly believe, if you come out and check us out, we'll get you wanting to come back for more.

Finally, I'm pleased to announce we have a date for our annual membership meeting. We're super excited to welcome back BMW Performance Center Chief Instructor, Mike Renner, and we have a few surprises in store so stay tuned for more information. This is also where we swear in our Board of Directors. All four positions are up for grabs every year, so if you've ever had a desire to help lead the world's greatest BMW enthusiasts, this is your chance. Do you have what it takes?



The 2017 Annual Meeting of the National Capital Chapter of the BMW CCA

Saturday, February 11, 2017 at the Embassy Suites,
8100 Loisdale Road, Springfield, VA 22150

Cocktail hour at 6:30 pm, dinner at 7:30 pm,
and the meeting starts at 8:30 pm

Register at



Guest speaker will be
Mike Renner from the
BMW Performance
Center



For room reservation options, please see the NCC website.

FromThe Editors

I must confess, in this day and age I do not feel the allure of manual transmissions. The “go” guys at BMW build an automatic that is better than any shifting I could do. And the “real” racers use it.

A new season, full of hope and fast cars.

One sad item is that we lost a member, Klaus Hirtes. Gotta hope the recruiting drive is working since we need to fill these empty slots.

I did not make it to the 100th anniversary. I hope some of you did. Another bucket list is One

Lap of America. I am looking for volunteers to drive/navigate in 2017. I have just enough trunk space for a couple of changes of clothing.

Klaus Hirtes 1940-2016



The BMW Car Club, founded in 1969, is aging and so are its members. Sadly, we have lost another club long-timer. Klaus Hirtes, CCA member # 704, died peacefully in hospice care in September. Many of us know Klaus as a bit of a character, sometimes curmudgeon, always serious about driving and deep down, a compassionate man with varied interests.

Klaus arrived in the U.S. from his native Germany in 1967, and proudly, became a U.S. citizen. Here, he was active in both the Mercedes Benz club and BMW CCA. You never saw a car lean like his big Benz S Class, manhandled by Klaus in an autocross. He met his wife, Deborah, at a Mercedes Club event, where she was autocrossing her classic 230SL. His right seat instruction benefitted many high-performance driving-school students over many years. On the track, his E12 528i and later E36 M3 were familiar sights. He instructed for years for CCA HPDEs, as well as for other clubs and Summit Point's Friday-at-the-Track. One time at VIR, he instructed six days in a row! That requires stamina. Klaus had a long career with United Airlines, and had the most beat up, sticker-covered aluminum suitcase you ever saw, used for his many trips to Germany.

He was serious about fitness and ran four Marine Corps marathons, faster each time. Klaus surprised a group of his BMW friends on a visit to the Montreal F1 race. Suddenly, he was pushing along a high-tech BMW bicycle. He had just plunked down a big chunk of Canadian dollars to buy it at BMW's onsite souvenir store. Who knew Klaus also was a serious cyclist? Another time at O'fest in Watkins Glen, he bought nearly every item at the Griot's Garage stand. He had to ship a lot of the cleaning products home because his M3 already was totally packed.

Klaus surprised many of us again last summer when he appeared in his new ride, a BMW i8. He said he wanted something different. It could not have been more different from his usual BMW and Mercedes sedan or wagon.

Klaus Hirtes was 76. He is survived by his wife Deborah, two daughters and two grand children. Klaus will be missed by many!

By John Hartge, Woody Hair, Gordon Kimpel

CALENDAR OF EVENTS

September

- 1 NoVa Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 4 NCC Autocross Points Event #6 (Regency)
- 8 Columbia Social- The Second Chance Saloon, Columbia, MD
- 9-11 Summit Point, Shenandoah HPDE
- 10 DIY @ BMW of Annapolis
- 11 Bavarian Cars & Brunch Day Tour
- 14 Board Meeting/Social - Brio Tuscan Grille, Rockville, MD
- 15 MoCo Social- Pizza CS, Rockville, MD
- 17 America's Cup Tour visits NCC BMW CCA
- 18/ Classics on the Green (Central VA) (*)
- 24 2016 NCC Crab Feast
- 30-1 Sunrise to Sunset Tour II

October

- 1 NCC Winter Prep Detailing Workshop
- 6 NoVa Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 8 NCC Autocross Points Event #7 (Regency)
- 8 DIY @ AKTIV Automotive
- 12 Board Meeting/Social - Brio Tuscan Grille, Rockville, MD
- 13 Columbia Social- The Second Chance Saloon, Columbia, MD
- 15 Rockville Antique and Classic Auto Show
- 22 Western Maryland Scenic Railroad
- 20 MoCo Social- Pizza CS, Rockville, MD
- 22-23 Fall M Club Day @ BMW Performance Center
- 22 DIY @ RRT Racing
- 23 NCC Paintball Outing
- 29 Solomons Saturday Social - Solomons Island, MD

November

- 3 NoVa Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 5 DIY @ BMW of Sterling
- 5-6 TRSS BMW-NVCC-CCA Volunteer Sign Up-April events
- 5-6 Street Survival (Columbia, MD)
- 5 BMWCCA Cars & Coffee @ BMW of Sterling
- 9 Board Meeting/Social - Brio Tuscan Grille, Rockville, MD
- 10 Columbia Social- The Second Chance Saloon, Columbia, MD
- 17 MoCo Social- Pizza CS, Rockville, MD
- 19 Great Pie Run XIX

December

- 1 Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 8 Columbia Social- The Second Chance Saloon, Columbia, MD
- 14 Board Meeting/Social - Brio Tuscan Grille, Rockville, MD
- 15 MoCo Social- Pizza CS, Rockville, MD
- 19 Christmas Lights Tour

January 2017

No events scheduled

February

- 11 NCC Annual Meeting and Social

COMING EVENTS

There are three Thursday events each month. They are socials for each distinctive geographic area covered by the NNC: Northern Virginia, Montgomery County and Columbia (the Baltimore area).

Northern Virginia Social @ BJ's Restaurant & Brewhouse, Tysons, VA
Thursday, November 3, 2016

Street Survival (Columbia, MD)
Saturday, November 5, – Sunday, November 6, 2016

Two events, first is Saturday sponsored by the NNC and Sunday by the NoVa Corvette Club.

BMW of Sterling and MINI of Sterling
will host three events:
Saturday, November 5,

A (DIY) Do It Yourself, Cars & Coffee and a New Member Welcome; lunch will be served.

Board Meeting/Social @ Brio Tuscan Grille, Rockville, MD
Wednesday, November 9, 2016

Columbia Social @ The Second Chance Saloon, Columbia, MD
Thursday, November 10, 2016

Montgomery County Social @ Pizza CS, Rockville, MD
Thursday, November 17, 2016

The 19th Great Pie Run
Saturday, November 19, 2016

We will do the usual stop at Catocin Pies, then on to Wilsons' Meats and then BBQ lunch in Warrenton. You need pies and meats for the holidays, so hitch your ride to our train and get on board.

Northern Virginia Social @ BJ's Restaurant & Brewhouse, Tysons, VA
Thursday, December 1, 2016

Columbia Social @ The Second Chance Saloon, Columbia, MD
Thursday, December 8, 2016

Board Meeting/Social @ Brio Tuscan Grille, Rockville, MD
Wednesday, December 14, 2016

Montgomery County Social @ Pizza CS, Rockville, MD
Thursday December 15, 2016

Christmas Lights Tour – location TBD
Monday, December 19, 2016

Advanced notice
Saturday, February 11, 2017

National Capital Chapter of the BMW CCA 2017 Annual Meeting.

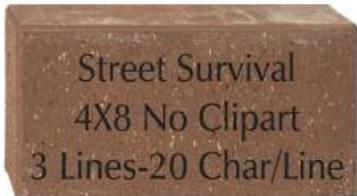
There will be a cocktail hour followed by dinner and the annual meeting.

Embassy Suites, 8100 Loisdale Road, Springfield, VA 22150

The guest speaker is Mike Renner from the BMW Performance Center. If you have never talked to Mike, this is a good time to do so. He is full of ideas and very supportive of our club.

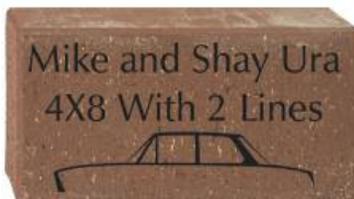
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For details on purchasing your tax-deductible brick, go to www.bmwccafoundation.org

When ordering, be sure to indicate it should be applied toward the Chapter Challenge!

Makes a great gift!



Chapter Challenge

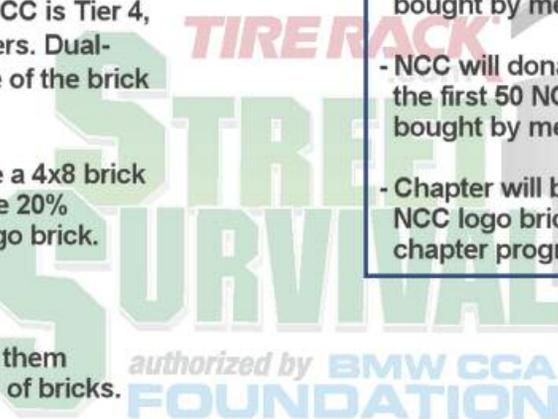
The chapter(s) whose members purchase the most bricks will win lasting recognition at the BMW CCA Foundation. There are four tiers based on chapter sizes. NCC is Tier 4, which covers chapters with over 2000 members. Dual-membership members will have a percentage of the brick purchase applied to both chapters.

Chapters who reach 10% participation receive a 4x8 brick engraved with the chapter's official logo, while 20% participation receives a 8x8 official chapter logo brick.

Our Chapter Ambassadors are Anna Maripuu (anna@nccbmwcca.org) and Chris Wootten (cjwootten@nccbmwcca.org). Please contact them if you have questions regarding the purchase of bricks.

NCC Incentives

- An anonymous donor will match the first 10 NCC bricks bought by members
- NCC will donate \$20 toward the first 50 NCC bricks bought by members
- Chapter will buy 10 4x8 NCC logo bricks for each chapter program



Crabs Galore

By Lori Ardrese

Approximately 15 beautiful BMWs pulled out of Crofton Middle School on September 25 at about 9:30 a.m. to head to the annual crab feast at Fisherman's Crab Deck in Grasonville, Maryland.

BMWs from as far away as North Carolina joined for the back-road drive which, while spirited at times, found us having to share the road with cyclists, a public works work crew, and others out to enjoy the cool, crisp Fall morning. The public works crew especially enjoyed seeing the parade of BMWs as we passed. They stopped work to stare and shouted, "Bimmers!" Everyone loves to watch a parade of beautiful BMWs go by!

We split off into at least two groups, and it was an enjoyable drive as always! What turned out to be a leisurely ride took my group through some beautiful countryside and twisty roads.



And then there was the delicious food awaiting us in picturesque Kent Island. We enjoyed a buffet that included crabs (no kidding), barbecued chicken, hotdogs, spiced shrimp, and hamburgers.

These are the last of the Maryland crabs for the season, and everyone thoroughly enjoyed them. For those willing to dig into the crabs, it was well worth the effort. Hamburgers and such were for the fastidious since eating crabs is a really messy business.

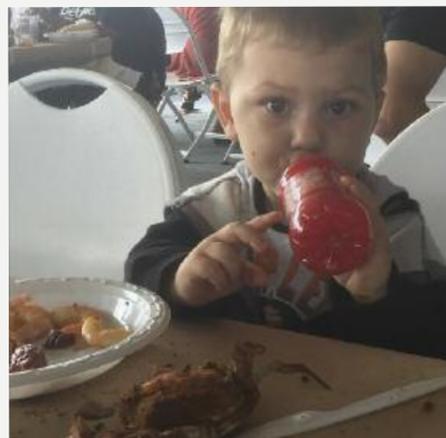
For this outing we have many to thank. The detailed directions for the "fun" route were provided by Ben Allen of BMW of Annapolis. Swag at the crab feast was courtesy of Marshall Fallon of Northwest BMW. The organizing committee of Jeff Cannon, Mark Rosenburg, and Paul Seto made the whole thing happen.

We are looking forward to a repeat next year.

(Top center) Crabs on offer. (Below) The SWAG.

(Below) Even little guys have fun at our outings.

(Below) Fisherman's Crab Deck.



BMW of Annapolis

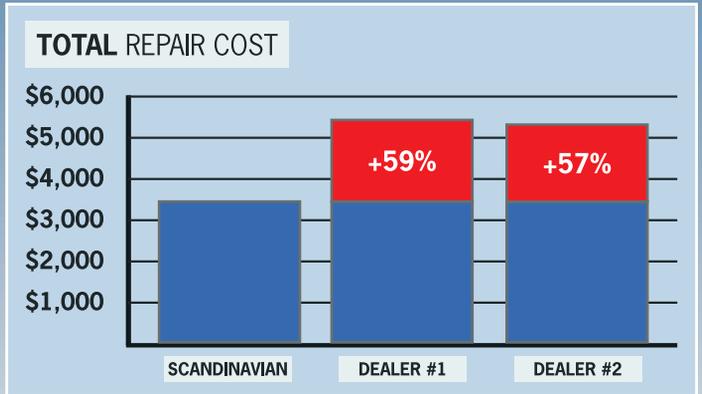
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Dominique and the DMV

By Lu Goon

The January snow in the DMV is not forgiving for many automobile enthusiasts. However, it marks a special moment in our lives because it was one year ago that my wife and I purchased our first BMW 328i. It has been an amazing year owning the “Ultimate Driving Experience” and being a new member of the National Capital Chapter of the BMW CCA .

I first fell in love with BMWs when my uncle Ludwig took me for a ride in a 1977 530 E12 “shark nose” 4-door that had a hand cranked moon-roof. The Cayenne Red 530 turned heads around town, especially at the hot tamale stands in my home town.

Fast forward to December 2014. I found myself looking online at BMW dealership websites and becoming very fond of a new 328i. My wife Nicole coincidentally rented an Alpine White 2012 BMW 328i for a great birthday present and that rekindled the fire! This also provided great insight to the features to look for in the newer models.

My search led me to United BMW Gwinnett in the Atlanta Metro area. On the website was a 2014 328i with the M-Sport package with a few customizations that had previously lived as a showroom floor model. After some negotiations and even asking for the BMW CCA membership discount, a deal was made and approved by Nicole. After all, you have to have spousal approval for major “life-changing” purchases.

A one-way plane ride to ATL and a ride to the dealer via my cousin

resulted in our first look at the car on a cloudy, cold afternoon. At first glance, I could see that it was larger than previous 328i's and the interior was gorgeously appointed and sophisticated looking. The maiden drive in the industrial business park revealed that three tall men can sit comfortably in this car, and the many hidden BMW secrets of power, luxury and comfort. This car presented a technical challenge. It wasn't your ordinary “I got a new car” feeling as there were menus to unlock power and buttons you didn't want to press while driving because you should read the manual first!

My first challenge was getting back to Arlington VA. That night my goal was to get there in 7.5 hours, instead of the normal 8. After all the up-sell and financing were completed, as well as some salivating over the BMW i8 on the showroom floor, me and the “White Shadow” headed north on Interstate 83 into the dark night. This drive was legendary; first rain, then snow, then more rain in South Carolina, and racing by the BMW factory in Spartanburg, SC. Then more snow flurries in North Carolina and southern Virginia. I tested all the drive modes, including Eco Pro Mode and streaked by two

18-wheelers in the Sport Plus mode as I felt the steering wheel tense up to provide more control. I made great time from Atlanta to Richmond and even though my fuel range indicated I had another 120 miles left to my destination, I decided to refuel, which extended my total travel time right under eight hours.



(Above) The White Shadow (aka Dominique) after arriving home in the rain and snow.

The next morning I showed Nicole our new car, and how the M Sport package distinguishes it from the other BMWs in our townhouse community. Later on Nicole and I were talking about "her" and she said, "She reminds me of Dominique Deveraux wearing all white!" "Oh you mean Diahann Carroll's character in Dynasty," I replied. Coincidentally one of our friends has an Audi S4 in black aptly named Dianna which makes for a nice story among friends when they are parked together. To date there hasn't been a cat fight or diva race between them. I will keep the BMW CCA posted!

Speaking of white, the week after returning home, we had a snow storm that covered Dominique, though not to the degree of the recent 2016 storm where the snow covered the mirrors. (I don't ski or snowboard but love a challenge from friends). The drive over was excel-

lent, however navigating in the resort was not exceptional but rather challenging in the sense of making sure Dominique can maneuver in mud, snow, and ice. This calls for a BMW Driving school experience, maybe?

BMW's are great for long trips. I had the pleasure of driving to Greenville, Mississippi for my 25th year class reunion. The 18-hour trip was undertaken in two segments with the first segment overnighting in Atlanta, Georgia. This time, I timed my trip to stop at the BMW Spartanburg factory and museum for pictures. Now that was fun!

In second leg to Greenville, I stopped at my alma mater, Mississippi State University, and had the great opportunity to show my new BMW to my favorite professor, who also is a German automobile enthusiast. The BMW 328i has a very nice tight cockpit with

adjustable controls and easily viewable automobile information from the digital console and monitor. I really like the driver and passenger seats, I was able to adjust them with great lumbar support to avoid driver fatigue.

Long drives often warrant music and surprisingly there are many options! One of my favorites is the 12-gigabyte hard drive that allows storage of music either from a USB drive or music CD. Also with recent smartphones there are BMW apps that allow remote control of the car (except auto ignition) or connected services such as Amazon Music or Pandora. These are amenities that really contribute to BMW's ultimate driving experience.

The BMW 328i twin-turbo four cylinder puts out 280 horsepower and provides the ultimate experience of racing power in a street legal vehicle. The M Sport package gives

the impression of a performance engine mod. The eight-speed transmission is a bit sluggish even in Sport mode but provides great power and stability for whipping around slower vehicles. I don't regret buying a comparable 330i just to shave a second or two off the zero to sixty time. Speaking of which, I really need to find a track.

Our first year with Dominique has been very exciting, driving around Virginia and the occasional long hauls to Atlanta. We also look forward to this year's National Car Club events. Coming off a long relationship with an Acura, we are firm believers in the Ultimate Driving Experience. Maybe the National Capital Chapter can host a trip to Germany and drive Bimmers on the Autobahn!!

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Oak Tree Grand Prix at VIR

By Steve Tenney



With the BMW CCA Oktoberfest celebration "100 Years of BMW" going on simultaneously in Monterey, California, it looked as if there wouldn't be much support for the VIR IMSA race. Despite this timing issue, we have to extend our thanks to the Tar Heel and National Capital Chapters of the BMW CCA for putting on another outstanding corral during the IMSA GT race at VIR. This is always a fun event, the track is beautiful and the racing is exciting.

The track at VIR is a naturally created circuit conforming to the local terrain. One of the signature segments of the track is the back "straight" coming out of the famous Oak Tree. VIR was repaved last year, but was repaved again this year because there were problems with the repave from 2015.

The BMW CCA corral at VIR has always been a well-attended event by both Tar Heel and National Capital Chapter members. We had a full complement of visits with the teams in the paddock and presentations by

various groups like Michelin and the BMW Performance Center Driving School. There were too many prizes and giveaways including the prized M-School experience. The BMW Performance Center Driving School was part of the show again giving hot laps on the super smooth VIR track.

This date on the IMSA calendar at VIR has been set aside for GT cars

only, no Prototypes. The GT cars can race at their own pace without having to compensate for the speed differentials of the Prototypes. In addition to the headlining WeatherTech championship, Oak Tree Grand Prix at VIR, we also had the Continental Tire Sports Car Challenge (CTSC) and Michelin GT Challenge at VIR. The CTSC used to be the home of many

M3s in the GS (Grand Sport) class, but the GS class has undergone some changes. The M3s are gone and the population of cars is way down in this class. The Street Tuner (ST) class does have some well-run BMWs and Minis.

The corral visited Bimmerworld, a longtime participant in the CTSC in the ST class where they run a pair of 328 sedans. Bimmerworld, led by James Clay, always provides us with a very interesting presentation. We find a few other BMWs in the ST field as well as a pair of Minis. Someone to watch in the Continental Tire Challenge is Michael Johnson in the ST class #54 BMW 228i. Michael is only 23 years old and a paralyzed racer who is driving with hand controls. He was a national champion motorcycle racer at 12 years old when he was paralyzed due to injuries from a racing accident. He hasn't let any of that stop him. Michael acquired a license to compete in Indycar before making the switch to sports cars. He is partnered with Stephen Simpson from



(Top) At the start going into turn 4, Hand & Fisichella have passed Milner (Above) The JDC-Miller Motorsports BMW 228i. Drivers: Michael Johnson & Stephen Simpson.

South Africa.

Up for discussion is that the series may make a change in the future as IMSA moves to support the GT4 classification. We already see the Cayman GT4 doing well in GS. BMW has indicated that they will create a GT4 car around the M4 platform. This would bring the series back to a wider fan base. Teams are already indicating that they would be interested in the new series and the M4 GT4 platform when it becomes available in 2018.

There are two primary teams to follow with the GT cars in the WeatherTech series. In the GTD class the Turner Motorsports team has a depth of experience and some top drivers. Turner has two M6 GT3 cars in prominent yellow and blue livery. The corral attendees visited the Turner Team in the paddock and got an excellent presentation by Michael Marsal (driver), Will Turner (team owner) and Don Salama (team strategist). Will Turner made the point that the racing business has changed. It has moved from the teams building cars to race in a series like WeatherTech, to one where the teams buy the cars from a manufacturer and get the support to run the car throughout the season. It sounded like the total funds spent are not too much different in that the team would



(Top) The Back "Straight" from Oak Tree.

spend a lot of money building a car and tuning it for racing whereas now they buy a race car from a manufacturer for about the same amount. Turner has two teams for a total of four drivers: Michael Marsal & Markus Palttala and Brett Curtis & Jens Klingmann.

The GTD class is intended to be the opportunity for amateur drivers team up with professionals. In GTLM we have the familiar BMW Team Rahal Letterman Lanigan with their M6 GTLM cars and regular drivers: Bill Auberlen & Dirk Werner and John Edwards & Lucas Luhr.



The corral visited Team BMW RLL on Saturday afternoon and as luck would have it, a severe thunderstorm arrived that held the group up in the RLL garage to wait out the storm.

It was very nice of them to accommodate us for the extra time, while they were working on preparing the cars for Sunday's race. The thunderstorm brought a lot of rain and some strong winds, but everything passed without a major incident other than some of us getting a bit wet.

John Edwards told us that in order to improve power at low speed, they are putting fuel directly into the turbine of the turbo charger. The turbo turns heat from the

exhaust into pressurized incoming air, packing more air into the combustion chamber prior to ignition of each piston stroke. The heat is actually considered waste energy compared to a normally aspirated engine. So, the turbo recovers lost heat from the engine exhaust to create more power.

The Corvettes in position 1 & 2 dominated qualifying for the

(Above) Drivers for Team BMW RLL (LtoR), John Edwards, Lucas Luhr, Bill Auberlen and Dirk Werner (Left) Don Salama & Will Turner of Turner Motorsport, discussing team strategy with the BMW CCA corral visitors.

WeatherTech Championship. The #3 car was on the pole (in first position) with Jan Magnussen driving, and the #4 car was in second with Tommy Milner behind the wheel.

In the third position we had the #66 Ford GT with Joey Hand driving. Then we had the #62 Ferrari with Giancarlo Fisichella, followed by the #100 BMW M6 GTLM with John Edwards and then the #25 with Dirk Werner. In GTD, the Turner cars with Michael Marsal in #97 and Bret Curtis in #96 were gridded in the ninth and tenth positions.

Characteristic of this particular weekend at VIR was the intense heat. Friday and Saturday (until the rain) were extremely hot with high humidity. Sunday was a little better, but the cloudless sky and little shade to cool off in made life difficult for everyone.



We also spoke to Joey Hand (#66 Ford GT) gridded in third behind the two Corvettes. Joey felt they were the best of the rest, but he said if the Corvettes got away from him early,

the race could be over. The two M6 GTLM cars were in 5th & 6th, with Lucas Luhr ahead of Dirk Werner.

There seemed to be a gap in the middle of the field. From the Porsche in 9th to the Ferrari in 4th there was a difference of less than 0.150 seconds, but then to the third place Ford GT there was just below .400 seconds and then to the Magnussen Corvette almost another .300 seconds. So we had the first three positions separated by just under .300 seconds and then a gap of almost half a second, with the remaining nine cars with only .150 seconds separation.

In the GTD class a Lamborghini Huracán GT3 led the field by about .300 seconds. The first four posi-

tions in GTD were Lamborghini, Audi R8, Lamborghini, Audi R8. That's an interesting result since the cars are very similar with the Audi corporate connection. The #67 Ford GT qualified in 8th of the 9 GT LM cars, but decided to change tires and in doing so was required to move the back of the grid. This would be significant since Richard Westbrook would have to come back through the entire GTD field during the course of the race.

The race got off to a clean start; with Joey Hand in the #66 Ford passing Tommy Milner in the #4 Corvette almost immediately and Jan Magnussen took the lead from pole position. Fisichella worked his way into third and Dirk Werner (#25 BMW GTLM) passed his teammate John Edwards in the #100 BMW and moved from sixth into fourth. One of the first incidents in the race was the direct contact of the #67 Ford GT with the rear of the #96 Turner BMW M6 GTD as they entered the front straight causing Bret Curtis to leave the track and damage the splitter.

This would require significant repairs and force the M6 to go behind the wall to be repaired. The stewards must have been open minded, since there was no penalty applied to the Ford. There should be a certain amount of courtesy demonstrated in the races. That is, respect shown to those participating in the race. That



During the pre-race fan walk we spoke with Tommy Milner and discussed how the season was going and how well he personally was doing during this season. With wins at Daytona and Sebring as well as Lime Rock and Road America, Tommy and Oliver Gavin are having a very strong year. Gridded in second at VIR with a team car in front puts Tommy in a great spot to start.

(Top) Severe thunderstorm drenches the paddock. (Above) Tommy Milner qualified in second in the #4 Corvette. (Right) The Turner Motorsports M6 GTD of Brett Curtis & Jens Klingmann.





(Above) The 5th place finishing BMW Team RLL of Auberlen & Werner. (Below) Car number 100 of Lucas Luhr & John Edwards.

wasn't demonstrated in this case, but the stewards chose to do nothing about the incident. It wasn't clear to us until later that the #67 had run straight into the back of the BMW. The #100 BMW was the victim of a freak incident in that the right rear wheel suddenly came off the car sending John Edwards to the pits. Even then there was a crew error, so John had to do a drive through penalty. With all this, the #100 would end up a lap down and out of contention, but fighting its way back through the GTD field.

Meanwhile, Dirk Werner was doing well working his way up to 3rd place, 3.8 seconds off the lead, only to slip off the track and lose the position falling back to 7th and 15 seconds off the lead. Tommy Milner had started in second, was passed early on, but he also had grip problems and ended up sliding into the grass. He and Oliver Gavin have done well this year, but not in this race. Gavin would eventually slide off at the end and out of the race. Perhaps all of them fell victim to the very recently repaved surface and the rising heat causing the surface to get

just a bit too greasy.

Edwards and Luhr would fight all day to overcome the places lost early on with the wheel loss and would finish in 8th and a lap down. Auberlen and Werner would fight in the middle of the field all day and end up in 5th place, feeling like they got good points, but lacked the pace to keep up at the front. In the end the field seemed to develop gaps between the front-runners, who

weren't close enough to apply pressure to one another.

Magnussen and Garcia lead most of the day in the #3 Corvette with Hand and Mueller in second place throughout. Joey Hand had commented before the race that if the Corvette got away they would be in trouble and that proved to be true even though the #66 finished in 2nd, they weren't able to get close enough to challenge. BMW Team RLL

fought hard all day long, but seemed to lack some pace, leaving them forced to struggle in the middle of the field.

There was talk during the broadcast that this GT only race would give IMSA excellent data to truly see where the speed gaps are for the Balance of Performance. The two prototype classes can force the GT cars off their pace from time to time, but a race without the prototypes would show who had the advantage. Time will tell if IMSA makes any adjustments.

This was another well-done BMW Corral weekend with NCC partnering with the Tar Heel Chapter. We offer our thanks to NCC and Tar Heel for another job well done and a great weekend in the Virginia countryside. As IMSA evolves GT racing into the 2017 season, let's hope the BMWs can benefit from a little boost in performance. Below is car #100 that fought to overcome setbacks throughout the race.



The Oak Tree Grand Prix Weekend at VIR on August 27, 28 was a huge success!

We had over 200 people and over 100 cars in the corral. We had a great location again, Parade laps, hot laps and hot pit tours, good

food and exciting raffle prizes from our generous supporters. The Tarheel and National Capital Chapters would like to thank the following supporters for their contributions to our raffle: BMW NA, BMW Performance Center, BMW CCA,

BimmerWorld, Carmine Import Service, Crown BMW, Flow BMW, IMSA, Korman Autoworks, Michelin Tires, Motorsport Connections, Turner Motorsports and VIR.



Anchors Away

By Anna Maripuu | Photos by Steve Tenney



A reasonable question would be what possible connection a car club could have to a historic 139-foot schooner called the “America” that is a replica of the ship that first won the America’s Cup. It just so happens that the Captain of the schooner, Troy Sears of San Diego, CA, is a BMW enthusiast and a CCA member who owns a 2002 tii, which according to him “makes him feel like a sixteen-year old again” when he drives it. For this reason, the stage was set for a unique National Capital Chapter Cars and Coffee event on Saturday, September 17, 2016, to take place on the Annapolis pier.

It proved to be a perfect day in terms of temperature: not too hot, not too cold, and a slight breeze. There was a bit of cloud cover in the morning, which burned off to reveal a brilliantly sunny afternoon.

Apparently getting permits from the town of Annapolis is not straight forward, but our club member Kelsy Hill had worked her long-distance magic to make everything fall into place for a picture perfect event. A big thank you goes out to Felicia Nolan and the City of Annapolis for

making this event possible. I heard from many club members how much they appreciated the organization and hard-work that went into making this day memorable and special. For this we must thank Kelsy Hill, club president Paul Seto, Felicia Nolan, and Captain Troy Sears, Kathy Sears, Craigan Smith, and Ed Novak of the American’s Cup Tour.

The National Capital Chapter tent was erected against a backdrop of picturesque sail boats and the streamlined schooner “America”

where she was docked. Added to that were club member’s show cars lined up neatly in two rows. Throw in some great tasting coffee and scrumptious donuts with monikers such as the Pork Pony, the Dirty Banana, and Jingle Shells from The Sandy Pony donut shop, and you had all the ingredients for a wonderful Cars and Coffee.

Out of the seventeen show cars present, two were brought by BMW of Annapolis. A heartfelt thank you goes out to Ben Allen, a top sales-

man at the dealership, for all his efforts toward the event and for the generous sponsorship of BMW of Annapolis. One of the BMW of Annapolis cars was an Alpine White 2017 650i xDrive convertible with M sport package and M sport edition. This car had all the bells and whistles one would possibly want in a BMW. The other car from the dealership was a 2016 750i xDrive sedan with the M sport package, cold weather package and Driver Assistance Plus I and II. The MSRP \$115K MSRP, give or take a few dollars.

Some of the notable NCC member cars gracing the Cars and Coffee scene included Wayne Killen’s 1973 3.0 CS in Nachtblau Blue metallic with factory Lotus white leather interior. With 188K miles on it, this car, nicknamed “Blue Belle”, had recently journeyed to Monterey,



California to celebrate BMW’s 100th year celebration during Monterey’s famed annual car week.

Thanks to its light and airy “greenhouse,” devoid of any B-pillar, and its shark-nose front-end, the 3.0 CS stands out as one of the most beautiful coupes ever designed, and an icon in BMW history. The renowned coachbuilder and manufacturer Karmann built these cars for

(Above) Billy Dixon under the direction of Captain Troy Sears as Helmsman of the America. (Left) Young lady crew member of the America finishes setting the sails.



BMW between 1968 and 1974. The design was by Wilhelm Hofmeister, inventor of the “Hofmeister kink” C-pillar design that has held over to BMWs today as a defining characteristic of the marque.

Club member Wayne Killen of Ashburn, VA, purchased the car in 2007 and not only restored the car to its original condition (including paint, leather, wood trim and vinyl), he also added several upgrades to enhance the car’s performance including a 250 hp fuel-injected 10:0

to 1 compression ratio engine from a 1984 European BMW 635 CSi, which luckily shared the same engine package. Blue Belle’s original sticker price was \$10,500.

Another stand out vehicle was Doug Dolan’s 2002 Z8 in Stratus Metallic with Crema interior. One of 196 worldwide, and one of only thirteen in the U.S., this car is always a treat to behold. The E52 Z8 was produced for only four model years, from 2000 to 2003 and total worldwide production amounted to 5,703

units. The Z8 was featured in the James Bond action film “The World in Not Enough”, bringing it worldwide fame.

The Z8’s inspiration was the 507 roadster, an iconic, low-production model from the late 1950’s, considered by many the most beautiful BMW ever produced. The King of Rock and Roll himself, Elvis Presley, very famously owned a white 507 which he had painted lipstick red to hide the kisses of his rabid female fans. I recently had the good fortune

of seeing this very car at the Pebble Beach Concours and again at the BMW CCA Concours held at Folktales Winery during Monterey car week this year. It has been restored by BMW to its original white color.

Club member Doug Dolan, of Chevy Chase, MD purchased this Z8 in 2005. He has taken it on several road trips, the furthest being to Amelia Island and then all the way to Key West. It has also graced the race courses at Sebring and Daytona. Not surprisingly, this beautiful car’s value has increased dramatically from the original \$130K MSRP.

Another notable vintage BMW was Wayne Watkin’s gorgeous Grenada Red 1965 2002 CS. With a top speed of 111 mph, and a four-cylinder, SOHC, eight-valve, M10 BMW engine, capable of going from 0 to 60 mph in 10.4 seconds, this car cost 3,365 pound sterling when new in 1965.

Club member Chris Wooten showed up with his 1996 318ti, which happens to be a favorite of mine, possibly because it is unique and quirky. According to Chris, the E36 Compact was wildly successful in Europe but had limited acceptance in the U.S. during its relatively short production run from 1995 to 1999. “Light, agile and laughingly underpowered by today’s standards, the car’s strengths are its ability to be light on its feet during complex dance steps,” said Chris. He is this car’s fourth owner, and though it is still a work in progress, it has recently had a track suitable BimmerBum Stage II suspension and big brake kit installed.

Also of note was Jeff Cannon’s 2005 325xi Touring, a rare 5-speed manual transmission with 235K miles on it. Some of the modifications to this car include aFe Magnum Force intake, stainless steel headers, custom exhaust, dimpled and slotted rotors, stainless steel braided brake lines, H&R sport springs, Bilstein HD shocks and struts, 18 x 9.5 axis wheels with Yokohama sDrive, and an M3 steering wheel, M3 seats and M3 front fascia.

| (Above and Below) The Cars & Coffee included examples of classic and recently produced BMWs.





On the other side of the pier, yet another Cars and Coffee event was going full swing in the parking lot of the Annapolis Yacht Club. This was apparently a regular weekend event, and there was a nice assortment of vintage American classics, along with a lovely black 1958 Alfa Romeo Giulietta Veloce convertible with red interior, a bright red 1954 Jaguar XK120 SE OTS convertible, several Ferraris (430 and 360 convertibles, and a beautiful grey 575M Maranello) and even some monster trucks, like the new Shelby truck, and a safari green 1973 Land Rover Lightweight Air Portable. This event happened to be taking place next door to the Annapolis Waterfront Hotel, where we gathered for luncheon.

After lunch we were treated to a three-hour sail aboard the “America” schooner to the Chesapeake Bay Bridge and back. The massive two-masted vessel had been docked in Annapolis for a few days and open for tours to the public.

The original vessel was the brainchild of John Cox Stevens, and had a radical design. It was

displayed at the Great Exhibition in London in order to show off American shipbuilding skills in 1851. Only three months after being launched, it beat a fleet of British ships and won the legendary race around the Isle of Wight to win the trophy that became known as the “America’s Cup.”

The original “America” then went through several owners and name changes before being used as a Confederate blockade runner in the Civil War. She was scuttled off the coast of South Carolina, then raised and repaired by the U.S. Navy and

renamed “America.” She ended up at the Naval Academy and sadly, after a snow storm collapsed the shed the ship was stored under in 1942, was scrapped in 1945.

The replica “America” was built in 1995 and, now owned by Captain Sears, its voyages serve as a fundraising tool in a role as an official licensed partner for the America’s Cup Tour. With a small crew, Captain Sears set sail from San Diego to the East coast in April of this year. They will stop at various ports of call until they reach their destination off the Bahamas in June 2017 to coincide

with the start of the America’s Cup race. From there the Captain plans to head to Europe and points beyond. “I’m hoping the tour will take me all the way around the world”, said Sears. “If I go all the way around the world, I’ll end up in San Diego.”

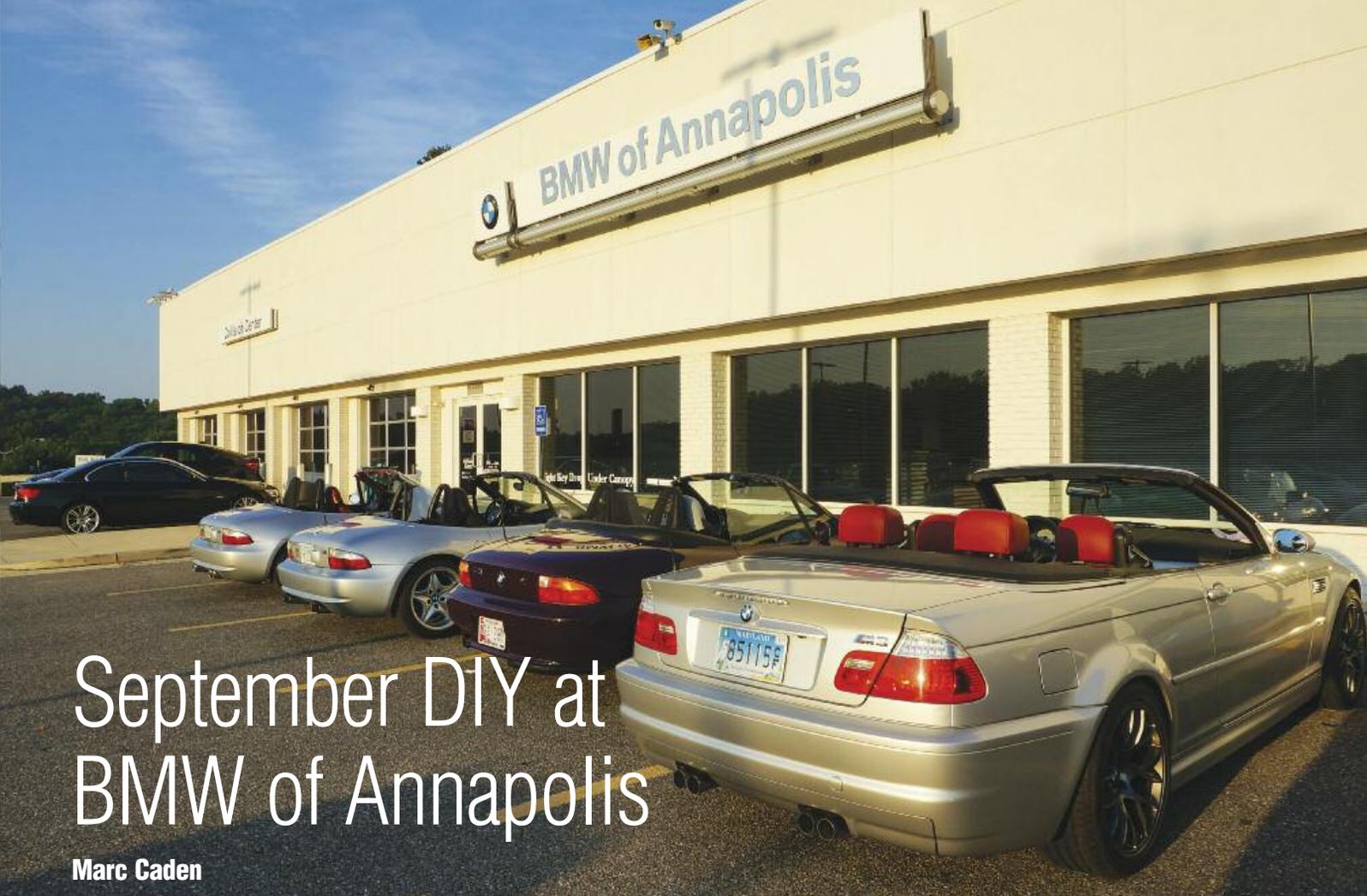
In addition to being a BMW enthusiast, Captain Sears, whose company Next Level Sailing has operated America’s Cup boats for charters and whale watching trips since 2003, has had a relationship with the two-time defending America’s Cup champion Oracle Team USA, which happens to have a BMW engine.

It was truly a treat to feel the wind fill the sails of this huge vessel and to take to the waters of the Chesapeake Bay. Some of us even had the chance to help haul the main sails up as the vessel headed out, which was definitely a multi-person operation, pulling on huge ropes, hand-over-hand.

We would like to wish Captain Sears and his crew the best of luck and bountiful winds on the rest of their tour down to the Caribbean and beyond. It was a pleasure sailing on this beautiful ship, feeling the power generated by her keel as the wind filled her sails, and listening to Captain Sears tell us about the history of this amazing and unique vessel.



(Top) A collection of M-Cars at the Cars & Coffee exhibition. (Right) Doug Dolan’s iconic 2002 Z8.



September DIY at BMW of Annapolis

Marc Caden

After going for a ride one day in the summer heat, I noticed afterwards that the oil filter housing gasket (OFHG) on my Z3 M Roadster had started weeping a little oil. With a flashlight I could see the telltale sign of oil coating the “waffle” patterned area of my engine block located just behind the alternator.

I was quoted \$400 for the repair by a local shop, broken down as roughly four hours of labor (at \$100 per hour) and five dollars for the new gasket. I thought to myself, what a perfect opportunity to tackle this project and save several hundred dollars by doing it myself at the upcoming DIY event at BMW of

Annapolis in September. While I find DIY repairs like this to be immensely satisfying, I did have some real self-doubts as to whether I had the skills to get the job done in the time allotted.

It is pretty easy to understand why shop labor charges can be so expensive when compared to the

relative cost of the part being replaced. For example, to replace my OFHG I needed to remove my car’s air intake, main drive belt, and idler pulley. Next I had to remove the alternator and a VANOS oil line so I could gain full access to the OFHG’s seven mounting bolts and then remove two additional bolts holding the power

(Above) On a nice September day, a quartet of BMWs arrived topless for the DIY event at BMW of Annapolis. (Below) Even though BMW of Annapolis was open for business on the day of the event, they kindly committed six lifts for our DIY projects.



steering pump in place. Eventually, the oil filter housing came loose, but its last act upon freeing itself was to vomit out a big gulp of oil all over the place. Many thanks to BMW of Annapolis for letting me use their parts cleaner to make my oil filter housing look all shiny and new again! I also brought several cans of parts spray to clean up my engine block before replacing the gasket and reinstalling everything.

The beauty of doing a project like this at one of our chapter's DIY events is having experienced folks like shop foreman Bob Hoffman and Eric Fischer nearby to answer questions and give advice. With almost 50 years of experience between them, they were able to show me some tricks to make my project go more smoothly. For example, Eric showed me how recessing one of the bushings on my alternator's bracket would make it much easier to refit. In the end, I was able to complete my project (sorry DIY committee - I did run a little over time) and after a couple of hundred miles of driving I can report that it no longer leaks oil.

BMW of Annapolis is a longtime host of our chapter's DIY program. Even though they were open for business on the day of our event, they generously committed six lifts for club members to use to accomplish their projects. BMW of Annapolis is well known for having almost all of their technicians Level 1 qualified, which means that they have the highest level of training and are certified to complete the most complex tasks on your car. They also just recently hired a technician who in his former career was an engineer at BMW for almost thirty years.

BMW of Annapolis has all of the specialty and diagnostic tools you would expect to find at a state of the art facility. This includes a touchless tire mounting machine and special alignment lift. BMW CCA members receive discounts on parts/service and they have the added perk that customers can use a loaner car while their vehicle is in for service. BMW of Annapolis also just opened a new facility devoted only to MINI service.

Al Romanowsky brought his 1994 318is with 170,000 miles. His brother originally purchased the car in Germany and later sold it to Al for \$1.00 just to keep this treasured gem in the family. Al changed the oil and used a special machine provided by BMW of Annapolis to quickly vacuum out and replace his coolant. Chris Parente did a coolant flush and replaced the brake fluid on his 2002 M5. Gene Warren (the Maryland area representative for the ZSCCA) replaced one of the passenger side angel eye/halo lights on his 2006 M Roadster. Duane Summons replaced the rear brake pads and rotors on his 2002 530i. Rob Goodman replaced the differential and automatic transmission fluid on his 2001 325i.

Rob Dietz changed the oil on his 2005 X5. However, a relatively simple procedure went slightly awry when he realized the drain plug hole in his oil pan was stripped. Fortunately, BMW of Annapolis was able to find a larger drain plug, repaired the stripped out drain, and the problem was solved.

Bradley Jansen brought a high-mileage 2000 528i with a pretty compelling story behind it. He had bought it only a few days earlier at a public auto auction in D.C. for the princely sum of \$350. He won the car when two other, higher bidders were disqualified because they had failed to register properly for the auction. While the car smoked a little and had some minor issues, it was a driver and it made the trip successfully from D.C. to Annapolis without incident. He put the car on a lift and spent some time with a technician creating a checklist of repairs to complete in order to make the car a reliable driver.

Chris Wootten and Phillip Cummings ran the event on behalf of the DIY Committee and made sure that everyone was on time and task (present company excluded). There was a nice doughnut and coffee breakfast and pizza lunch for everyone in attendance. Many thanks goes out to BMW of Annapolis for hosting another successful event!



(Top) Al Romanowsky uses a special machine to quickly vacuum out and replace the coolant in his 1994 318is. (Middle) Shop Foreman Bob Hoffman explains to Al Romanowsky how their coolant service machine works. (Above) Gene Warren replaced the passenger side angel eye on his 2006 M Roadster.



Dominion Raceway

By Woody Hair

Dominion Raceway and Entertainment, the long-awaited multi-use facility 60-miles south of Washington, D.C., is up and running. While still a work-in-progress, the 4/10-mile banked oval has been hosting Saturday night stock car races since mid-April.

The National Capital Chapter's chief instructor Jeff Mohan, Gordon Kimpel, and myself were invited to coach at Dominion's first HPDE event, hosted by the Ferrari of Washington dealership for their clients on June 29. Gordon and I arrived the previous afternoon to help with set-up and hopefully experience some orientation laps.

The first Dominion Raceway Drivers Club event was in progress. A white F80 M3 and an E36 M3 Lightweight were among the two dozen cars participating. We had a chance to explore the 3-story Grandstand building that overlooks the oval track. The impressive building houses a large garage area, restrooms, showers, a cafeteria, bar, merchandise shop, meeting rooms, private banquet room, press room, and for timing & scoring. Fans of good beer should be aware that the bar's taps currently offer Bud Light, Coors

Light, Miller Lite, and Michelob Ultra Light.

This building is fronted by a 2,300 seat grandstand. In addition to the racing, Dominion Racing and Entertainment will be hosting live music, movies, and dancing events.

The 2-mile, 12-turn road course features a half-mile front straight followed by sweeping turn 1 ("Po", named for the nearby river), a carousel

of over 180 degrees ("Patience"), a right-left ("Little S"), another 180, and the slowest turn on the track a 90-degree "South Paw." The leads into the increasing radius left turn and the fast, somewhat blind, "Big Esses." I found these could be taken flat out in my relatively underpowered M Coupe. Some braking is required for the South Bend at the highest point on the track and then the track falls downhill under the access bridge where one brakes for the for the 90 degree left onto the front straight where I was seeing 115 mph. Everyone I talked to thought the track was fun. Currently the section from the apex of Turn 1 to the turn in for Turn 3 is lined by Jersey barriers to guard the Po River and



(Above) Cars negotiating the "Little Esses."

DOMINION RACEWAY

drainage ponds. Incomplete landscaping and curb installation leave some drop off on the edge of the track in some locations.

Plans for next season include a kart track, 1/8-mile drag strip, fuel pumps, and electric hookups. The large paddock could easily host an autocross, but offers no shade. Bring your EZ-Up.

Dominion is on the east side of I-95 right at Exit 118 (Thornburg), about 12 miles south of Fredericksburg. Within a quarter mile of the track are three hotels, four gas stations, a McDonalds and a Mexican restaurant. Rather than drive to Fredericksburg for the

many restaurant choices there, a group of us went ten-miles south to the village of Ladysmith to Timbers, a popular restaurant with bar and varied menu.

The Ferrari of Washington event, as one might expect, was

first class. There was a buffet breakfast after the drivers meeting, a lunch of salmon and grilled chicken in the private dining room, and a champagne reception after the final checkered flag. There were no incidents and I don't think any

cars left the pavement. Dominion Raceway offers a fun track that will add to the motorsports options in the Mid-Atlantic area.



(Below A Ferrari in the middle of the 180 degree "Patience".





Oktoberfest

Anna Maripuu

My third Oktoberfest turned out a bit differently than the first two I attended, first in Beaver Creek, CO and second Stockton Seaview, NJ, respectively. Partly this was because I found myself pulled in many different directions. It happened to be Car Week in Monterey, and we were celebrating the 100-year anniversary of BMW. There was historic racing

at Laguna Seca, club racing at Sonoma and Laguna Seca, and there were numerous car auctions and car shows. There was just a lot happening at once. And in and amongst it all, I had a major epiphany.

Car Week in Monterey is something people talk about, but one has no idea it's going to be what it ends up being until you see it with your own eyes. You end up bumping into

a beautiful and amazing car almost every step you take. It's literally car heaven.

I missed the Legends of the Autobahn held at the Nicklaus Club Monterey on Friday, August 19 as this was the day I was flying to San Francisco from the East Coast.

As I boarded my Virgin America flight at National on that Friday afternoon, San Francisco bound, I

breathed a sigh of relief that vacation was just a hop across the continent.

After a lengthy rental process at the Hertz counter to obtain a Mercedes C250, I drove the two to three hours south to Monterey, and arrived at 1:00 am. The upside of driving at that hour was that traffic had been practically nil, allowing me to cruise down quite expeditiously. I also found the Mercedes an

absolute breeze to drive. Fun, full of pep, and, surprisingly, very maneuverable.

Driving through Gilroy, California in the dead of night, the car was flooded with the unmistakable strong scent of garlic. Dredging up a piece of trivia in my brain, I recalled that Gilroy is the garlic capital of the country and hosts a huge annual garlic festival.

Once in Monterey, the smell of garlic was replaced by the fresh, salty scent of the ocean. The neighborhood in which I stayed is a stone's throw away from Pacific Grove and 17-mile drive, and was quiet and tranquil.

Over the weekend there were two days of Festorics, the Rolex Motorsports Reunion – historic racing at Mazda Raceway Laguna Seca. It was exciting to hear the roar of engines from all eras as historic vehicles took to the track, a majority of them, BMWs, as it was the featured marque to commemorate the 100-year celebration of BMW.

(Opposite page) Anna Maripuu and CCA instructor Frank Vasquez pose with Ralph Warren's infamous M3 wagon after running in HPDE at Laguna Seca. (Below) Anna Maripuu poses with the Michelin man at Laguna Seca.



(Above) Tom Milner, Boris Said and Bill Auberlen treated club members to BMW racing anecdotes at a CCA Foundation charity event in Monterey.

It was exhilarating to be at a track that I had heard so much about. I couldn't wait to see the famous corkscrew. CCA had a big hospitality tent set up near turn 2. And there were so many BMWs in attendance that there was an overflow CCA paddock situated at turn 5 for "other" BMWs and other marques.

On both days parade laps were held. BMW NA had a huge presence in a pavilion displaying BMW cars from all eras, including two famous Art Cars — the Alexander Calder art car and the Jeff Koons art car, and cars from the earliest days of BMW in the 1930s on through every decade.

As if that wasn't enough, Car Week was still going full swing in Monterey and the surrounding areas. You couldn't toss a pebble without hitting some amazing-off-the-hook incredibly expensive rare vintage car or super exotic car.

Sunday found me at the Pebble Beach Concours, seeking out the famously restored Elvis Presley 507.

Adjacent to the Pebble Beach Concours, the famous Gooding Auction was taking place on Saturday and Sunday nights. I managed to take in the cars on auction and grab a much needed break over an espresso in the vast, chandeliered Gooding tent. It was a kick to be around so many rare and expensive cars.

Gooding & Company's top two sales were alloy-bodied Ferrari racecars. The 1959 250 GT LWB California Spider fitted with specially ordered competition equipment brought \$18,150,000 and was car week's third highest sale. The 250 GT SWB Competizione was sold post-block for \$13.5 million.

Another racing car – a 1979 Porsche 935 – sold for \$4,840,000. This is the 935 that finished second at Le Mans with Paul Newman co-driving and won both the 24 Hours of Daytona and 12 Hours of Sebring overall in addition to dozens of other top-level endurance racing finishes.

Monday saw the kick off to the

CCA Oktoberfest week of festivities. Most club members were staying at the Hyatt Monterey which happened to be the site of the Mecum auctions, another big auction that takes place during car-week. I enjoyed walking around in the relative calm after the auction, perusing these cars, quite alone, as the big orange Reliable trucks lined up nearby to cart them away. The best of all was listening to the engines as the cars were fired up and driven the short distance to the waiting trucks.

A little scenic aside was the opportunity to take a beautiful drive down to Big Sur, stopping at quaint roadside depots to tell the firefighters fighting the Ventana wilderness forest fires 'thank you' for their service. The smell of the soot from these fires faintly permeated the air, lending an air of fragility to this oh-so-beautiful yet precarious spot.

We had dinner at Rocky Point restaurant. It was surreal and beautiful listening to the relentless Pacific punish the shore and take in the distant vista of the Pacific Coast highway as it wound its way like a

(Below) Club members are always willing to help each other. Here Gordon Kimpel gets a tire patched on his E92 by Gregory Johnson of the Tarheel Chapter, prior to the Folktale Winery Concours.





(Above left) Club racers lined up at beautiful Sonoma Raceway for the start of a HookedOnDriving race. (Above right) Many M2s lined the vast barrel room at Folktales winery.

shiny black ribbon over the Bixby Bridge and southwards. We ended up at the Post Ranch Inn drinking champagne and enjoying dessert, after stopping at Nepenthe to take in breathtaking views and admire the iconic driftwood sculpture of a phoenix rising from the ashes that graces the restaurant patio.

We watched the sunset color the sky flame pink while the restless sea toiled beneath the craggy cliffs. I said goodbye to Big Sur under a vast canopy of the most brilliantly lighted stars nestled in the backdrop of an inky black night sky. This was the first clear night in over a month, as the forest fires had been raging for that long. Truly, the phoenix had risen from the ashes.

The middle of the week saw me accompanying club racer Todd Brown and his Rooster Hall Racing crew to Sonoma for a HookedOnDriving race event at Sonoma Speedway, or as the locals call it, Sears Point. Todd Brown and Rooster Hall's pro-driver Anthony Magagnoli would be racing on Thursday.

There were other friends to look forward to seeing again. Scott Cary of SCTS Racing from Huntington Beach, CA owns an E90 M4 which has been

modified for racing. One of Scott's crew members, Craig Arnold from Long Beach, CA, is a good friend. I was able to catch up with Craig and



cheer on Todd and Anthony of Rooster Hall.

The evening saw me hitting the pillow early at the Lodge at Sonoma. Situated on Broadway in the heart of Sonoma, the drive from Sears Point to the hotel took me through the beautiful, softly hilly countryside and through yet another pink flood-lit evening sky. Once I reached my destination, I snuggled into my cozy northern California bungalow for the night.

Many may not realize how beautifully situated racetracks often are. I enjoy the natural surroundings and the quiet sounds of nature at a

track, before the music of the motors. The northern California mornings usually dawn cool and slightly overcast, only to give over to full sunshine by the afternoon. We spent a great day watching the races and in between races, hanging out in the garages or in the paddock socializing and enjoying being among race cars and driver friends.

For those new to Oktoberfest, the formula is usually car events during the day where people tend to go their separate ways depending upon in which event they are taking part, followed by a large dinner with socializing in the evening allowing



(Above middle) The CCA Foundation held charity hot laps on the track at Laguna Seca in a number of M cars. The M3 safety car was among the hot lap lineup. (Above) Getting to see such beautifully restored autos from the beginnings of BMW in the 1930s was a real treat.

the entire cohort to come together as one. I attended the Friday night Pirelli beach party dinner at the Monterey Beach House next to the Monterey Wharf and the Saturday night CCA awards banquet held in the Hyatt Ballroom.

A notable day event was the CCA Concours at Folktales Winery. I hitched a ride over with NCC club member Gordon Kimpel who was displaying his E92. Many club members had some very special cars on display, and once again we had the chance to get up close and personal with the Elvis 507. There was an impressive lineup of Alpina cars and an array of M2s arranged neatly in the vast vaulted barrel room of the winery.

Over the weekend, I had the good fortune of tracking a very special car on Saturday during driving school.

Driving Laguna Seca has to be a dream come true for any car enthusiast, and it was certainly that for me. The fact that I was able to track Ralph Warren's Rogue Engineering Getrag 6-speed manual transmission red wagon with its 3.2 liter E46 S54 M3 engine, M suspension, Brembo brakes, at about 300 hp, made it truly a dream come true. I signed up for driving school D-class and I was very lucky to have Frank Vasquez of KW Suspensions as my instructor. Frank has a cool and calm demeanor, is just a heck of a nice guy and the absolute best instructor anybody could hope for.

I was a bit daunted by the first run but after a few laps, started to understand why people love driving this particular track. It was a blast with the elevation changes, blind apexes and a few exhilarating straights. It sweeps you along and has a flow that is just unbeatable. By the second session, I was feeling comfortable but over compensating and driving a little too fast, and not minding my lines. The instructor hot lap run between sessions 1 and 2 had made me mentally think of the instructor lines and speed – something our instructors had warned us about in the morning classroom session. By the third session, I felt a flow and ease to driving this wonderful track. It helped that Frank sometimes gently guided the wheel to help me guide the car into a natural line. I can't thank Frank enough because he really made driving school that much more fun and instructive. It was an absolute blast.

There are so many reasons why I love being part of the BMW Car Club of America. I love the history of the cars, and their aesthetic appeal and superior engineering. They really are the ultimate driving machine for many more reasons than can be enumerated here. I love looking at cars at car shows, and at concours, and admiring the beauty of the engines and the lines of the cars. Many of them are like art pieces, and what makes them better than art, is the engineering that went into them and the fact that they are functional art. It is also inspirational to learn the provenance of the cars, and to witness the labor and love that car owners have put into restoring vintage cars into gleaming, fully functioning masterpieces.



(Above) Anna Maripuu taking the Ralph-wagon down the corkscrew at Laguna Seca.

I love learning and tinkering at DIYs. It is empowering to learn how all the parts fit together and be able to do some of the work on your car yourself. What could be better than getting together with like-minded people who share the same passion and interest in automotive pursuits?

I absolutely have a passion for racing. Going to races of all levels, whether it be hanging out with fellow club members as you volunteer at an autocross event, or taking part in driving school, to club racing and to the pro-levels and beyond, it's all fun. It takes you to gorgeous parts of the

(Below left) Foundation Ambassadors Sheila Morin and Andre Noel pose at the CCA Foundation table at the Hyatt Regency Monterey. (Below center) Dr. Thomas Tischler of the BMW Group in Munich shows off the "build book" for the famous restoration of the Elvis Presley 507. Any BMW owner can obtain a similar book for their car. (Below right) NCC Club racer Todd Brown and Michelle Brown pose with CCA's best HPDE instructor, Frank Vasquez of KW Suspensions.

(Below left) Foundation Ambassadors Sheila Morin and Andre Noel pose at the CCA Foundation table at the Hyatt Regency Monterey. (Below center) Dr. Thomas Tischler of the BMW Group in Munich shows off the "build book" for the famous restoration of the Elvis Presley 507. Any BMW owner can obtain a similar book for their car. (Below right) NCC Club racer Todd Brown and Michelle Brown pose with CCA's best HPDE instructor, Frank Vasquez of KW Suspensions.



country (or the world) to tracks situated in lovely settings. It affords one the opportunity to follow favorite race car drivers, teams and their cars.

But here is the epiphany that I gained on the track at Laguna Seca as I drove down the corkscrew and

strove to master it. I want to drive. I want not only to drive on social tours on twisty fun roads in the company of my club friends, but I want to start driving more in HPDE.

I was bitten by the racing bug in Monterey and now, am itching to hit a race track. I started the search for a suitable car as soon as I got back to the East coast, and I have triangulated on a car that seems perfect. Stay tuned as I hit the asphalt with a ever-

evolving racing machine.

Thank you CCA for all the joy you have given me during my years of involvement with the club. My joy of motorsports keeps evolving and morphing, as I learn and grow.

But the ever present anchor is how much we love automobiles. This unites us into one big happy motor-ing family. See you all in New Orleans next year!



(Left) Some club racers have a sense of humor when they personalize their cars! This was a great example in the parking lot of the Hyatt Regency Monterey. (Right) The famous Mazda Raceway Laguna Seca saw a weekend of historic racing with BMW as the featured marque and CCA HPDE, Club Racing, and charity hotlaps the following weekend.



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Cape Town: Chapman's Peak Drive and How I Fell in Love with a Mini

By Abheek Sen

As with all automobile enthusiasts, we are drawn to find new roads wherever we go. It may as close as a new back road with nice twists and turns that one can take on the way back from work, or the routes taken during a vacation home or abroad. When we find that perfect piece of tarmac, we instinctively tell everyone about it as if it is our way of holding on to that memory a little longer.

My story starts off when my wife and I started planning for our yearly vacation. This year, we opted to travel to South Africa, see Cape Town and go on an African Safari. Cape Town is a port city which makes it rich in history, food culture, arts, and natural beauty. As we planned our trip, our friends' advised us that renting a car would be ideal for us since Cape Town is a very drivable city and public transportation isn't as convenient. South Africa also doesn't require international drivers to have an international driver's license; any valid driver's license will do. The only caveat was that we'd need to remember to drive on the

correct side of the road... which is on the left side of the road. Twenty-one hours since leaving Washington Dulles Airport, we landed in Cape Town International Airport and was picked up by the airport shuttle our hotel sent. For our stay in Cape Town, we found a boutique hotel in the Sea Point neighborhood called The Glen Hotel and Spa. As we

were driven back to our hotel, our courteous driver provided useful information about Cape Town, its history, and the current hotspots to visit. As we settled in for the night, we lay awake thinking through the activities for our stay in Cape Town. In the morning, we were introduced to our rented car, a Mini Cooper. Although the hire-car fleet at the hotel had a Peugeot, a Land Rover, a John Cooper Works Mini Coopers, and a 435 convertible, we opted for the Mini Cooper since they were about \$35



a day and easier to park in the city than the big 4 series. Great hotel right?

The Mini was completely different from my 3-series at home. The whole situation felt alien to me: getting into a Mini Cooper on the right side of the car

(Top) View from the start of Chapman's Peak Road. (Above) Out of many choices, the Mini Cooper provided by The Glen Boutique Hotel and Spa was the perfect car for Cape Town. It made quick work of Chapman's Peak Road and the road up to Table Mountain while making it easy to get around Cape Town. Photo: The Glen Boutique Hotel and Spa, <http://glenhotel.co.za/>

to drive on the left side of the road. I timidly punched in the navigation coordinates to the Cape Peninsula. Little did I know that the GPS was about to make us fall in love with Cape Town and the little Mini that could. From our hotel, we took the M6 south to the Cape Peninsula National Park. South Africa has a very mountainous coastline. The M6 is very much like the Pacific Coast Highway in California; the road drapes along the coastline, hugging the mountains as it makes its way south to the peninsula. Each turn reveals a new perspective on the landscape; deep black tarmac dividing the view of lush green foliage among rust colored rocks on the left and the black and tan rocks in the deepest blue of the Atlantic Ocean on the right. Unfortunately, since it was a major thoroughfare, the road had a lot of

traffic. That is until we got into the little town of Hout Bay and the start of the section of road called Chapman's Peak Drive.

Unaware of what lay ahead, we paid our \$5 toll and set off. The traffic had fallen away for more direct roads, making it possible for us to enjoy the view and the pace better. For six miles, we drove the little Mini hard around the seemingly countless turns, watching as the road curved in and out of the mountain side, with only a sheer drop into the ocean on the other side. As one can imagine, my attention shifted away from the beauty of the landscape and focused on the road and the little Mini. I was impressed that my driving skills, honed by autocross, allowed me to control the very capable Mini through the turns. I was able to drive tightly around each turn as if they were cones

on a course. Of course, the difference between a cone and this road is that I can run over a cone and still be on most roads. On this road, not so much. The car was very responsive and agile; much better than what you'd expect out of a rental. Alas, after 15 minutes of a 'fun' drive, we were back on mostly level ground with the ocean to our backs. As much as I wanted to go back and drive it again, we still had more to see and do.

To be honest, I thought that was going to be it for the fun drives in Cape Town. After experiencing the Cape Peninsula National Park, we took the M3 (Doesn't Cape Town have the most amazing highway names?) back into the city. In the following days, we took our little Mini to the wine country in Franschhoek and up Table Mountain. The route out to Franschhoek was flat and unchalleng-

ing but the views were amazing. However, driving up Table Mountain was impressive. It's hard to imagine that within 30 minutes of wherever you are in Cape Town, you can go out for a fun drive. Thanks to the little Mini, Cape Town left a lasting memory in my heart. We will definitely be making another trip back and recommend everyone go there.

(Below) The Cloud drape over Table Mountain and mountains surrounding Cape Town.





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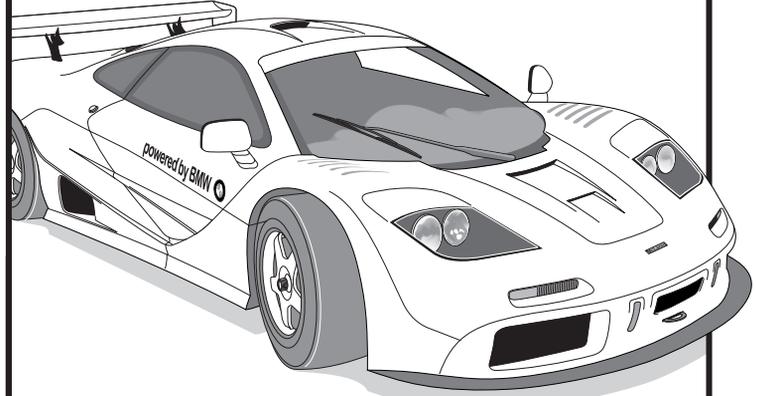
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2017 BMW X3 xDrive2.8i

Just Right

By James Chew

Our oldest daughter graduated from college and was moving from home to her first “real” job. One of her gifts from us was my wife’s 2007 X5 3.0. Custom ordered and purchased new from a fellow BMW CCA member almost ten years ago, the X5 had less than 73,000 miles. We knew that vehicle had plenty of miles left – especially seeing as how we recently replaced the rear differential! Not buying in to the “lifetime fluids” claim, all were changed- including the automatic transmission fluid. Fully loaded with her possessions and a giving hugs and kisses for luck, our oldest daughter and HER 2007 X5 left for Northern New Jersey. Ironically she moved to a location close to BMW NA’s headquarters. I suspect finding a reputable independent

BMW shop to service that vehicle would not be an issue!

So, it was time for new-car shopping. For a “car guy,” there’s nothing more fun than embarking on this adventure. And because we were not certain if we would replace the X5 with another BMW, this made the adventure even more fun (for me).

Once a stagnant industry, the pace of technology, design, and manufacturing changes in the auto industry rivals that of consumer electronics. The major difference between these two technology-driven industries is that the average consumer ACCEPTS two-to-three year lifetimes from their consumer electronics (with the exception of Apple users). Such a lifetime for a vehicle is unusual.

Even though I see plenty



(Top) The timeless, upscale exterior design distinguishes the 2017 X3 from its competitors. (Above) The versatile TwinPower Turbo in-line four provides outstanding performance and outstanding fuel economy.

of older BMWs still on North Americans roads (ever see 1990's era Lexus, Mercedes, Audis, Cadillac, Lincolns, Acuras, or Infinitis on the road today? I didn't think so) I felt an obligation for my wife and I to evaluate a sampling of today's SUV offering before making a selection.

Sport utility vehicles are the second most popular and second most profitable segment in today's North American market – light trucks being the most popular and most profitable. And while there are now SUVs for every purpose and purse, the performance – luxury and near performance luxury segment has become quite crowded.

The Cadillac Escalade and GMC Yukon Denali are the “dread-nought” class of the luxury SUVs. Unapologetically the symbol of American success/excess, both SUVs are surprisingly nimble in urban driving environments and are the ultimate Interstate “cruise mobile” for any road trip. I was surprised to see the large number of them used for kid-carpool duty. Based on their observed durability,



(Above) As with all current generation BMWs, the X3 interior now rivals Audi.

these vehicles will most likely still be extremely dependable transportation after the last child

graduates from college. But our family was downsizing – so as fine a luxury SUV as they both are –

they were too big for our needs.

There's a good reason why the Lexus RX and the Lexus NX sell well. First, there's nothing quite like the Lexus dealership environment. Exhibiting customer courtesy that rivals Nordstrom, the dealership personnel go out of their way to make every customer and shopper feel special. Second, the fit and finish of Lexus products cannot be rivaled. However, my observation is that once the new car shine fades on a Lexus, the product feels and drives like well-optioned Toyotas.

In terms of driving dynamics, both the Lexus RX and the NX seems to have tuned the suspension and handling to “darty” rather than responsibly predictable. And the Ninja/Transformer exterior design was simply not our cup of tea. For these reasons, the Lexus products were eliminated from consideration.

When fully loaded, the Nissan SUVs would make any shopper think twice about shopping for the Lexus, Acura, AND Infiniti SUVs. Having upscale interior and exterior designs, the Nissan SUVs are the reason why they have quietly

(Below) The X3's distinctive and timeless side profile attracts many people.





(Top) The roomy and versatile rear seats can comfortably seat three adults or be individually folded for more cargo space.

surpassed Honda in terms of North American sales. For us, the crossover front-wheel-drive chassis were just too cushy and wallowy for our tastes. We had the same feeling for the Buick Enclave and Cadillac SRX. Both products are great family luxury SUVs, just not for us.

The Ford SUVs – the Explorer, the Edge, and the Escape – were quite intriguing. All three Ford offerings are very, very good. What eliminated the Ford products was their new hood design. Neither my wife nor I could see the front of the vehicles. Our oldest daughter learned to drive in our 2007 X5 and we knew that our youngest daughter would learn to drive with the replacement vehicle. If we couldn't see the front, we could only imagine how nerve racking that would be for a student driver.

The Jeep Grand Cherokee, and the Jeep Cherokee were also considered. If we lived in an area where off road capabilities were often needed, it would be a no-brainer – the Jeep Grand Cherokee diesel would be our new vehicle. However, the Grand Cherokee's interior didn't feel nearly as upscale as one would expect (especially for that MSRP). And while we didn't mind the Cherokees "funky" front end design, the nine-speed automatic transmission's propensity to be constantly searching for the right gear in most every driving conditions became quite irritating.

We did drive the Mercedes GLS, GLE, GLC, and GLA. This again proved that BMW people are not Mercedes people. The Mercedes SUVs are fine vehicles. But for most BMW owners, the Mercedes products simply drive and feel strange.

In the end, we judged the BMW SAVs to the best for our needs. We experienced the "ecosystems" and being our eleventh BMW, we appreciated the driving dynamics, durability, and dependability of the product, as well as courteous and professional treatment from every BMW dealership that we've experienced. But which one to select?

Even though the X5d is a wonderful SAV and a wonderful value, it was simply too big for a family of three. Because we felt the X5 was too big, waiting for the even larger (and much more expensive) X7 made no sense. After spending a significant amount of time in the X1, we found it too small. And for some reason, BMW does not offer the heated rear seat option for the X1.

The X3, however, was just right. The driver's seating position was high enough for

my wife having the same "feeling of command" she had our X5. The X3 seemed to have almost the same interior space as our 2007 X5, while still having a smaller exterior. The exterior, freshened in 2015, has the traditional BMW "timeless" aura. In my opinion, with the re-designed front end, the X3 exterior design will have the staying power of the E36 and the E46 designs.

Our sales professional, Nabil Haddad, and I quickly configured the X3 to my wife's preference. After a quick discussion with the sales manager, Levant Inel, a fair deal was negotiated. After placing the order, our sales professional provided to us the order number. He also informed us that because of the build date, ours would be classified as a 2017 model-year vehicle. While initially delighted, I later learned that because of changes to the BMW free maintenance program, this was a double-edged sword. Using the "My BMW" section of the BMW website, we traced the assembly progress. After a little over three weeks, our 2017 BMW X3 was delivered to BMW of Alexandria (I was tempted to have the vehicle delivery experience at the Spartanburg facility. But having a rather active daughter, we had no free time for such an event. I guess we'll have to wait to be "empty nesters" to take advantage of such an experience).

This was the first BMW we've had delivered since BMW initiated the "BMW Genius" program. As my wife was patiently walked through all the features of her new vehicle, I met with the F&I manager. I was rather surprised to learn that the BMW free maintenance period had been shortened to three years, and that brakes were no longer included. I am hoping that the uproar from my fellow BMW CCAs and the decreasing BMW sales in North American will have the BMW NA leadership retroactively re-instate the BMW "free maintenance" program back to four years AND again include brake service!

Driving home from the dealership, it seemed as if someone had turned the rain faucet to "high" the moment we entered I-95. But my wife felt confident driving home. Under these adverse weather conditions, the higher seating position, xenon headlights (frankly, can't see a reason for the LED headlights), X-drive, and "heads up" display came in quite handy. As for me, I had adjusted the Mocha Nevada leather with orange stitching power front passenger seat to a very comfortable position and read the owner's manual during

the drive home. An added bonus was that the 2.0-liter TwinPower turbo four-cylinder engine achieved 28 miles per gallon during the trek home. I suspect that we will appreciate the fuel savings from owning a smaller SAV, powered by a smaller engine.

Being our eleventh BMW and third BMW SAV, we had strong opinions of the “must have” options. As much as we liked the “Surround View,” it seemed that an X3 is small enough and has such outstanding visibility that having the rear view camera was all that was needed for parallel parking and maneuvering in to tight parking spaces. We had manual rear window sun shades in the X5, which we never used during the last three years of ownership. But we did think the “X-line” trim make the X3 look like a true premium performance-luxury SAV. As for all the “extras” the F&I manager felt obligated to discuss, he knew that after us owning eleven BMWs, the likelihood of selecting any of them was quite poor.

After thirty years working in the car business, I appreciate that best vehicle is one you like – and it will change with the times. For this time in our lives, the 2017 BMW X3 xDrive2.8i is “just right.”

Now, where is that BMW CCA Rebate application?

One More Thing.

I am planning to “detail” our new X3 the moment we arrived home, even if we hadn’t driven home in the pouring rain. With all due respect to the outstanding dealer personnel, there is no way they’ll pay the same level of attention to my vehicle as me.

The first time detailing a new (or new to me) vehicle gives me a change to carefully inspect it. I learn which areas to inspect during fueling as areas to pay careful attention when I take the vehicle in for service. As an example. I once took our 2007 X5 to a local Costco for the complimentary tire rotation. Parking the vehicle, the cashier informed me that one wheel was missing two lug nuts. Having checked the air pressure on all four tires prior to taking it to Costco for service, I knew that all the lug BOLTS were present and accounted for. Even a terse discussion with the Service Manager

failed to convince them that there was no way a longtime BMW CCA member, who had checked the tire pressure prior to taking the vehicle in for service, would have NOT noticed two missing lug BOLTS on one wheel. Buy the way, I now take photos of all the wheels prior to using that particular Costco to rotate the tires!

No matter how hard they try, the typical dealership new vehicle prep will not achieve the same level of care as a typical car guy. So, I check all the

fluids (expect for the oil, grr...) and tire pressure, carefully wax and wash the vehicle (including the door sills), and clean the engine compartment. From experience, I’ve learned that when your vehicle is the victim of an accident or vandalism, the insurance adjustor notices if your vehicle has been well care for – and it will be reflected in the payout.

I’m a big fan of the Mother’s line of car care products. After washing the X3’s exterior with the Mothers California Gold carnauba wax and wash solution and applying two coats of Mother California Gold Carnauba Wax, the wheels are washed using Mother’s wheel and tire cleaner. The tires are treated with Mother’s “Back to Black”. I then treat all the weather stripping to a coating of silicon spray.

As for the interior, all the windows, windshield, and mirrors are washed (using Mother’s re/vison glass cleaner). You would be surprised how dirty that are, even right after vehicle delivery. The carpets and the floor mats are carefully vacuumed and the appropriate Scotchguard products are applied. The leather will be “cleaned/treated” at the end of summer using the BMW leather cleaner/conditioner.

In my opinion, starting your ownership experience with such an inspection and cleaning regimen helps you learn about your new vehicle as well as setting up a cadence to keep your new vehicle looking brand new. It’s also an effective way to show your neighbors that you have a new BMW!



(Above) Quality car care detailing and cleaning products and some elbow grease will help you learn more about your car. (Left) The 2017 X3 features a keyless fob - wonder how long it will take me to get use to it!



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A D V E R T I S E R S

Alexandria Bavarian Service.....	29
AutoWerke & Autoy.....	29
BMW Excluservice.....	29
BMW of Fairfax.....	C3
BMW of Silver Spring.....	C2
BMW of Sterling.....	C4
Eurasian Service Center.....	26
J&F Motors, Ltd.	29
Martin's Auto Service.....	26
OG Racing.....	9
Radial Tire.....	33
Reflections Auto Salon	29
Road Race Technologies	33
Scandinavian Import Service Center.....	34
SpecR53.....	36
The Drivers Club at Dominion Raceway.....	26

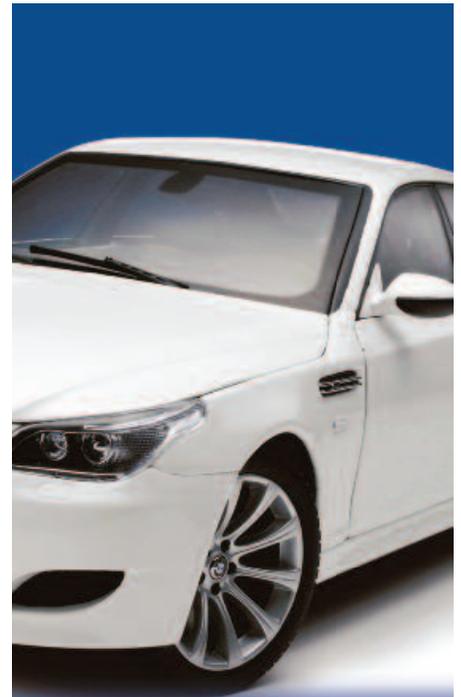


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