

der *Bayerische*



Original BMW Parts
& Accessories

bmwofsilverspring.com
301-890-3010



The Ultimate
Driving Machine®



WE'RE ON YOUR TEAM

PROUD SUPPORTERS OF THE NATIONAL CAPITAL CHAPTER OF BMW CCA

Original BMW Parts & Accessories

BMW of Silver Spring

3211 Automobile Blvd.

Silver Spring, MD 20904

Parts Direct: 301-890-3010

Visit us on Facebook: [bmwofsilverspringretailparts](https://www.facebook.com/bmwofsilverspringretailparts)



Cover: BMW Team RLL M6 GTLM was still short on power during the 2017 Sebring 12-Hour race. Read the article on page 14. Photo: Steve Tenney

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

VOLUME 47 | NUMBER 3

2 PRESIDENT'S MESSAGE

3 FROM THE EDITORS

4 CALENDAR OF EVENTS

5 COMING EVENTS

35 NEW MEMBERS

36 ADVERTISERS INDEX



7

7 Annual Meeting and Party

BY ANNA MARIPUU



10

10 BMW G30 5 Series Launch Event: March 18, 2017 at Passport BMW

BY ANNA MARIPUU



14

14 Sebring 2017: Still Not Enough Pace

BY STEVE TENNEY

20 Live Tech Talk with Mike Miller at RPR Automotive

BY BROOKLYN TAYLOR



24

24 2017 BMW 5 Series: Rising to The Top

BY JAMES CHEW

27 TIRE-d Already? We're Just Getting Started

BY JACLYN HECK



27

30 2017 BMW 330e and 2017 Audi A4 Quattro: The Kids Are Alright

BY JAMES CHEW



PEFC Certified

This product is from sustainably managed forests and controlled sources

www.pefc.org

National Capital Chapter BMW Car Club of America

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

President

Paul Seto president@nccbmwcca.org 301.908.1928

Vice President

James Laws vice-president@nccbmwcca.org 240.424.5380

Treasurer

Richard Kempf treasurer@nccbmwcca.org 703.455.8210

Secretary

Gina Hector secretary@nccbmwcca.org 202.570.4462

Membership Chair

James Laws membership@nccbmwcca.org 240.424.5380

Social Chair

Paul Seto social-chair@nccbmwcca.org 301.908.1928

Driving School Coordinator

Matt Oleksiak ds-coordinator@nccbmwcca.org

Concours Chair

John McWilliams concours-chair@nccbmwcca.org

DIY Chair

Phillip Cummings diy-chair@nccbmwcca.org

Webmaster

Steven Schlossman webmaster@nccbmwcca.org

Autocross Committee

Phil Yates info@nccautocross.com

Baltimore Activities

Billy Dixon billy.dixon@nccbmwcca.org 410.802.0188

PR & Community Engagement

Kelsy Hill kelsy@nccbmwcca.org

der Bayerische Staff

Co-Editors

Walter Jones db-editor@nccbmwcca.org

Anna Maripuu db-editor@nccbmwcca.org

Production/Layout

Raine Mantysalo db-production@nccbmwcca.org

Chief Marketing Officer

Orlando Taylor Brooklyn.Taylor@nccbmwcca.org 917.653.8783

Director of Marketing

Abby Gonzalez agonzalez@nccbmwcca.org 703.789.4113

Contributing Writers

James Chew, Jaclyn Heck, Anna Maripuu, Brooklyn Taylor,

Steve Tenney

Club Address

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

National Membership Toll-Free Number

800.878.9292

der Bayerische is the official publication of the National Capital Chapter of the BMW Car Club of America, Inc., and is not in any way connected with the Bayerische Motoren Werke AG or BMW of North America, Inc. It is provided by and for the Club membership only. The Club assumes no liability for any of the information, opinions or suggestions contained herein. No factory approval is implied unless specifically stated. Modifications within the warranty period of a vehicle may void the warranty. All articles to be considered for publishing must be received by the 21st of odd-numbered months (January, March, ...) and are subject to editing. Please send all submissions to the *dB* editors at db-editor@nccbmwcca.org. Send all photos and all links to photos to the Production Manager at db-production@nccbmwcca.org. For placement of commercial advertisements contact the Advertising Manager at db-advertising@nccbmwcca.org. Contents may not be reproduced without permission in writing except by the BMW CCA and its Chapters.
© 2017 NCC BMW CCA

BMW Car Club of America

National Capital Chapter



President's Message

Spring is finally here and the car season has officially started! In the next few days, National Capital Chapter will be kicking off May with a HUGE weekend with two great events!

All members are welcomed to join us on Saturday, May 6th at BMW of Sterling for our Spring Extravaganza where we will be hosting several events throughout the day: Cars & Coffee, DIY, New Member Reception, and Open House. Bring all your friends and family as we expect a huge turnout of both vintage and newer BMWs.

Then, on Sunday, May 7th, will be the legendary 34th Annual Deutsche Marque Concours d'Elegance. BMW CCA, Porsche Club of America, and Mercedes Benz Club of America will all be on hand to show off the best-of-the-best! Spectators are always free, but we could use more people to show their BMW. So prepare the car and come join us for an awesome day!

In club news, another rite of passage is our biennial Chapter Congress held in Dallas, TX. Leaders from all sixty-seven CCA chapters get together every other year to exchange ideas and plan a cohesive direction for our beloved club. As the biggest and most active chapter in CCA, our National Office asked us to share with others what makes NCC so successful. During our hour-long presentation, we discussed our leadership approach, and how to run great programs. It seemed to be well received. Our size is a huge driver to our success and whatever we can do to help other chapters, we will do. It's all a part of helping our fellow chapters for the benefit of a better overall club.

Finally, I want to thank Passport BMW for hosting the New BMW 5 Series (G30) Launch Event in March. CCA members showed up in huge numbers to see the latest iteration of the iconic sports sedan and the dealership really rolled out the red carpet for us. This chapter works hard at ensuring great relations with our sponsors and this was an example of BMW showing how important the community is to them. So please make it a point to support those who support us. We've partnered with Passport BMW on many events throughout the years, but their level of commitment for this event was really special. Thanks for your continued dedication to BMW CCA!



2017 NCC Golf Outing
Join the National Capital Chapter of the BMW CCA
for a day on the links!
Saturday, June 24th @ 12:00 pm
Raspberry Falls Golf Club (Leesburg, VA)
BMW Car Club of America
Price: BMWCCA Members \$70
Non-members \$80
Space is limited to 32 players
Register now!
msreg.com/nccgolf2017
NCC BMW CCA

FromThe Editors

Safety is the watchword.

I was reminded of this while reading an article in *Roundel* by Mi Ae Lipe, entitled "What makes a good driver?" She pointed out a known statistic that more than 75% of drivers view themselves as above average. Are you a good driver? Most answer yes, that is, most drivers (self-reporting) are better than average which is statistically not possible.

I would modify this to say that those who have taken a driving course, or in the case of teen drivers, a Street Survival course, are above average. But there are many drivers who don't fit the bill. Best present for a teen from you, moms and dads, is a Street Survival weekend. It is not a matter of learning how to drive fast, rather discovering the limits of both car and driver.

How often do you have to take evasive maneuvers? For me it is a couple of times per week. It used not to be so often, but now every-

one seems to be in a hurry to get somewhere. Ever surprised by a motorcyclist or pedestrian appearing out of nowhere, especially from the blind spot? Do you pay attention when the alarm goes off for low temperature? (Think black ice.) Asleep at the wheel? One of the electronic gizmos coming down the road is a camera and software to alert the driver if s/he is dozing off.

How is your situational awareness? Cars around, on the bumper or in front at a high closing speed. Do you glance in the mirror from time to time? I take two right turns rather than an "iffy" left?

Electronics in vehicles are proliferating. This is both good and bad. Unless there is forward thinking, we will end up with a patchwork of coding and electronic layers, which can be a problem when these car/sensors need to interact; which will become yet another distraction for drivers, as if we didn't have enough.

There are two upcoming events this May that are worth attending. One is Street Survival. The other is the Deutsche Marque Concours. Both are highlighted in Coming Events.

Finally, taking a cue from James Chew (March/April issue), I visited the California Automobile Museum in Sacramento. What a lot of fun! I spent a couple of hours viewing the collection. Very similar to the Collectors Car Corral where we hold the chili cook-off, but this one is focused on US-built vehicles and all were old. Nothing later than '74. Gov. Jerry Brown's Plymouth Satellite and Linda Ronstadt's 911SC (actually an '82 but not US made) were back-to-back. That was as recent as it got. Given the minutiae of every vehicle from our docent, I later asked how long it took to become that proficient. Eleven hours of coursework, a passion for cars, and (as Perlita said) the gift of gab!

Saturday, May 6

National
Capital Chapter



BMW of Sterling
MINI of Sterling
21710 Autoworld Circle
Sterling, VA 20166

Registration and details
on each event can be
found online:

ncc.motorsportsreg.com



Do It Yourself (DIY)

Starts at 8:00 am

Under the supervision of BMW of Sterling's certified technicians, learn how to work on your BMW or MINI

**Registration Required*

Cars & Coffee

Starts at 9:00 am

Rise and shine* for a morning social of cars, coffee and friends

**literally, shine up that Bimmer!*

New Member Welcome

Starts at 10:00 am

Join us in welcoming our newest chapter members!

Lunch will be served

**Registration Required*

March

- 2 NoVa Social @ Jaleo in Crystal City
- 4 Live Tech Talk w/ Mike Miller @ RPR Automotive
- 8 Board Meeting/Social @ Brio Tuscan Grille in Rockville, MD
- 9 Columbia Social @ Glory Days Grill in Ellicott City, MD
- 16 MoCo Social @ Pizza CS in Rockville, MD
- 18 New 5 Series (G30) Launch Event
- 25 Just a Tour to Brush off Dust

April

- 6 NoVa Social - Greene Turtle, Springfield
- 8 BMW CCA Cars & Coffee, Aktiv Automotive, Gaithersburg, MD
- 8 DIY @ AKTIV Automotive
- 12 Board Meeting/Social - Brio Tuscan Grille, Rockville, MD
- 13 Columbia Social- Corner Stable, Columbia, MD
- 20 MoCo Social- Pizza CS, Rockville, MD
- 22 DIY @ Benchmark Motors
- 22-23 Spring 2017 ///M Club Day @ BMW Performance Center

May

- 4 May NoVa Social- Greene Turtle, Springfield
- 6 DIY @ BMW of Sterling
- 6 BMW CCA New Member/Cars & Coffee/DIY - BMW of Sterling
- 6-7 TRSS BMW NCC CCA Volunteer SignUp-May '17
- 6-7 Street Survival (Columbia, MD)
- 7 34th Annual Deutsche Marque Concours d'Elegance, Vienna, VA
- 10 May Board Meeting/Social - Brio Tuscan Grille, Rockville, MD
- 11 May Columbia Social- Corner Stable, Columbia, MD
- 13-14 NCC May 2017 Summit Point, Main Circuit HPDE
- 13-14 MAY '17 NCC RACE SCHOOL Summit Point, Main
- 18 May MoCo Social- Pizza CS, Rockville, MD

- 20 2017 NCC Autocross Points Event #2, FedEx Field, Landover, MD
- 20 Spring Tour - Seneca Rocks Park, West Virginia
- 20 Carlisle Import & Performance Nationals, Carlisle, PA
- 27 2017 NCC Autocross Test & Tune #2, Regency Stadium, Waldorf, MD

June

- 1 Jun NoVa Social- Greene Turtle, Springfield
- 3 DIY @ Chapman Auto Werks
- 3 2017 NCC Autocross Points Event #3, FedEx Field, Landover, MD
- 8 Jun Columbia Social- Corner Stable, Columbia, MD
- 10-11 NCC June 2017 Summit Point, Jefferson Circuit HPDE
- 10 "Speedy Cop" Garage Tour
- 14 Jun Board Meeting/Social - Brio Tuscan Grille, Rockville, MD
- 15 Jun MoCo Social- Pizza CS, Rockville, MD
- 24 2017 NCC Golf Outing, Raspberry Falls Golf Club

July

- 11-15 48th Annual Oktoberfest, New Orleans, LA
- 15 DIY @ Benchmark Motors
- 22 Euro Marque Golf Tournament, Leesburg, VA
- 22 2017 NCC Autocross Points Event #4, Regency Stadium, Waldorf, MD
- 29 Summer 2017 ///M Club Day @ BMW Performance Center

August

- 12 2017 NCC Autocross Points Event #5, FedEx Field, Landover, MD

34th Annual Deutsche Marque Concours d'Elegance

Sunday, May 7, 2017 (Rain Date: Sunday, May 21, 2017)

Nottoway Park, 9601 Courthouse Rd., Vienna, VA 22181

One of the highlights of our event schedule, and an annual rite of spring for German car fans, is the Deutsche Marque Concours d'Elegance. This year marks the 34th time that we have gathered with our friends from the Greater Washington Section of the Mercedes-Benz Club of America (MBCA) and the Potomac Region of the Porsche Club of America (PCA) for this terrific show. Once again, we have reserved Nottoway Park in Vienna, easily reached via Route 66. The park entrance will be marked with large car club banners so that you cannot miss it.

In the Deutsche Marque Concours, vehicles are judged by their condition, appearance, and cleanliness. There will be three classes at this event - Street (judged), Meister class (judged - consisting of first-place category winners from the 2016 concours), and Display



class (not judged - winner selected by people's choice balloting). Judges scoring cars in the Street and Meister classes will only judge the tops of the cars, including the exterior, interior, engine bay, storage compartments and chrome, but not the chassis. Street class cars are generally divided into several groups based upon BMW CCA national concours rules.

There is no charge to attend the concours as a spectator. In order to allow us to plan appropriately for the number of guests, please register in advance using the registration form that at MotorsportReg.com.

Contact John McWilliams at john.mcwilliams@gmail.com if you have any questions.

C O M I N G E V E N T S

NoVa Social @ Greene Turtle, Springfield –

new location
Thursday, May 4, 2017

DIY @ BMW of Sterling - See the "shoutout" in this

issue
Saturday, May 6, 2017

Includes a DIY, new members' reception and "Cars and Coffee"

TRSS NCC BMW CCA Volunteer Sign Up and clinic

Saturday, May 6, 2017 & Sunday, May 7, 2017

The National Capital Chapter BMW Car Club of America, the Northern Virginia Corvette Club, and the Corvette Club of America, and are pleased to welcome you as either as an In-Car Coach or volunteer worker at our next two Tire Rack Street Survival teen driving clinics.

Street Survival is a program to introduce young drivers (generally teens) into safe driving. The emphasis is on how a car performs, rain or shine. The primary emphasis of the Tire Rack Street Survival is a "hands-on" driving experience in real-world situations! You use your own car to teach you about its handling limits and how you can control them. The goal is for students to become more observant of the traffic situation They will learn to look far enough ahead to anticipate unwise actions of other drivers. As the students master the application of physics to drive their cars, they will make fewer unwise driving actions themselves. They will understand why they should always wear their own seatbelts, and why they should insist that their passengers wear seat belts, too.

This is a combined volunteer recruitment and Street Survival event

The two events are on Saturday May 6th and Sunday May 7th, 2017, at Lincoln College of Technology in Columbia, MD.

34th Annual Deutsche Marque Concours d'Elegance, Vienna, VA

Nottoway Park, 9601 Courthouse Rd, Vienna, VA 22181
Sunday, May 7 2017

You bought a shiny new car, the Ultimate Driving Machine. Looked good when you picked it up. Now it is the time to keep it looking that way.

To maintain an ultimate finish may be difficult, but keeping your car looking good is not. To get a flavor of what can be done, attend one of our Concours. Come for sightseeing,

or if you are ready to take on the task, then register.

We welcome new registrants, as it allows them to get a better idea of what areas of their cars could benefit from some TLC. They will get a chance to meet with Concours veterans and judges, allowing them to pick up some tips. Beside the Judged class, the Display class is open to all comers to show off their pride and joy. Cars produced after 2012 will not be judged, but are welcome to enter the Display class, and eligible for the People's Choice (chosen by event spectators) and Judges' Choice awards. This is you.

While the prospect of having your car's cleanliness and condition scrutinized by judges may sound daunting, all participants start somewhere! Even if all you go away with is knowledge of what can be done, that is super.

As with every endeavor, there will be many opinions on what works best and how long it takes. Even if you decide to let a detail shop do the work, knowing what it takes makes it easier to deal with them, and get what you really want.

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

Wednesday, May 10, 2017

Columbia Social @ Corner Stable, Columbia, MD

Thursday, May 11, 2017

NCC RACE SCHOOL and HPDE @ Summit Point

Friday, May 13, 2017 through Sunday, May 14, 2017

This weekend combines a high-performance driving event (HPDE) with a race school, both on the main circuit at Summit Point.

MoCo Social @ Pizza CS, Rockville, MD

Thursday, May 18, 2017

NCC Autocross Points Event #2, FedEx Field, Landover, MD

Saturday, May 20, 2017

Spring Tour - Seneca Rocks Park, West Virginia

Saturday, May 20, 2017

Come join us for a scenic drive through the hills of Maryland, Virginia, and West Virginia!

This drive is designed for those who like scenic side roads with lots of twists and turns! We will be driving through Charles Town, WV, pass by Summit Point Raceway, then head south to Stephen's City, WV. From there we take some more back roads to Wardensville WV, driving on the

largely unused, but very scenic Old Route 55 to Moorefield West Virginia, and then down to Seneca Rocks Park. The last 15 miles we will pass through a beautiful scenic valley road with streams and mountain peaks on both sides. One goal is to stick together so we don't lose anyone.

We'll head back up to Moorefield, WV, where we'll lunch at the Blues Smoke Pit, a fun BBQ place with good food. Plan on getting home later in the afternoon.

We'll meet at 7:00 am and leave at 7:30 am.

Carlisle Import & Performance Nationals

Carlisle Fairgrounds,
100 Bryn Mawr Road, Carlisle, PA 17013
Saturday, May 20, 2017

The Nittany Chapter of BMW CCA has invited all NCC members to their car corral at Carlisle Import & Performance Nationals.

NCC Autocross Test & Tune #2, Regency Stadium, Waldorf, MD

Saturday, May 7, 2017

NoVa Social @ Greene Turtle, Springfield

Thursday, June 1, 2017

DIY @ Chapman Auto Werks

Saturday, June 3, 2017

NCC Autocross Points Event #3, FedEx Field, Landover, MD

Saturday, June 3, 2017

Columbia Social @ Corner Stable, Columbia, MD

Thursday, June 8, 2017

HPDE @ Summit Point, Jefferson Circuit

Saturday, June 10, 2017 through Sunday, June 11, 2017

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

Wednesday, June 14, 2017

MoCo Social - Pizza CS, Rockville, MD

Thursday, June 15, 2017

NCC Golf Outing, Raspberry Falls Golf Club – see

"shoutout" in this issue
Saturday, June 24, 2017

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

1. Bethesda, MD

Saturdays, 8-10 am, Corner Bakery Cafe, 10327 Westlake Drive, Bethesda, MD, Westfield Shopping Mall; see: <http://www.carsncoffeebethesda.com>

2. Burtonsville, MD

Sundays, 7:30-10 am, "Church of the Holy Doughnut," Dunkin Donuts, Route 29 & 198, Burtonsville, MD; see: Facebook page

3. Fairfax, VA

Sundays, 8-10:30 am, Fairfax Circle Shopping Center.

4. Great Falls, VA

Saturdays 6-9am, Katie's Cars & Coffee located at 760 Walker Road, Great Falls, VA; see: www.katiescarsandcoffee.com

5. Potomac, MD

Sundays 10-12, 10220 River Road, Potomac, MD; see: www.potomaccaferacers.com



**Inclement weather may affect attendance and seasonal for some.*

3rd Annual Euro-Marque Golf Invitational

Saturday, July 22nd, 2017, 1pm Shotgun Start

Raspberry Falls Golf & Hunt



PLAYING FORMAT: Texas Scramble

REGISTRATION FEE: \$105/player (includes golf, dinner, and Concours)

PLAYER ELIGIBILITY: Players must either be a member of the car club or own a car of the marque they are representing

CONTACTS:

Team Porsche: msong@pcapotomac.org

Team Mercedes Benz: Rugger.Smith@GWS-MBCA.org

Team BMW: paul.seto@nccbmwcca.org

Team Aston Martin: Jonathan_Metcalf@ML.com

Team Audi: Christine.lemley@audiclubpcc.org

REGISTRATION LINK: <http://msreg.com/2017-EMGolf>

WE COME
TO YOUR HOME OR OFFICE
AND CONVENIENTLY
DETAIL YOUR CAR.



REFLECTIONS
AUTO SALON

CALL US TO KEEP YOUR CAR
LOOKING GREAT!
571-233-7984

www.ReflectionsAutoSalon.com

J&F Motors Ltd.

Service Phone 703-671-7757
Machine Shop 703-671-8507 Fax 703-671-0361
E-mail: JandFMotors1@aol.com

Our hours are
7:30AM to 6PM
Monday through
Friday.



We specialize in BMW
automotive service,
repairs and parts.
We also do general
service and repairs
on Mercedes-Benz
and Volvo.

4064 S. Four Mile Run Drive, Arlington, VA 22206-2307

For almost 40 years, BMW Car
Club members have trusted their
cars to Autoy and AutoWerke.



Why?

Factory-trained techs. Advanced diagnostic equipment.
Pride in a job well done. A shop where things get done.
Owner Dave Toy's pedigree as a BMW racer and fanatic.



That's the Autoy / AutoWerke solution for
customer satisfaction and word-of-mouth
referrals that keep us busy and you happy!

Autoy for accessories and parts. AutoWerke
for service. The best for your classic, older,
or newer BMW, MINI, Audi, and VW.



Always discounts for BMWCCA members. Free wifi.
Shuttle to and from the White Flint Red Line metro.

Visit our website! Call us today!

Autoy / AutoWerke

11800 Coakley Circle, Rockville MD 20852
301.770.0700 autoy58@yahoo.com
www.autoy-autowerke.com



Recaro | Eibach | Michelin | Bilstein | Bosch | OEM parts



Annual Meeting and Party

By Anna Maripuu | Photos by Steve Tenney

A cold, but clear evening on February 11 saw the National Capital Chapter members convening for our annual meeting and Board elections at the Springfield, Virginia Embassy Suites by Hilton. The evening opened with a cocktail hour at 6:30 pm and was followed by dinner at 7:30 pm and the annual meeting, which commenced at 8:30 pm.

Club members enjoyed a dinner of salmon, steak and chicken with assorted salads, and sides and dessert.

Club members also enjoyed presentations by two guest speakers, as well as the presence of Dwayne Moseley, our Regional Vice President.

Mike Renner of the BMW Performance Driving Center in Greenville, South Carolina gave a fascinating presentation on the Performance Driving Center and of his career with automobiles which started at the Charlotte Motor Speedway in 1983 with his first race. He has competed in a variety of races including GT,

showroom stock, improved touring and sport racers for the past 27 years.

He started instructing at the BMW Performance Center shortly after it opened in the fall of 1999 and his list of trainees includes new drivers, racers, FBI agents, and Secret Service members assigned to the task of Presidential protection. Mike holds international instructor certification in basic, advanced, advanced M vehicles, intensive, perfection, and racetrack instruction. Included in his duties as a driver for BMW is the opportunity to drive historic BMW racecars.

Scott Hughes had an equally fascinating presentation about his career and interest in historic BMWs. Scott and his wife, Fran, are BMW CCA members number 1473. They joined BMW CCA in 1970 shortly after acquiring a 1968 BMW 1600. They have been members of seven chapters, and are currently members of the Sandlapper Chapter in South Carolina. They attended their first Oktoberfest in 1971 and have



(Above) Paul Seto and Mike Renner present Doug Verner with an achievement award for his continuing service to chapter activities.

ANNUAL MEETING AND PARTY



(Above Left) Wayne and Phyllis Watkins (middle), Terence and Janice Seawright (left), LeRoy and Addie Hall. (Above Right) Chris Wooten, Abby Gonzalez, Phil Cummings, Teresa Cummings, Walter Jones.

attended over forty Oktoberfests since. They put on the first ever BMW CCA Driving School in 1974 at Lime Rock and started BMW CCA Club Racing in 1995 at Moroso in Florida. They were the first couple to be awarded the prestigious Friend of the Marque Award by BMW AG.

Scott is currently a Trustee of the BMW CCA Foundation and has a special passion for the Tire Rack Street Survival program. He collects, shows, and races significant BMWs nationally and internationally.

His presentation covered some amazing BMWs: the #64 2002 along with Roy Hopkins' multi-colored

2002 at the Pittsburgh Gran Prix, the first Art Car – the Calder CSL in a glass cage at the 2014 Amelia Island Concours, as well as the first time Sebring, Daytona and LeMans winning cars photographed together for the first time, Scott's #51 which is the car that won the Touring Class at LeMans in 1973 and finished 11th Overall with Dieter Quester, Toine Hezemans and Hans Stuck driving. Scott told us he was privileged to drive the car at the LeMans Classic in 2012.

There was a photo of Scott's CSL crossing the finish line at the 2015 Daytona Classic 24, co-driven

by Brian Redman, Joe Foster and Scott, one of the ex-PTG E36s at the BMW NA trailer, hard braking into the corkscrew at the 2016 Monterey Historics, followed by the E36 320 Touring car that won the independent US Touring Car Championship in 1996 fielded by TC Kline with Randy Pobst driving.

Scott also took us along to the big adventure that was the Monterey Historics in 2016 as they featured BMW and celebrated the 100th Anniversary of BMW. The traditional group photo, which BMW NA has made into a terrific poster, included three of the cars brought to Monterey

- the #64 ex-Miller Norburn - Nick Craw 2002 (driven there by Nick), the #28 BMW E30 M3 (driven by Ray Korman) and the E36 ex-PTG E36.

He showed us two photos of his 3.0 CSL taken at Sharkfest 2016 in Chattanooga, TN. The concours was held at the beautiful Hunter Art Museum. Scott spotted a donut shop and couldn't resist a shot of "the CSL doing donuts in the parking lot". He then moved on to tell us about the Mille Miglia 2014 with a shot of the two 1939 328s as they prepared for the rally with Scott driving one of the 328s. He also showed us a photo of the same car as

(Below Left) Lothar Schuettler. (Below Middle) Pam Harris and Alicia Lindo enjoying the buffet. (Below Right) The organizing committee; Angela, Perlita, Kendra and Gina.



ANNUAL MEETING AND PARTY



(Above Left) Mike Renner in the keynote address. (Above Middle) James Laws presenting the new president with a "thank you" from the members at the meeting. (Above Right) The new board from the left; Rich Kempf, Treasurer; Gina Hector, Secretary; James Laws, Vice-President and Paul Seto, President.

it finished fifth overall in the Mille Miglia of 1939.

He closed the presentation with a shot of his five grandchildren in one of his Isettas, saying these were five reasons he is so passionate about the teen driving Street Survival program. Scott has truly been on some amazing adventures with his cars, as has Mike Renner! We couldn't have been more pleased to have both of them speak at the Annual Meeting.

Club President Paul Seto recognized the committee chairs and program heads and then moved on to recognize the 2016 volunteer of the

year which went to Marc Caden for all his work for the club, writing articles, helping out with DIY events, and generally showing up and being enthusiastic in so many ways. The 2016 program of the year award went to Doug Verner for the ///M School he coordinates at the BMW Performance Driving Center in South Carolina. Doug has been in this role for years, and does an amazing job of organizing and making the event possible.

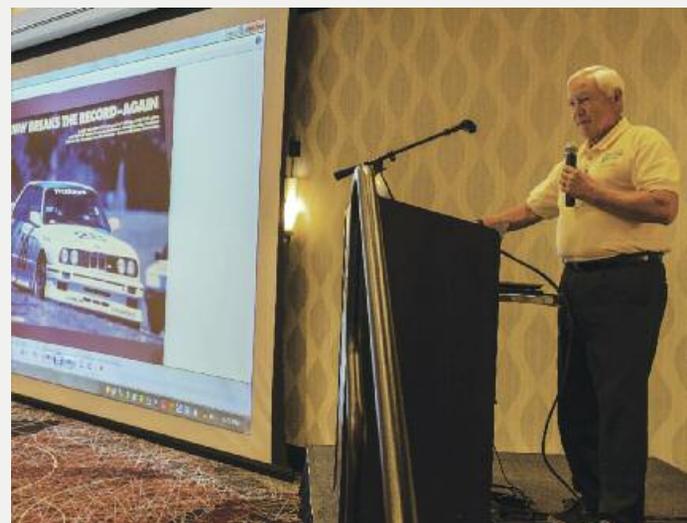
Then came the time in the evening that everyone looks forward to and that was the raffle portion. Angela, Kendra, Gina, Amanda and

Alicia all helped to draw tickets and distribute prizes to lucky winners. The big ticket items were an ///M school that Jerry Rich won, a set of tires from Radial Tires to Lothar Schuettler, Drivers Club Day passes for Jim LaRoche and Chris Wooten, and a BMW of Sterling gift certificate for \$100 for Gary Bowring, followed by many great prizes courtesy of BMW of Silver Spring and BMW of Sterling. The last prize to be distributed was a beautiful model of a 1938 roadster.



(Below Left) Amir Hickey loves Cindy LaRoche. (Below Middle) Marc Caden receiving the volunteer of the year award. (Below Right) Scott Hughes, with the 2nd presentation.

(Above) Swag that was raffled off.





BMW G30 5 Series Launch Event

March 18, 2017 at Passport BMW

By Anna Maripuu | Photos and captions by Aneek Roy

When our fearless leader, Paul Seto, first mentioned that a G30 launch event at Passport BMW in Marlow Heights was going to occur, he said it would be a great event and encouraged us all to attend.

He was not kidding. It was open to all, and turned out to be a good opportunity to mix and mingle with the new 5 Series cars as well as with our fellow BMW enthusiasts.

Old Europe, which happens to be a great authentic German restaurant in my neighborhood, was on hand to cater the event. No one would leave hungry as there was all manner of cold cuts, potato salad, pretzels, an impressive assortment of cheeses, meatballs, assorted wursts, and, of course, beer as well as some non-alcoholic libations.

For some real German ambiance, the Blaskapelle Alte Kameraden or the Old Comrades German Band lent some real oom-pa-pa to the occasion. Check out www.altekameraden.org if you missed them. They were wearing their lederhosen and kept us entertained with real German oompa music.

Since I had purchased my latest vehicle at Passport, I had the good fortune of leaving my car in the capable hands of Jennifer Amaya in service,

for a little wash and detailing. In the meantime, I dragged my good friend Marla Stewart Owczarek and her husband Larry into the backseat of a brand spanking new G30 540i sport model for a test drive. Our salesperson seemed to have just as much fun on the test drive as we did, as we took the car through its paces.

The first thing to note is that this car is fast. Actually, really fast. Without noticing or meaning to, you can quickly get up to some significant speed. As one would expect from a 5 Series, it is roomy, comfortable and offers a smooth ride. And as in all BMWs, the handling is impeccable. For quite a large four-door sedan, it doesn't feel too big to drive. It even has a nimble feel to it, making it feel almost as maneuverable as a smaller coupe. It has a super easy-to-use infotainment system and the controls are generally simple to use.

I always find BMW does a great job with transparency and ease of use of controls without

one having to be tutored or read through a long manual. When I get into a Volvo or a Jaguar or a Jeep or a Volkswagen, I tend to fumble around and spend an age trying to figure out simple things like how to roll down the window, or change the seat height, or pop the gas cap lid. All of these



(Top) Members of the band "Alte Kameraden" provided attendees with an authentic German blaskapelle musical experience. The German ensemble unit of the City of Fairfax, Virginia band, Alte Kameraden has the distinction of being the first U.S. based band to earn membership to Musikbund von Ober-und Niederbayern (MON), the regional band association of Bavaria. (Above) Delectable German and Austrian cuisine, including sausages, schnitzel, bread rolls, and pretzels, was catered at the event by Washington, D.C.'s famed Old Europe Restaurant.



(Above) BMW CCA member Peter Lovell stands beside an Alpine White G30 540i xDrive with M Sport Package. (Right) Guests enjoy the festivities in Passport BMW's expansive showroom.



(Above) From L to R: Cameron Hellmuth, General Manager at Passport Automotive Group; Joe Long, General Manager at Passport BMW; Everett Hellmuth, President and Owner of Passport Automotive Group. Passport BMW was one of 33 BMW automobile dealerships in the U.S. (and the only one in Maryland) to receive a 2017 Center of Excellence award. According to BMW of North America, "dealers are measured against their peers on 12 Key Performance Indicators which include, Customer Orientation, Aftersales and Sales data. The data is then calculated to award the top 33 of the 342 BMW dealers based on their 2016 performance."



(Above) No NCC BMW CCA event would be complete without a table like this!

actions are super simple to figure out on this 5 Series or on any BMW for that matter.

This car comes in a M Sport variant with six-cylinder, single turbo 3.0-liter engine with 335 hp and 332 lb-ft torque, nicely blending sport and luxury. For my taste, the suspension is a little too cushy

and soft, but there are people who like that feel. The transmission is an eight-speed automatic and I found that the shift was extremely smooth. All in all, even though this car is a luxury BMW it feels sporty and athletic enough to be a fun drive.

After my test drive and some more mingling with my BMW loving

brethren, I had a chat with Everett A. Hellmuth, president of Passport Automotive Group, who happens to be a diehard BMW fan. We had an interesting conversation that ruminated on the future of autonomous driving and the sustainability of hybrid/electric car technology. I got the distinct impression that

Mr. Hellmuth is just as much of a petrol head as the rest of us, and so, we thank him and Joe Long, GM of Passport, for putting on a really spectacular event. I am quite sure that no one who attended this event walked away without being impressed or having enjoyed themselves.



NCC club member, Aneek Roy, was on hand taking pictures of the event, and getting some impressions of the new G30. He took the pulse of CCA DIY Chair and E39 540i owner Phil Cummings after he test drove a G30 540i xDrive accompanied by Passport BMW client advisor Greg Parker. Aneek said that through this test drive, Phil appreciated the opportunity to experience advancements in automotive technology over the course of two decades – the amount of time separating his E39's birth with that of the G30.



Aneek also noted that from a technological perspective, one of the most noteworthy aspects of the G30 is its extensive set of safety systems. Client advisor Greg Parker pointed out that all G30 cars are equipped with the Active Protection safety package, which includes automatic pre-tensioning of the front seat belts once they are buckled and the car is put into drive; pre-crash detection; automatic braking after a crash; and an alertness assist function that monitors driving style and displays a message in the instrument cluster encouraging the driver to take a rest break if necessary.

(Top) Front view of the G30 5-Series. This particular car is a 540i xDrive in Imperial Blue Metallic. (Above Right) The G30 540i gets the B58 3.0 liter TwinPower Turbo inline six, another member of the BMW's modular engine family. It delivers 335 horsepower and 332 lb-ft of torque. 0-60 mph figures according to BMW are as low as 4.7 seconds for the 540i xDrive. To put that into perspective, that's comparable to an E39 M5!



(Above Left) The G30's interior is commendably spacious. Here, Passport BMW Client Advisor and Sales/Leasing Consultant Greg Parker demonstrates that even with the front seat set to a position optimized for his height of 6 foot 2 inches, there's still ample room in the rear. (Above Middle) Inside the G30 are BMW's new iDrive 6.0 infotainment system and a "dynamic digital" instrument cluster. In addition to the traditional console mounted controller knob, the latest version of iDrive also sports a touch sensitive screen and gesture recognition. A navigation system and 10.2" widescreen display are standard on all U.S. market G30 cars. (Above Right) Closeup of the 19" Style 664M wheel design included with the M Sport Package on the new G30.

CAR OF YOUR

BMW CCA RAFFLE 2017

DREAMS

RAFFLE STARTS JUNE 1

GRAND PRIZE

BMW

ALPINA B6
2018 xDRIVE GRAN COUPE



- 4.4 Liter BMW TwinPower Turbo V-8 xDrive, intelligent all-wheel drive
- ALPINA Blue Metallic
- Ivory White/Black Bi-Color Nappa Leather
- ALPINA Piano Black Trim
- Driving Assistance Plus Package
- Executive Package
- Bang & Olufsen Sound System
- Apple CarPlay Compatibility
- 20" Light Alloy
- ALPINA CLASSIC wheels & Michelin Pilot Sport 4 tires

MSRP:

\$133,475

*Winner responsible for all applicable taxes.

One car is given away for every 5,000 tickets sold!

FIRST PRIZE
2017 BMW



M2

MSRP: **\$51,700**



MAIN PRIZES

M240i

MSRP: **\$45,145**



BONUS: For every ten (10) tickets you purchase you will receive a special limited edition **ALPINA Grille Badge!**
(Not available for purchase separately)

Proceeds of the "Car of Your Dreams" Raffle are used to offset the program related expenses of the BMW Car Club of America that might otherwise be borne by our members through increased dues. Raffle licensed in the state of Georgia.

RAFFLE STARTS JUNE 1

Entry deadline: Sept 29, 2017

Purchase Tickets at bmwcca.org/raffle

\$25 Per Ticket
NO LIMIT!



S E B R I N G 2 0 1 7

Still Not Enough Pace

By Steve Tenney

Given the snowstorms predicted for the week of March 13/14, it made sense to head south early to avoid the coming storm. It's always a fun trip to go to Florida in mid-March, but even better when you can leave the snow behind. Someone made the comment that if we ever wanted to see what Sebring would be like during the best weather

possible, this was it. The mornings would start out a bit on the cold side, with very nice temperatures in the afternoons, eventually getting into the 80's by race day. At least there was no rain or extreme heat. The memory of the 2016 Sebring event with its heat and severe thunderstorms could not be erased, but thankfully we wouldn't have a repeat this year.



(Top) A great day for a motor race in Florida. (Above) The Lexus RC F entry into GTD.

During the 2017 Daytona 24-hour race, we saw the BMW GTLM and GTD M6s end up in 8th place. This despite BMW sending a top-level driver lineup for both BMW team RLL and Turner Motorsports. Both teams worked very hard to fight for position in the race, even recognizing that they were short on speed. After the race, the drivers tweeted that they simply didn't have enough pace (speed) to compete with the other cars in their classes.

In order to talk about the comparative speed of the cars we have to consider the dreaded Balance of Performance (BoP). The GT3/GTLM cars are all quite different in size and configuration. We have normally aspirated cars competing against turbocharged cars. There are small cars and large cars and balancing their performance is not an easy task. All them are based on the GT3 basic configuration established by the FIA (Federation Internationale de l'Automobile).

For the M6 cars, Daytona would not be a favorable track considering the long high-speed straight on the banking and the larger frontal area of the M6 compared with the Ford GT, for instance. The hope was that this would be less of a problem at Sebring. Perhaps IMSA heard the frustration from BMW team RLL because they made an adjustment to the Balance of Performance (BoP), giving the GTLM cars a little more boost and, thus, additional horsepower.

With this in mind I approached the race with some optimism that we might see more speed from the BMW GTLM cars. There was no adjustment made to the M6 GT3/GTD side of the classification. There is no doubt that the M6 can be given enough power to be very competitive as it is in other series run under a different BoP. IMSA has their own BoP for the Weather Tech series and so far it has more or less held the BMWs back. The teams estimated that the enhanced boost ratio for the Sebring BoP would only account for



about 10 additional HP. The Boost map provided for Sebring was the same as that used during last year's races at Long Beach and Watkins Glen. It wasn't anything new, but it would allow the engine to produce a bit more power.

There are new cars participating in the 2017 IMSA Weather Tech Sports Car Championship. We have the Lexus RCF, Acura NSX and the Mercedes AMG.

The new cars are running the GTD, which is more or less equivalent to GT3 spec cars. Lexus has let it be known that they would like to be in GTLM, but IMSA has sent them to GTD for this season. Porsche has a new car. It has a rear engine as usual, but the engine is no longer behind the rear wheels. It's been flipped over and put in front of the

(Above) The Mercedes AMG GTD. (Below) Porsche's very special 911 RSR. (Bottom) BMW Team RLL M6 GTLM still short on power.



rear wheels, thus creating a mid-engine car.

All teams have driven the track extensively, so they've all seen the bumps and concrete of Sebring. Twelve hours is a long time no mat-

ter how you look at it. In GTLM, Ford entered three cars in the Sebring race, even bringing one of the cars over from the UK to strengthen their team.

The good news for Turner





(Left) The Ford GT still the car to beat in GTLM. (Below) The GTLM winning Corvette driven to victory by Antonio Garcia.

Motorsports is that they found full season sponsorship for at least one car and may run two cars if it can be worked out. Turner brought a single car to Sebring with drivers Justin Marks joined by Jens Klingman and Jesse Krohn. BMW Team RLL had their usual drivers, John Edwards partnered with Martin Tomczyk adding for Sebring Nicky Catsburg (Netherlands), for the #24 car Bill Auberlen and Alexander Sims are joined by Kuno Wittmer. We haven't seen Nicky Catsburg in the U.S. much but he is regarded as a special talent in Europe.

The first practices showed that the BMW team RLL GTLM car hadn't gotten much of a benefit from the BoP enhancement. The two M6s were usually at the back of the group. Porsche and Ford were typically at the top of qualifying with Ferrari and in the middle and the Corvettes.

In the final practice before qualifying, Nicky Catsburg dropped his time by almost 2 seconds and set the second fastest time of the session -- only 0.2 seconds behind the fastest time of the #66 Ford GT driven by Dirk Mueller. This was encouraging. During qualifying, everyone drove faster than during the practice runs except the Ferrari that ended up in 10th place. Catsburg didn't drive any faster than he had in the final practice and ended up in 8th place with the Auberlen #25 in 9th place.

The U.S. based Fords were out in front and the U.K. based Ford car in 6th place. The first nine cars in

GTLM were about 0.7 seconds apart from the Ferrari which was further back. So the competition was tight. In GTD, the Turner car showed some speed in the practices by staying in the top third, but ended up qualifying 16th out of 21 cars. Justin Marks (who is the least experienced of the M6 drivers) would start the car and then hand it over to Krohn and Klingman. The Risi Ferrari in GTLM had quiet practices and a poor qualifying time, but Toni Vilander and Giancarlo Fisichella are a known top team. Toni Vilander was the star of the GT3 based Bathurst 12-hour race in February. Overall, Porsche and the Ford GT dominated the practices and qualifying by taking the front row.

As we approached the start of the race, a mechanical issue for the pole sitting #67 Ford GT caused it to miss the formation lap, so Ryan

Briscoe had to start from the back of the GT field and do a drive through penalty. The race is a long one, but one never wants to start with big problems. Surprisingly, by the second hour, the #4 Corvette of Tommy Milner experienced water temperature issues and was forced to retire. The #24 BMW experienced a major vibration issue and had to come in for repairs, but was able to return to the race.

These 12-hour races are about the speed of the cars, but they are also about the desire and endurance of the teams to fight and compete for results. We saw a change in positions during pit stops. After the three-hour mark Bill Auberlen, in the #25 M6 GTLM, had the lead and put up a good fight against Jan Magnussen in the #3 Corvette and James Colado in the #62 Ferrari 488. The Ferrari hadn't qualified very well,

but moved up quickly once the race got underway.

Bill fought hard, but eventually the entire group of GTLM cars from the Fords to the Ferrari passed him. It's pretty clear on track, in head to head competition, the M6 GTLM does not have sufficient power and speed to compete with the rest of the field. The return to the Long Beach/Watkins Glen BoP from 2016 didn't have the hoped for effect in providing the M6s with enough power to keep BMW in the mix.

So what is BoP? Why does it work for some and not for others? The manufacturers want to race in the series created by the Federation Internationale de l'Automobile (FIA). The FIA is an international organization that regulates and governs sports car racing around the world. In order to adjust the performance across the variation of car configurations and shapes and sizes, the FIA creates a BoP and publishes specifications for the teams. The results control ultimate performance of the cars.

When the cars were all without turbochargers, the BoP had to do with a restrictor that was applied to the engine intake as a reduction in output power. The restrictor would



seem to be a relatively simple adjustment, requiring some testing, but simple nonetheless. Now that we have about half the field turbo-charged, turbo boost maps have been developed as a function of engine RPM to control the engine output power. This makes the process more complex. If a team feels like it isn't winning when it could be, then the BoP might be at fault. The M6 GT3 in GTLM has not won what we would like to see as a fair share of races, so perhaps the BoP has not been correctly applied.

As it turns out, there are multiple BoP tables from the various race organizations. FIA has established a BoP table for the GT3 cars that is used in the World Endurance Championship and at LeMans. There is another series organized by the Stefan Ratel Organization (SRO) that also has a BoP table. SRO supports the Blancpain Endurance GT Series as well as other GT series around the world. And we have the International Motor Sports Association (IMSA), which use its own BoP for the WeatherTech Sportscar Championship. FIA and SRO use test drivers to establish their BoP, while IMSA has onboard data collection to monitor performance and (in theory) the driver's inputs. In this way, IMSA can overcome teams potentially 'sand-bagging' to protect their advantage.

FIA and SRO issue a BoP table



at the start of the season. Adjustments can subsequently be made, but the intent seems to be to keep to the table. There was a large issue at last year's LeMans. After prerace testing, the BoP for the Corvettes was adjusted, so they were then over four seconds off the pace. People charged that the ACO was trying to create a Ford versus Ferrari contest and wanted to leave Corvette and Porsche out.

The FIA and SRO BoP tables aren't exactly the same, but they are very similar. As for IMSA, the BoP table seems to change regularly, which makes it seem like they are chasing around for a solution. There are changes for almost every race. One has to wonder why IMSA has to move the values around and are they not losing something by not finding

a set of consistent values?

In 2016, the M6 GTLM car qualified well for the Sebring 12 Hour. BMW didn't win the race, but it had its boost ratios reduced for the Long Beach race a few weeks later. The boost ratio values for the BMW M6 GTLM over the past year have never made their way back to where they had been during last year's Sebring 12-Hours.

The GTLM racing that we saw in the 2017 version of the Sebring 12-Hours was good for maybe three of the teams. As the race neared the critical final two hours and teams put their best drivers in the cars to go for the win, it looked like we might have had the Ford GT in 1, 2 and maybe even 3. However, the #3 Corvette was there and Antonio Garcia was not going to be denied. Ford had

Joey Hand in the #66 GT and we know all too well that Joey is one of the best at consolidating a race into a win. And Garcia was in full pursuit. I couldn't help but think that it sure would be interesting if Garcia could catch and pass the Fords and pull off the win from third place. It was a classic battle and Corvette had the car and the driver to get the job done.

There's no way to hide the fact that the M6 GTLM simply has not been given sufficient power to compete in the series. BMW team RLL worked as hard as any team in the race. The drivers were on top of their skill but so was everyone else and there simply wasn't enough power for BMW to rise to the top. The #24 had been the faster of the two BMWs in practice and qualifying, but it didn't have the run that the team hoped for. Unfortunately, the BMW team RLL #24 M6 experienced technical issues early on in the race which lead to a failure that put Nicky Catsburg into the barriers in Turn 1.

While Garcia was pressuring the Fords at the front, Bill Auberlen was chasing the group trying as hard as he could to get his #25 M6 back on the lead lap. Who knows, once you can get on the lead lap, if there's



(Above) The Turner M6 GTD fought hard but experienced suspension failure. (Left) The 228i from JDC-Miller in CTSC ST class.

the right sequence of cautions and events, perhaps you can wind up on the podium. Bill has all the fire and desire to compete, and he showed all of that, despite the lack of performance potential in the car.

After the race BMW team RLL press releases didn't hide the frustration. The quotes from the drivers and the team members echoed Bill Auberlen; "...we didn't have the speed for a better finish." Jens Marquardt (BMW Motorsport Director) stated; "...lap time analysis clearly shows that the BoP adjustments after Daytona were by far not enough to classify the BMW M6 GTLM on par with the competition again." Bobby Rahal commented; "I think we gave it our best. We just don't have the pace of our competitors. You could see this clearly in the race today. It was a long day for everybody – the crew, the drivers. We will walk on from here.

Whatever we can do we will do it."

The Turner Motorsport #96 BMW M6 GT3 fought its way into the race after a strong start and the team was able to compete with comparable lap times. They felt that they had good pace at Sebring, but suffered suspension damage and were forced to retire after almost eight hours in the race. Jesse Krohn had fought his way to the top three in GTD class, but a complete race would not be part of his Sebring 2017.

The weekend also included the Continental Tire SportsCar Challenge (CTSC). In the past the CTSC has been strongly supported by a variety of BMW models. We still have the Bimmerworld 328i and the JDC-Miller 228i along with the Minis from JCW Team. The E92 M3 was a dominant car in this series just a few years ago. There was a plan to develop the M4 for the CTSC, but that hasn't happened. The series



(Above) One of the JCW Minis in the CTSC ST class.

accepts cars built to the GT4 specification. These cars include the McLaren GT4 and the Porsche Cayman GT4. Next year we can expect to see the new M4 GT4 that BMW has been developing and testing this year. This will give us a more exciting addition of BMW cars to the CTSC and another great series

to follow.

The WeatherTech SportsCar Championship moves on to Long Beach on Saturday, April 8. The Long Beach street course is a much different track than Sebring or Daytona and the race is much shorter. We can always hope for the best.

OG RACING

Your Source for Motorsports Safety Equipment

Supporting the BMW Racing Community Since 1990

• Same Day Shipping

• Knowledgeable Staff

• Competitive Pricing

• Over 60,000 Customers can't be wrong!

Sign up for the OG Racing E-mail Newsletter to receive up-to-date product news, SALES, CLOSEOUTS & SPECIAL OFFERS!
Visit www.ogracing.com today!



Visit: <http://www.facebook.com/ogracing>
Product News, Event Updates & Free Stuff!

online catalog: www.ogracing.com toll free: 1.800.934.9112
visit our showroom: 22585-D Markey Ct. Sterling, VA 20166

THE JOYCE & THOMAS MOOREHEAD FOUNDATION

2017 BMW Dream Car Raffle

The National Capital Chapter of the BMW Car Club of America has been presented with an opportunity to assist a local foundation with its goal of serving the community, while providing an additional source of funding for the chapter, and possibly having a member win a 2017 BMW.

Thomas Moorehead is the owner of BMW of Sterling, among other premier automobile dealerships in the Washington Metropolitan area. BMW of Sterling has been a strong supporter of our chapter, providing us time and space for DIY sessions, meetings, and Cars and Coffee events.

One of Mr. and Mrs. Moorehead's philanthropic endeavors is the Joyce and Thomas Moorehead Foundation (JTMF), founded in 2004. It has provided more than \$400,000 in charitable assistance to students, working families, and non-profit organizations in Northern Virginia.

The JTMF 2017 raffle is offering a 2017 BMW sedan as a grand prize. There be a monthly drawings for a \$250 prize. The winner of the \$250 prize remains eligible for the grand prize drawing. The grand prize drawing will be held on December 31, 2017.

Raffle tickets are available for a cost of \$100 each, and will be limited to a total of 5,000 tickets.

Twenty-five dollars of each ticket sold goes directly to the chapter treasury, with the remaining funds to the JTMF for the drawing.

For ticket purchases please contact James Laws at membership@nccbmwcca.org or 240.424.5380.

Information regarding the JTMF or the raffle may be found at www.themooreheadfoundation.org and www.jtmbmwraffle.com respectively.



Spec R53 Get Fast(er)!



Track-Worthy Brakes Suspension Upgrades Video & Telemetry

BMW, MINI, & Porsche
Parts + Car Care Products

SpecR53.com | info@SpecR53.com | 240-367-5008

E31 RALLY



E31 owners from the MD/DC/VA area for a Meet and Greet.

Sunday June 11, 2017 - 11am
RAIN DATE JUNE 25th

9051 Baltimore National Pike, Ellicott City, MD 21042
12:30pm lunch at Barebones, 9150 Baltimore National Pike

Contact Bob Awalt for details: rawaltbuilder@aol.com

This is an opportunity for E31 owners of the Mid-Atlantic to meet and socialize and is not a sanctioned or sponsored event.

17 THOMAS SHILLING CT., UPPERCO MD



GARAGES GALORE! FOX RUN ESTATE HAS 4 BR, 3 FULL/2 HALF BA. CUSTOM ELECTRONIC GATED ENTRY, LUSH GARDENS, CIRCULAR DRIVE. UPGRADED KITCHEN & BATHS. SPACE FOR 6 CARS. NEARLY 6 ACRES, NO HOA. GOLF COURSE PROPERTY.

\$625,000 MLS# BC9833210



Cynthia A. Massari
Re/Max Solutions
(410) 871-4300 | (410) 596-4588

Additional photos & virtual tour online at www.zillow.com






Live Tech Talk with Mike Miller at RPR Automotive

By Brooklyn Taylor

Introductions

Recently, a group from NCC BMW CCA gathered to attend an event called “Live Tech Talk with Mike Miller.” The good folks at RPR Automotive in Brooklyn Park, Maryland hosted the event at their shop. RPR stands for Race Proven Results. They are an automotive specialty shop with over thirty years of experience. I arrived at RPR early, and immediately met shop owner and true enthusiast, John Behe, and his son, Colin. Phillip Cummings (DIY Program Chairman) and Chris Wooten set up this event. They ensured that participants arrived to find coffee, donuts and pastries as we embarked on this early Saturday morning adventure.

What is a Live Tech Talk? It is a live version of what occurs in the *Roundel* Magazine’s Tech Talk section. Technical Editor, Mike Miller answers member’s questions in the popular Tech Talk section in every issue. At his day job, Mike, a retired U.S. Navy Senior Chief, is a staff attorney for a Federal Judge. We in the club revere him because he adds so much value to our never-ending quest to keep our Ultimate Driving Machines in good working order. Live Tech Talk is an opportunity for those in attendance to ask questions about their own cars, as well as garner insight into what BMW NA might be up to in the not too distant future.

As far as his history with the club, Mike was appointed to the *Roundel* Staff by Yale Rachlin in 1991, and became Product Review Editor in 1992 and Technical Editor in 1998 under Satch Carlson’s leadership. He joined *Bimmer* magazine in 2000; his work was in each issue until the magazine was shuttered in 2017. Along the way Mr. Miller also worked for *European Car*, *AutoWeek*, *Cycle World* and *Excellence*.

Our hosts, RPR Automotive, welcomed us all into their well-appointed shop. The garage bay of the shop contained two Porsches, a 900 plus horsepower Pontiac GTO with alligator skin seats,

and an 800 plus horsepower Dodge Challenger. It also housed a race-ready Mazda Miata, which was connected to an axle dyno meter (dyno). Mr. Behe has been improving the performance of street cars and race cars for decades. He is also an experienced pilot, and experimental aircraft builder. The man practically glows when he talks about helping people get the best out of their car, in the right way.

Upon meeting John’s son, Colin Behe, it quickly became clear that the automotive enthusiast apple doesn’t fall far from the tree. Both men seem genuinely to care about building trust and having great relationships with their customers. As the name “Race Proven Results” indicates, they are obsessed with making sure that they deliver what is promised to the customer. They use a non-roller dyno employing the very latest in chassis dyno technology. The current equipment eliminates the tire slippage issue as it connects directly to the drive axles. The RPR staff swear by this style of dyno, because it is safer, and in their view, more accurate. The Behes believe that it is bad business to make wild horsepower and torque claims that are not backed up by actual dyno measurements. I see their point, and tend to agree. If something you claim to offer can be measured, you should welcome that measurement, and provide that data.

Also there to support the Behes were Josh Vieira and his wife, Leila Sweets-Vieira. Together they run Track Monkey Apparel, a company that makes awesome, race inspired t-shirts and other gear. As we perused his beautiful, race-ready Porsche 944, I learned more about it straight from the owner’s mouth. Josh’s 944 looked to me, to weigh about 2,300 pounds. He assured me that it weighed a few hundred pounds more than that, in fact, the crew was forced to add weight to the car, because it was deemed too light by the racing



(Above) Roundel Magazine Tech Editor Mike Miller and NCC Chief Marketing Officer Brooklyn Taylor.

governing body. Because the engine was built by John Behe himself, the 944 brought Josh to the winner's circle many times last season. The car has a full roll cage, but is otherwise stripped of all interior molding and carpeting, save for the dashboard and driver's seat. Mr. Vieira loves racing, and you can tell from his results that he is damn good at it. We talked cars and racing for a good while, then it was time for the morning Tech Session.

Question & Answer Session with John Behe

Now it was time to start the Question and Answer Session. Phillip Cummings introduced Shop Owner John Behe, and he told us about his background and his philosophy. "People are just never satisfied" he began, "Everybody wants to go fast, and with more horsepower." It is not that John and his staff are against high horsepower, quite the contrary.

John and Colin are a fun to watch and listen to Father and Son duo. John and Colin explained that they always try to figure out what exactly the customer is going to use the vehicle for, before they start an improvement plan. John explained that he can absolutely build you a 1,000 horsepower Corvette, GTO, Challenger, or whatever, but that may not be exactly what you need. Colin

explained that he had a friend whose BMW 135i gained so much power that it was now unusable for the type of street and track driving that the owner was accustomed to using it for. He had over-powered the chassis, without a plan. Colin stated that had his friend come to him, they would have worked out a comprehensive plan, to get the right result in the first place.

This is why planning is key. John summed up his philosophy with this gem: "When I come up with a plan for a car, I ask myself, what can I take away (that I initially included in the building plan), where I still get the desired result? I always simplify." That focus on minimalism assures maximum performance and reliability.

There were plenty of high-powered cars in the shop and in the parking lot outside, including a supercharged E38 BMW 740i Sport, owned by one of the attendees. It is a product of RPR Automotive's tuning prowess. The owner of the 740i told me that he had driven that car coast to coast on multiple occasions. Then, he had John Behe and company significantly increase the V8's power through forced induction. The car is even more fun to drive now and even gets improved gas mileage.

Lunch

Mike Miller arrived during lunch and met with participants, as he prepared



(Above) DIY Chairman, Phillip Cummings, introducing RPR Owner, John Behe.

for his segment of the event. DIY event coordinators Phillip Cummings and Chris Wooten had arranged for piping hot pizza to be delivered. I got a chance to spend some time talking with the guest of honor. I had always wanted to meet Mike Miller in person. We've had some incredible discussions on the phone over the years and I know the man to be as intellectually astute in real life as he appears on the pages of the many magazines he has written for. Over the years, Mike has given me advice on every E24, E31, E36, E39 and E46 that has graced my garage. He always implores me to take the absolute best care of my Lagoon (some people call the color Laguna) green 850i 6-speed. I call the car "MARINE1" because of its color, and the fact that the 8 Series was the ultimate in "Executive Transportation" in its heyday. Only 847 of these V-12 manual coupes were imported to North America. Years ago, Mike asked for first right of refusal if I ever sell mine. He often says "take care of my car." It was good to meet the legend in person. I even requested

that he sign the engine of my Alpine white E39 M5 and he cheerfully obliged. Leila was gracious enough to take a video of the signing! It had already been an epic day but the fun was just beginning.

Live Tech Talk with Mike Miller

Phillip introduced Mike to the group to kick off the Live Tech Talk. Mike fielded all types of questions. A gentleman even asked about a Mercedes-Benz "Pagoda" 230SL/280SL, the beautiful coupes and roadsters that were produced from 1963-1971. It turns out that Mr. Miller knows a thing or two about these cars, including the fact that Mercedes-Benz Classic still makes almost any part one could need for these cars. The catch is that those parts always come at a steep price.

The conversation turned to diagnosing problems in an attendee's E34 M5 then turned to issues with a club member's Z4 Roadster. Next, he answered questions about M60 and M62 engines. I learned something new when he stated that the S62 engine of the E39 M5 and Z8, while related to the M62, did not suffer from some of the weak points the non-Motorsport engines suffered. It was comforting to know that BMW M beefed the engine up somewhat, before adding close to



(Left) RPR owner John Behe (left) and son, Colin Behe (right), shared decades of automotive know how with participants.



(Above) Brooklyn Taylor, with a chapter member's BMW 2002.

120 horsepower to it. The S62, like many BMW engines, does have its share of issues, including excessive carbon build up, which causes secondary air pump faults in some cars.

All in all, Mr. Miller was witty and engaging, making us laugh, while imparting valuable information.

Mike has a number of interesting BMWs, including a fully restored E21 320i, a couple of 2002s, and a Dinan tuned E46 coupe that he drove down from his home in Pennsylvania. At our request, he regaled us with the story of how he rescued his 2002tii. It was a classic "Barn Find" story, with a twist. A Navy buddy had been telling Mike about the car for years. It had been sitting in the garage at the man's mother-in-law's house for years. Finally the man called Mike, saying that the car was bound for the crusher, unless Mike wanted to come and take it. The car had triple Webers, a manual transmission, and Ronal wheels. Upon inspection, the car was not a basket case, and definitely worth saving. The old gasoline had turned to varnish inside the tank. Even after draining the tank (early 2002s had a drain plug right in the tank), the filters were too clogged to allow the car to fire up and drive.

Mike and company ended up towing it home. He got it running and the transmission "crunched every gear while driving." He said that the old oil in the transmission and differential of that 2002 looked really bad. "What came out of the transmission and differential looked like it leaked from the Exxon Valdez." He said "It looked like crude oil and water". The Redline MTL fluid miraculously fixed the crunching within 50 miles of driving with fresh fluids. "I still can't believe what MTL does for transmissions!" he exclaimed. Now the Barn Find 2002 is a reliable driver. You can't beat that.

Chapter President, Paul Seto and Chapter Vice President, James Laws were in attendance, and asked questions, along with many other members. Mr. Miller was patient and knowledgeable. I'm sure we asked many common questions that he

repeatedly answers every day or every week. He cheerfully answered them anyway. Mr. Miller strikes me as a real-life Ron Swanson. I mean that as the highest possible compliment. I urge you to come out to the next DIY or Tech Talk, and learn something new about your BMW or Mini.



(Above) Mike Miller was gracious enough to sign the plenum cover of the author's E39 M5.

BMW of Annapolis is a Proud Sponsor of the BMW Club and America's Cup.



888-741-8954 · bmwofannapolis.com
31 Old Mill Bottom Rd., Annapolis, MD 21409

BMW of
ANNAPOLIS

derBayerische

Northern Virginia's premier BMW service, performance & racing facility

Rental cars available
Road Force™ balancer
Touchless tire mounting
Factory level diagnostics
A.S.E. certified technicians
Premium performance upgrades
Complimentary Wifi & Refreshments
Minimum 12 month/12k mile warranty



www.RRTptm.com
703-661-4222



THE DRIVERS CLUB
DOMINION RACEWAY

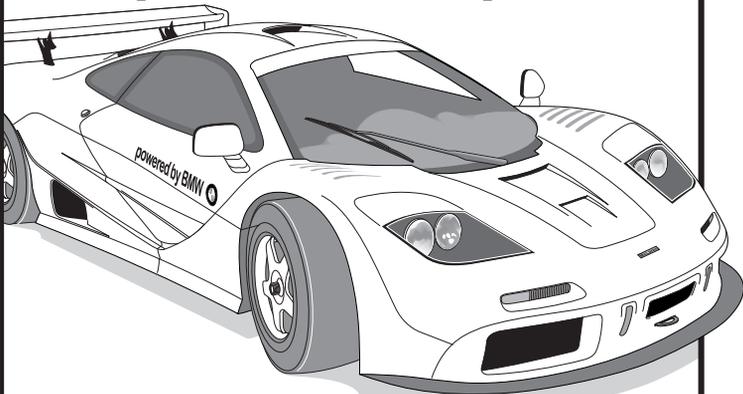
**AN EXCLUSIVE CLUB FOR
HIGH-PERFORMANCE
DRIVING ENTHUSIASTS**

**GRAND OPENING INCENTIVES
ENDING SOON!**

CONTACT JIM LORIMER TODAY!
Jim.Lorimer@DominionRaceway.com
804-513-2054
TheDriversClubAtDR.com

Alexandria Bavarian Service

Independent Service for your BMW



416 E. Raymond Ave., Alexandria
One mile south of Porsche of Arlington, one block west
of the NTB, off of Jefferson Davis Highway (Rt 1)

703/836.2002
Open M-F 7:30am-6:30pm
MC/Visa/Discover/Amex Accepted - Shuttle to Metro



2017 BMW 5 Series Rising To The Top

By James Chew

The car business is not for the weak of heart. The first reason is that while one may have many past significant accomplishments, the market is always measuring the OEM by what they've done lately. The second is the internal pressure to increase sales and market share.

It's that second factor that generally leads the manufacturer into trouble. The discussions that revolve about increasing market share inevitably lead to "competitor conquest" and "customer comment" discussions. Volumes of (questionable) data are reviewed and two categories of wrong conclusions are drawn. The first is "if



(Top) The return of the executive sedan benchmark! (Above) Powered by a Twin Turbo 4.

our car drove/looked more like/had same equipment as our competitors, we'd capture their customers. The second is "our customers don't like our products because...". With the pressures to increase sales and market shares, the product development staff is then inevitably asked to "dumb down" the product, making the new product similar to a competitor in order to increase sales. In short, the product loses its corporate and market identify.

And the end result is an unloved, poor-selling product.

At that point, there are two product development paths. One is to continue



(Left and above) The front seating area reminds one of the new 7 Series.



(Above) The rear seats are quite comfortable, though leg room is a little tight. (Right) The optional wireless charging station is conveniently located for easy access.



the spiral to mediocrity and irrelevance. The second is return to the roots.

Let us all breathe a sign of relief that for the all-new 2017 BMW 5 Series, BMW AG decided to return the product to its roots.

The E34 and E39 5 Series created a new market segment – the executive sports sedan. These were cars for the hard driving, future thinking businessman – one that wanted to be in charge of the future rather than ride the wave. While the famous M5 was launched with the previous generation E28 BMW, it seemed as if the image took hold and the legend grew with the E34 M5. It should be of no surprise to the BMW faithful that the E39 M5, considered the best by BMW faithful and auto critics, and was the benchmark for the development of the Cadillac V-series. During the lifespans of these two 5 Series, it

almost seemed as the 5 Series driver was younger, hipper, and more forward thinking that those that drove the competition.

Some of the BMW faithful felt that after the famous E39 5 Series, the product began to stray with the interesting E60 Bangle design. Ironically, this polarizing design became the bestselling 5 Series model. Its sales appeal could be due to the fact that the E60 5 Series still DROVE like a BMW. True to its “Ultimate Driving Machine” roots, one would see people driving their E60s on twisty mountain roads and wonderfully fun backcountry roads at any given opportunity. The additional of X-drive expanded the product’s market appeal. The E60 5 Series was THE executive sedan that gave the driver a good reason to always drive the longest, most interesting route to work.

When the F10 5 Series was

launched, the traditional timeless BMW design was met with relief by BMW faithful and the critics. Praised for its exterior and interior design and refinement, the 5 Series no longer took a back seat to the competition in terms of luxury features.

Unfortunately, the driving characteristics were puzzling. The milder driving manners and ride were intended to broaden the product’s appeal. The first generation electronic steering and the first generation “auto stall” twin power

turbo 4-cylinder engine were intended to show that spirited driving performance could be achieved while being (somewhat) environmentally responsible. This 5 Series was intended to have broad market appeal while maintaining its “Ultimate Driving Machine” image. Instead, it seemed to have lost its “Ultimate Driving Machine” soul.

BMW was beginning to proliferate its "e-Drive" technology to the entire product line. To complicate matters, while BMW was introducing this fuel-efficiency technology, the competitive products that had benchmarked the E60 mechanical steering system and "tuned" them to handle their respective chassis. While the 2012 update brought some of the "Ultimate Driving Machine" soul back to the F10, the F10 was not given a second chance to make a favorable impression.

Because of the importance of the 5 Series to the overall BMW image, we were rather surprised that BMW decided to "officially" debut the G30 at the Detroit Auto Show, rather than Los Angeles. It simply defied logic to debut this VERY important executive sedan in region where executives are expected to drive their respective company's

products, rather than one where executives are provided a car allowance and given the freedom to drive what they prefer.

Despite the puzzling debut, our all-to-brief drive of the G30 5 Series convinces us that given the choice, the savvy executive will select this vehicle.

Let us be the first (and maybe only) to state that we LOVE the G30 exterior design. Criticized by some as conservative, the G30 exterior strikes us as timeless. As with the E39, the G30 design will look modern no matter the era. In our humble opinion, the "edgy" Cadillac and Lexus exterior designs already look dated and the Mercedes "droopy rear" makes the products look heavy and slow. Again, in our opinion, only BMW and Audi are offering sedans with timeless styling.

Our quick driving impressions of the G30 5 Series are as follows:

1. It's quiet. Not "Novocain" quiet – a pleasant quiet. The type of quiet that has the miles fly by as you drive.

2. It's lighter. While not using the 7 Series "carbon core" construction, the new 5 Series successfully reverse the trend of ever-heavier cars by the use a clever aluminum-steel hybrid body.

3. It's nimble. Oddly enough, it could be due to BMW using a traditional 5-link rear suspension for the G30, rather than the F10 "H-arm."

4. It's quick. The G30 uses the B48 modular twinpower turbo inter-cooled 4-cylinder as it's "entry level" engine. Producing 248 horsepower and 258 foot-pounds of torque, this engine features an air-to-liquid intercooler that is integrated into the intake plenum.

5. It's fun to drive. Think E39.

6. It's luxurious. Borrowing much from the F01 7 Series, this 5 Series seems to be "the" benchmark for executive sedan luxury

The all new G30 BMW 5 Series has successfully returned to its roots of being the only executive sedan that perfectly balances driving performance and passenger luxury. If this product simply retains the buyers of the E60 and F10 5 Series, it will be a success. Ironically, we think its class-leading balance of performance and luxury will attract those that took a chance on the competitor's products, but felt that there was something missing. In short, the 5 Series WIDENED its market appeal by again being the "Ultimate Driving Machine."

We hope to have a longer-term evaluation soon.



#1 BRAND OVERALL
TOYO TIRES
TIRE REVIEW 2009 BRAND SURVEY

TOYO TIRES
DRIVEN TO PERFORM™

Enthusiasts in the know choose

Radial Tire Co.



Proxes T1R™

Featuring: TOYO Radial Tires

- ★ over 30 years in business
- ★ 6,000 tires in stock
- ★ specializing in high-performance tires
- ★ discounts for BMW CCA members
- ★ professional installation and balancing service
- ★ original equipment and aftermarket wheels
- ★ race tires
- ★ snow tires

We stock the full line of TOYO Proxes tires including:

- ★ Proxes T1R High-Performance Tires
- ★ Proxes RA1 & R888 Race Tires
- ★ Proxes 4 All-Season Performance Tires
- ★ Plus TOYO's line up of Touring, SUV and All-Terrain Tires.

301-585-2740

www.radialtire.com

Conveniently located in Silver Spring near 495 and Georgia Avenue • 9101 Brookville Rd., Silver Spring, MD 20910
We accept VISA, MasterCard, American Express, Discovery and Personal Checks.

TIRE-d Already? We're Just Getting Started

By Jaclyn Heck | Photos by Fraser Dachille & Jaclyn Heck



With the Novice School, the first Test & Tune, and the first Points event under your belt, now is the time to dive a little deeper into one of the biggest factors that can affect your driving: your tires.

Tires are probably the one modification you can make where you'll see the most dramatic change (versus changing the sway bars, brake pads, etc.). If you are looking to make an upgrade without going all-out, tires may be the place to begin. The type of tire, the pressure, and temperature, all contribute to the driving experience. To start, we will talk about type of tire, and then we will explore pressure (and how the elements can play a role).

Everyone knows there are seasonal tires, including summer, winter, and all-season, but there are autocross and racing specific tires as well. Winter tires have their place on the road, but for autocross they are all but useless, so we will skip right over them. Racing tires, like winter tires, serve a purpose for what they are designed for, but with most of them, you cannot drive on the street. Hoosier Tires are an example of a racing tire; however, given their limited use

I will not be discussing them here either.

Recently, many manufactures have made street tires that are tailored to autocross (often categorized as Extreme Performance Summer tires), offering a tire that can be driven on the street, have appropriate tread grooving so they are still safe in wet conditions, and are made of a specific rubber compound to offer quality performance during autocross. These tires were made to fit into the SCCA Street category classes, which require a 200 treadwear rating or higher. NCC Autocross's Stock and Tuner classes follow these same treadwear ratings.

To explain treadwear ratings briefly, they are a tire manufacturer's approximation of how long a tire will last. For example, tires that you see advertised with a 30,000/40,000 mile treadwear warranty may have a treadwear rating of 400, 500, maybe even 600. By contrast, a 200-treadwear tire may only last for 8,000 to 10,000 miles in regular street driving. As a general rule of thumb, the lower the treadwear rating, the faster the tire will wear out.

A 200-treadwear tire for autocross will



*(Top) **Changing Conditions:** After it has rained, some parts of the course can have drastically different amounts of grip. (Above) **Lean on Me:** When cornering, you are relying on your tires' grip to get you around the cone.*



(Above) **Slippery When Wet:** In saturated, wet conditions, make sure to slow your speeds down to account for lack of grip, especially around corners.

provide a much higher level of grip than an all-season or a tire not specifically developed for autocross. However, they come with some tradeoffs. I already mentioned that they will wear out quickly, but in addition, they are typically very loud when driving around normally, they may not perform well in wet conditions, and they are not useable in any type of winter weather.

In contrast, an all-season would provide you very comfortable road manners (lower noise levels, general comfort while driving), but it

won't rise to the level of performance in autocross as those tires described above. All-seasons are not without value in autocross though, since they will let you feel what the car is doing while you are driving (such as the ABS kicking in, oversteer and understeer, as well as provide more auditory feedback such as the squealing noise), at a lower threshold (lower speed).

Summer tires (often categorized as Max Performance Summer or Ultra High Performance Summer) fall somewhere in between autocross

and all-seasons. They typically have a treadwear rating of around 300, offer more grip than all-seasons, and can offer some of the better qualities of both an all-season in terms of performance on the road and an autocross tailored-tire in terms of an increased performance (better grip), when used for autocross.

Now for tire pressure and how elements play a role. The conditions of the course have an impact on your driving, and your tire pressure should be adjusted accordingly.

The basic reason for adjusting

your tire pressure is so you don't roll your tires over, meaning you want to try to use the whole block of tread on the tire and you don't want to have them flex to a point where you end up driving on any part of the side wall of the tire. At some events, you will see people use chalk on their tires; this allows an easier way for them to quickly see if their tires are rolling over, and if they need further tire pressure adjustments.

In adjusting tire pressure, you want to find the sweet spot so you're using all of the tread of the tire. Over inflation will lead you to ride more on the center ridge of the tire, raising the center section of the tire like a balloon. Under inflation will mean the tires are too flexible, resulting in you rolling the tire under and driving on the sides of the tire, ending up with an uneven wear on the outside edge.

As a general rule, you should start with your tires about 5 psi above the manufactures recommendation (usually found on a sticker in



(Left) **Cross Sections:** Left is an autocross specific tire. Middle is a summer tire. Right is an all-season tire.



(Above) Rain Drop, Drop Top: Driving in the rain with no top?

your driver's door jam), and adjust down from there if needed. The manufacturer's specs are usually geared towards ride comfort and fuel efficiency while on the road, but will most likely result in allowing too much flex and rolling of the tire when autocrossing. It's always easier to let air out than to put air back in.

Be cognizant that throughout the day, through a combination of the heat generated during your runs and just general outside temperature changes, your tire pressures may change as the day goes on.

The conditions that can have the largest impact on how your tires will react and feel while you are autocrossing are wet versus dry

courses. Typically, you will not need as high of a tire pressure in wet environments as you would with dry conditions. I'm sure you are already aware that wet conditions mean there is less grip, and less grip results in less heat being generated. Since you aren't generating as much heat, there will be less fluctuation in tire pressure.

This is only scratching the surface of tire pressure; many people have spent large sums of time discussing the topic. If you have questions, or need assistance with adjusting your tire pressure, reading your tires, or any other tire question: talk to a committee member at one of our events.

If you are looking to purchase a new set of tires for autocross, which again, is not necessary nor a requirement, do your own research and know that there are tradeoffs with all types of tires. If you have questions regarding tire types, always feel free to ask a seasoned autocrosser or committee person, and they will be happy to offer you advice and point you in the right direction.

Additionally, if you find yourself in the market for new tires, our title sponsor, RRT Performance, Tuning and Maintenance (RRTptm.com) can assist in tire selection, ordering, mounting and balancing.

(Below) Smooth as Glass: A wet surface can feel more like you're driving on ice than on pavement.



Remaining Autocross Events:

5/20	Points Event #2	FedEx Field, Landover, MD	8/12	Points Event #5	FedEx Field, Landover, MD
5/27	Test & Tune #2	Regency Furniture Stadium, Waldorf, MD	9/3	Points Event #6	Regency Furniture Stadium, Waldorf, MD
6/3	Points Event #3	FedEx Field, Landover, MD	10/8	Points Event #7	Regency Furniture Stadium, Waldorf, MD
7/22	Points Event #4	Regency Furniture Stadium, Waldorf, MD			

2017 BMW 330e and 2017 Audi A4 Quattro

The Kids Are Alright

By James Chew



My love affair with German sports sedans began in 1983 during my first visit to Seattle.

At the end of a full day of job interviews, a member of the senior technical staff who had interviewed me offered to take me to the airport. That my first time in a BMW 320i.

He proudly showed off his car. I admired the extremely tight turning radius as he made a U-turn to exit the parking lot. He discussed the car's steering geometry and how the 50/50 weight balance contributed to this vehicle's outstanding handling characteristics.



(Top) The perennial entry-level sports sedan benchmark. (Above) We're now getting used to a four under the hood!

In the spring of 1985 a fellow Boeing colleague and undergraduate engineering classmate asked for help shopping for a new car. He knew what he wanted, but he wanted "backup" for price negotiations. That my first time visiting a BMW dealership. While we left in his new 325e, I fell in love with the BMW 6 Series (I STILL dream of owning a 6 Series but can't decide if I'd prefer the coupe, convertible, or Gran Coupe!).

When I became a member of the Boeing autocross club, I quickly learned that it was a good thing that my 1980 Dodge Omni 024 produced only 70 horsepower. I think I still

hold the record for rookie “cone hits”! One the club’s officers owned a 1983 Audi Sport Quattro. This was my first exposure to a car with an all-wheel drive system. As a mechanical

admit it (or shocked to learn it) the North American Audi Quattro fans have AMC to thank for starting the popularity of all wheel drive cars in the North American market. Audi

noticed that AMC built a sizable wheel-drive car market with their Eagles, convincing Audi to export their Quattros to North America.

We had a chance to drive sixth

generation versions of both vehicles – the recently refreshed 2017 330e and the all-new 2017 A4 Quattro. Both reflect their respective company’s view on the desires of today’s



engineer, I couldn’t help but admire the genius behind the Quattro design. The fact that his car maintained its sharp sports car handling characteristics in the snow and rain was, to me, a thing of beauty.

This officer was responsible for designing our autocross courses. He and a fellow member who owned a Porsche 944 always seemed to win when they changed to their autocross purpose tires and wheels. They held record times until 1986 when a fellow club member brought his new, all stock Shelby GLH-S to a meet!

While they may be loath to



(Top) The all-new Audi A4 combines both the Audi and BMW sedan designs. (Above) Audi also uses a turbocharged four under the hood.

sports sedan buyers.

Unlike their competition, both the BMW 3 Series and Audi A4 maintain timeless exterior designs. The family semblance is quite apparent – the 2017 330e and the 1982 320i share similar lines – including the Hofmeister kink. The 2017 A4 and the 1983 Audi Coupe also share similar lines. Lines that were shared by the Audi 4000 and the Audi 80/90.

When compared to their 1980’s ancestors both vehicles are much larger. The 2017 BMW 330e has a wheelbase that is almost ten inches longer and eight inches wider than the 1983 320i. The 2017 A4 has a



(Top and Above) The BMW 330e cockpit is geared to the driving enthusiast. The 3 Series interior is still roomy and comfortably seats four.

wheelbase that is twenty-five inches longer and three inches wider than the 1983 Quattro Sport.

When parked next to their European, American, and Japanese competition, both vehicles look stunning. In my opinion, the BMW 3 Series and Audi A4 exterior designs make the Mercedes C-class look heavy and frumpy, the Cadillac ATS/CTS looks like cosmetic surgery addicts, and the Lexus ES/GS looks cheap and dated.

Both vehicles feature benchmark interior designs. Modern, timeless interior designs that feature high quality materials, which result in an uncomplicated look with outstanding refinement and fit-and-finish, able to comfortably seat four American sized adults. The trunks are sized to accommodate four full-sized golf bags, with large, wide trunk openings and dual folding rear seats.

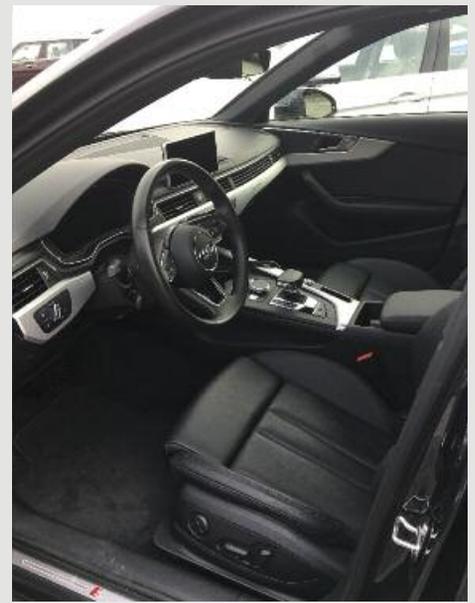
In our opinion the Audi interior design still has a slight edge – most likely due to our attraction to the A4's "virtual" dash.

The BMW and the Audi interiors use light as a design feature. The comforting blue glow from the tastefully placed BMW 330e interior lighting fascinates all who ride in it. In the A4, the driver can select from a dozen different LED colors to enhance the beauty of the A4's interior.

The fact that both are driver's cars is obvious the moment one gets behind the wheel. Contrasting the current "we're operating computer" cockpit trend, all the controls, steering wheel, pedal positions, and drivers vision are designed to be intuitive. Even the iDrive/MMI operation now makes sense.

The 2017 330e drivetrain features the same hybrid technology as the recently reviewed X5 xDrive4.0e. Both use a 2.0-liter BMW TwinPower Turbo inline 4-cylinder, 16-valve 180-hp engine with a twin-scroll turbocharger with variable valve control (Double-VANOS and Valvetronic), high-precision direct injection and eDrive 87-hp electric motor. Total power output of the 330e is 248 hp, while the X5 is 309 hp. While the 248 hp is nice, the 330e powertrain produces 310 lb-ft of torque!

Coupled with the now familiar 8-speed automatic transmission and what seems to be recalibrated electronic steering and electronically controlled suspension and drivetrain, the 2017 330e drives as an "Ultimate Driving Machine" should. When in the "Sport" setting, the 330e drives like a properly balanced M3. If we BMW faithful are willing to give this wonderful sedan a chance, I suspect most of us won't notice, or care that the vehicle has a 14 mile "all electric" range. We WILL love the fantastic responsiveness.



(Top and Above) The Audi A4 cockpit has a distinct race car feel. The Audi also seats four comfortably.

If one wants an Audi, one should order one with the Quattro option. A front-wheel-drive Audi is an expensive Volkswagen. In fact, it drives like a Volkswagen. This is NOT meant to be pejorative. Its meant to emphasize that one cannot fully appreciate the Audi driving experience unless it has Quattro. For those of us who want to “save the manuals”, the 2017 A4 comes in a new six-speed manual transmission that complements the performance produced by the A4’s 2.0 TFSI® four cylinder engine which generates 252 hp and 273 lb-ft of torque.

And in our bi-coastal evaluation, we fully enjoyed that Quattro system. Primarily front-wheel drive, the mechanical system that uses a central differential to send power to the rear wheels when extra grip is required (as an aside, BMW’s xDrive is an electrically controlled multi-plate clutch system).

Whether driving my favorite Southern California test road (Angeles Crest Highway) or my favorite mid-Atlantic test road (VA-20 from Fredericksburg to Charlottesville) both vehicles were simply a delight to drive. The driving experience from both vehicles on two coasts made me think that perhaps today’s “ultimate” versions of both vehicles – the M3 and S4 – were

now too much vehicle for the road. The joy of driving came from unleashing both vehicles’ performance driving potential on public back roads while maintaining control. The “ultimate” performance versions require a closed race track and specialty driving equipment to realize their potential. Both the 330e and the A4 are outstanding daily drivers and most likely will achieve the best time in any autocross course.

Not only did both drivetrains deliver in terms of performance, they also did so in terms of fuel economy. On the freeway, we constantly achieved around 39 miles per gallon with the 330e, and around 37 miles per gallon with the A4. With the hybrid system, the 330e did achieve slightly better city fuel economy.

Six generations later, both vehicles are bringing the spirit of their brand and their predecessors’ products to a new era of driving reality while creating a new generation of driving enthusiast. And it’s

quite easy to spot these new driving enthusiasts: they are the young ones who approach us while we’re at a gas station lifting the hoods of our cars to inspect our engines.

The bottom line is simple. The Kids Are Alright.



(Above) The BMW 330e and Audi A4 – a nice pair that proves that the Kids are Alright.



SERVING THE DC METRO AREA FOR 30 YEARS.

WE OFFER:

- FREE WIFI
- SHUTTLE SERVICE
- COMFORTABLE WAITING ROOM
- NEXT TO TWINBROOK METRO
- 3 YEAR 36,000 WARRANTY
- BMW CCA DISCOUNTS

GIVE US A CALL YOU WON'T BE DISAPPOINTED

Check out our reviews on:

- Google
- Angie's List
- Better Business Bureau

**12224 PARKLAWN DRIVE ROCKVILLE, MD 20852
(301) 231-5400**

www.bmwexcluservice.com

Follow us on Facebook, Twitter and YouTube

PROFESSIONAL AUTO REPAIR



EURASIAN
SERVICE CENTER

SINCE 1992

Specialized BMW Diagnostic Computers
ASE Master BMW Techs



- SV Silver Line Metro
- WiFi
- Courtesy Shuttle

703-893-3045

8501-2B Tyco Road, Tysons Corner, VA 22182

WWW.EURASIANSERVICECENTER.COM





THE ART AND SCIENCE OF AUTO CARE AT ITS BEST

We unite **old-world craftsmanship** with **advanced auto care** to keep your vehicles on the road
Car Club Member Discounts | Track Prep | Suspensions, Brakes, Upgrades And Tuning

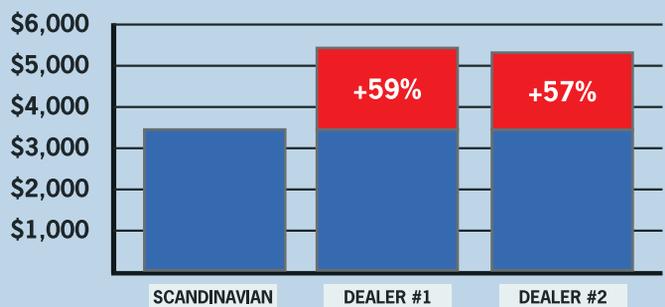
NOW OPEN

7001A Manchester Blvd | Alexandria, VA 22310 | 703-719-7606
www.craftsmanautocare.com

Get the Best Service & Save Serious Money



TOTAL REPAIR COST



Why Scandinavian?

- BMW Factory Tools & Coding
- 40 Years in Rockville
- Metro Shuttle & Rental Cars
- Competitive Prices & Helpful Staff

Mention this
"der Bayerische" Ad
and SAVE \$50
on your first visit!

SCANDINAVIAN IMPORT
 S E R V I C E N T E R

Sales: 301-738-0077 Service: 301-340-7222
 285 Derwood Circle | Rockville, MD 20850
ScandinavianImports.com



NEW MEMBERS



The National Capital Chapter of the BMW CCA now has 5,387 members. Of these 626 are associate members. We continue to be the largest chapter in the U.S.

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

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

share this with them – after all, the more the merrier!

To our newest members listed below, you joined the club, now join the fun! Check out our Web site for the latest event details.

Note: If your name is spelled incorrectly, please use the address change

form found under the "Join and Renew" menu item at www.bmwcca.org to correct it. And, for those whose memberships are about to expire, it's easy to renew online at this Web site as well.



Russell Adamchak	Sigismund Danquah	Allen Hunt	Keith Maddock	Thomas Schlemmer
Charles Adams	Steven Deller	Tina Hunter	Heiko Maiwald	A. Schmidt
W. Adams	Eliezer Diaz	Theresa Jacks	Darnell Marbury	Horst-Friedrich Schuran
Peter Adler	Patrick Dietz	Christopher Jackson	Lyle Marsh	Sharisa Sesawaeng
Garen Alexander	Alan Dummett	Lorenzo Jenkins	Laurel McDaneld	Seymour Slatkin
David Allison	Kyle Englert	Carl Johnson	Jeffrey Meidinger	Wanda Smith
Michael Armendariz	Okpo Eradiri	Daniel Johnson	Andrew Miller	Mark Soike
Hasnain Aslam	Nicolas Fash	Scott Johnson	Scott Miller	Bill Taylor
Timothy Astrom	Austin Fausett	Brandon Jordan	Dean Moheet	Patrice Taylor
Frederick Bailey	Rick Ferrell	Jamal Karam	Harold Montilla	Anthony Thenstead
David Baird	Steve Fimple	William Keating	Richard Montoni	Peter Tyson
Thomas Barham	Kevin Fryer	Stephen Kent	David Murphy	Shahzad Usmani
Jason Batoog	Todd Funkhouser	Dae Kim	James Newland	Susan Valett
Drew Beach	Tony Galloway	Gordon Kirsch	Leon Norton	Alexandru Vasilescu
Hubert Benjamin	Tiffany Gaul	Coleman Knox	James O'Hare	Tommy White
John Blalock	Mahmoud Ghoneim	Michael Ko	Janet Olsen	Cynthia Williams
Mark Bowling	Jonathan Greg	Vincent Kolakowski	Brian Page	Christopher Wilt
Vernon Boyd	John Grills	James Kubow	James Parker	Charles Yasenka
John Brack	Marcos Guzman Jr	James Laray	Brittany Persaud	Phillip Yates
Nic Brown	Gregory Hare	Andrew Lawlor	Chris Pittman	Craig Zaller
Jerry Burchard	Patrick Harris	Joseph Leadore	Alex Reddick	Leo Zhadanovsky
Derek Bush	Brian Heggelke	Karl Lee	Magnus Rhyu	
Tim Butler	Heather Heiss	Scott Lee	Harold Richards	
Phil Cannon	Scott Hess	Jeffrey Lees	Cecilia Ripley	
Louis Catacalos	Mikul Holder	Robert Lindsey	Jay Rosenberg	
Richard Conn	Jeremy Hoover	Gabriel Lowans	Gregory Rousos	
Kevin Cuellar	Aaron Hoppe	Jet Lowe	Adam Roy	
Darryl DaHarb	John Hubbell	David Lundahl	Gretchen Schadegg	



A D V E R T I S E R S

Alexandria Bavarian Service.....	23
AutoWerke & Autoy.....	6
BMW Excluservice.....	33
BMW of Annapolis.....	22
BMW of Fairfax.....	C3
BMW of Silver Spring.....	C2
BMW of Sterling.....	C4
Craftsman Auto Care.....	34
Eurasian Service Center.....	33
J&F Motors, Ltd.	6
Martin's Auto Service.....	36
OG Racing.....	18
Radial Tire.....	26
Reflections Auto Salon	6
Road Race Technologies	23
Scandinavian Import Service Center.....	34
SpecR53.....	19
The Drivers Club at Dominion Raceway.....	23



- *Factory Trained Master Tech*
- *Over 28 Years of Experience*
- *Factory Scheduled Maintenance*
- *Free Shuttle Service to Metro between 8 a.m. and 5 p.m.*
- *Free Tech Inspection for Driving Schools*
- *Superior Service at Competitive Prices*

DAN MARTIN
MASTER TECHNICIAN
301-926-8977

*8100 H Beechcraft Ave.
 Gaithersburg, MD 20897*

*in the Montgomery County Airpark
www.danmartinsautoservice.com*



Help Wanted: Tourmeisters

We currently have several positions available to help plan upcoming Tours. Whether it's a half-day drive or weekend-long event, here's your chance to put together an awesome trip! No experience is required, but strong organizational skills are a must. Below is a brief job description:

- Responsible for organizing and running club tours
- Design, test, and document tour route
- Plan associated tour activities, such as meet locations, breaks, and other stops
- Conduct event and safety briefings prior to departure
- Set up registration, secure insurance, and promote upcoming tour events

Contact Paul Seto at paul.seto@nccbmwcca.org

BMW of Fairfax

8427 Lee Highway
Fairfax, VA 22031
Tel: (855)-298-4218
bmwoffairfax.com



The Ultimate
Driving Machine®

PROUD SUPPORTERS OF THE NATIONAL CAPITAL CHAPTER OF BMW CCA

THE MOST ADVANTAGEOUS TIME TO PURCHASE A BMW IS HERE!



Call our VIP Department at 1-800-630-4147 to set your Appointment Today!

BMW of Fairfax will match your BMWCCA rebate on any New BMW purchased before year end!

New Sports Activity Vehicles

Model	Rebate Amount
X1	\$500
X3, X4 - all models	\$500
X5 - all models	\$1,000
X6 - all models	\$1,000

Must purchase at posted SonicPrice to receive BMWCCA Rebate Match from BMW of Fairfax. All credit tiers are accepted, BMW FS must approve deal based on overall credit worthiness. Lease payments are based on Tier 1 credit. Offer expires 12/31/2016. We reserve the right to make changes without notice, and are not responsible for errors or omissions. The availability of this vehicle is subject to prior sale. Does not apply to prior sale. Previous special orders excluded. Offer not available to dealers. Cannot be combined with any other offer.

New Passenger Cars

Model	Rebate Amount
Z4 - all models	\$500
2 Series - all models including M235i & M2	\$500
3 Series - all models including M3	\$500
4 Series - all models including M4	\$500
13 REX	\$500
13 BEV	\$1,000
5 Series - all models including M5	\$1,000
6 Series - all models including M6 & Alpina	\$1,000
7 Series - all models including Alpina	\$1,500

BMW of Fairfax
8427 Lee Highway
Fairfax, VA 22031

Contact Us: (877) 379-6778
Service: (877) 846-6281
Parts: (866) 974-4496

Hours:

Monday through Friday: 9:00 AM - 8:00 PM
Saturday: 9:00 AM - 6:00 PM
Sunday: Last Sunday of the Month 12-5PM



derBayerische

National Capital Chapter of the
BMW Car Club of America

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

BMW of Sterling
Premier Group

571-402-0388
www.bmwofsterling.com



**The Ultimate
Driving Machine**

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

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