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Cover: This beautiful one-owner 1972 2002tii is featured in the Traditions article on page 16. Photo: Raine Mantysalo

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

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President's Message

Welcome to the first color printed *der Bayerische*! I am thrilled to see our chapter magazine will now be economically published in color. Although many people contributed to getting this project from dream to reality so rapidly, I want to recognize the *der Bayerische* Staff, including Jim LaFemina and Dennis Follett, for their efforts. But I think Jim and Dennis would both agree that this would never have happened without the tenacity and vision of our production manager, Raine Mantysalo. Raine saw the opportunity to make the leap to color, worked out the details, secured a very good offer and presented it to the Board for quick action. I am confident that everyone will enjoy the new publication, see its possibilities, and the ability we now have to bring out the true beauty of our cars.

The second order of business is to congratulate all those who contributed to the success of our 2010 ChapterFest. Despite the date change and a few last minute glitches, we held our biggest event to date. With more than 700 people attending, this year's signature outing was certainly a great success. We had karting, Street Survival, autocross, an outdoor do-it-yourself (with lifts!), and concours events, not to mention a well-catered lunch. Of course, it requires scores of volunteers to set up, run and break down an event of this size so I won't be able to list them all by name. I do want to mention all the program chairs who contributed their talents to help organize and pull off this event. However, special recognition must go to Algie Livingston whose tireless efforts on our behalf truly brought this event to life. If you couldn't make it this year, I hope to see you there next year.

Finally, I would be terribly remiss if I did not say thanks to all our volunteers. As I am looking at the November/December *der Bayerische's* calendar, it is amazing that we are able to plan and execute more than 100 events in a single year. It all comes down to both the quantity and quality of our volunteer corps. Thank you all for your great work.

See you at an event soon.

Dave



ChapterFest 2010. Photo by Raine Mantysalo.

FromThe Editor

Pondered and written over the recent Thanksgiving Holiday, I stumbled across the perfect introduction to this month's column while enjoying what has become an annual tradition in most, if not all, of the nearly fifty years I've been around. No, it wasn't the bounty of the holiday dinner – this fine publication is certainly no turkey! No, what it was could be seen repeatedly over the long weekend courtesy of the Turner Classic Movies television channel, whose signal was airing a seemingly endless loop of Metro-Goldwyn-Mayer's 1939 cinematic masterpiece, *The Wizard of Oz*. Because once this issue arrived, each of us was Dorothy Gale, strangers in a strange land opening a door that literally changed the way we saw everything on the other side. Welcome to the wonderful world of **COLOR**. From this day forward we can stop wondering if that sweet old 2002 Touring is Fjord Blue, Sahara Beige, or Colorado Orange. No longer will the excellent coverage of our events look like something lifted from an antique Movietone news reel, or clipped from some long-since forgotten episode of I Love Lucy when Lucy and Ethel steal Ricky's new 507 only to lose it in a late night poker game in Atlantic City. Nope, those grays are gone forever. From now on we're going to carve up the yellow brick road. And just wait until you see the return of the "Ultimate Owner" column – that's no

ordinary M3, that's Techno Violet, baby. Talk about a horse of a different color! "What's the big deal," I hear you saying. "So *der Bayerische* is now in color – big whoop – welcome to 17th century printing." Well, okay, point taken – we're not exactly breaking any new ground here. But let me say two things before you all so quickly and casually dismiss this giant leap we've just taken. First of all, I can assure you that Raine did NOT hand color each of these copies, even though the article he's written for this issue may lead some of you to believe he would've done exactly that, if the situation ever called for it. Secondly, and more importantly, it's our **first** color issue and there's just something inherently special and memorable about firsts, even when it's simply taking a fresh, new look at an old, dear friend. Considering all we do to keep our vintage cars looking great while still delivering the level of performance that hooked us in the first place, this is really nothing more than a performance boost – a long-overdue modification to add a little kick. Besides, who more than us understands the fundamental truth in the idea that some things really do get better with age? These beautiful cars deserve to be seen in all their glory – one look at this month's "Traditions" article should convince you of that. And who knows? Maybe this refreshing

little splash of color is just another beginning. Check back in another forty years – we may be ready to introduce *der Bayerische* in stunning 1950s-era 3D!

You'll notice, throughout this issue, we have included several colorful images of our late October 2010 ChapterFest event. Please forgive our inability to provide a proper written accounting of that enormously successful celebration of all things Bavarian, blue, and

some additional reporting on the event, please do not hesitate to send me your thoughts. New writers are always welcome.

To further illustrate the impact of stepping through that door between what was and what could be, consider the images below. These are, of course, two of the actual cover images from 2010. I thought they were both very well done, and as editor I can say without question that I was proud of each of



ChapterFest 2010. Photo by Raine Mantysalo.

white. With deadlines rapidly approaching, I decided it would be best to hold off on ChapterFest reporting for just one issue, and make sure we covered it completely in the next one. With that in mind, if anybody out there wants to offer up

these issues. But just look at what we were missing – I think the word I'm looking for is "wow!"

Jim

To better appreciate the addition of color, take a look at what could have been on the cover of the past two issues.



January

- 6 NCC NoVa Social - Fire Works Pizza, Arlington, VA
- 9 Karting @ Allsports Grand Prix Round 3
- 12 NCC Board Meeting/Social - Front Page Arlington
- 13 NCC Columbia Social - PubDog
- 16 Karting @ Allsports Grand Prix Round 4
- 22 NCC Annual Meeting and Holiday Party
- 30 Karting @ Allsports Grand Prix Round 5

February

- 3 NCC NoVa Social - Fire Works Pizza, Arlington, VA
- 6 Karting @ Allsports Grand Prix 11th Annual Super Bowl Grand Prix
- 9 NCC Board Meeting/Social - Front Page Arlington
- 10 NCC Columbia Social - PubDog
- 13 Karting @ Allsports Grand Prix Round 6
- 19 Winter Tour
- 26-27 Tarheel Chapter @ VIR Full Course ⁽¹⁾
- 27 Karting @ Allsports Grand Prix Round 7

March

- 6 Karting @ Allsports Grand Prix Round 8
- 13 Karting @ Allsports Grand Prix Round 9
- 27 Karting @ Allsports Grand Prix Round 10 (Finale + Banquet)

May

- 6-8 Drivers' School – Summit Point Jefferson Circuit, Summit Point, WV

June

- 9-10 Marque Madness VI @ VIR

July

- 2-3 Tarheel Chapter @ VIR North Course ⁽¹⁾
- 8-10 Drivers' School – Summit Point Shenandoah Circuit, Summit Point, WV

September

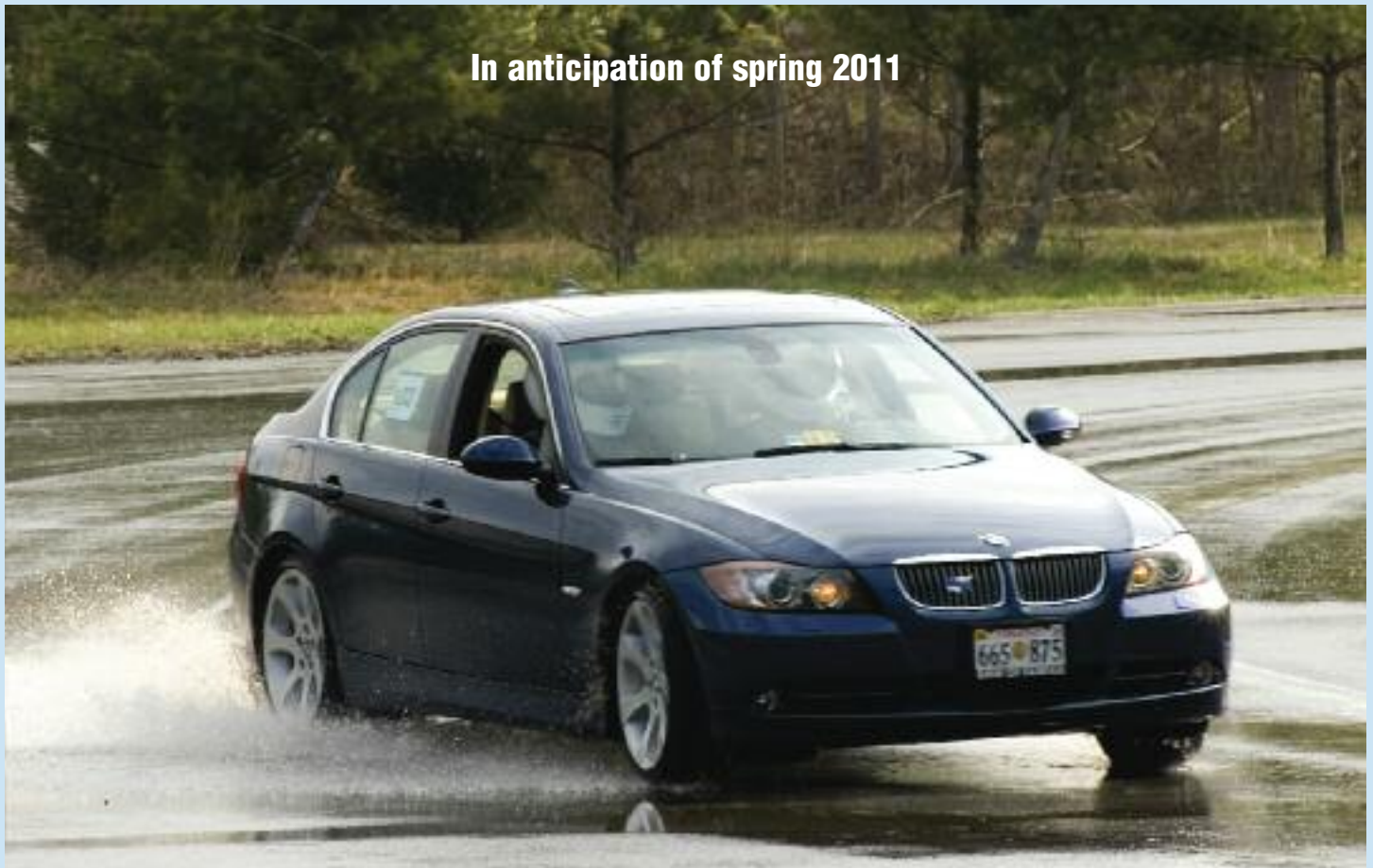
- 2-4 Baltimore Grand Prix ⁽¹⁾

October

- 1-2 Tarheel Chapter @ VIR Full Course ⁽¹⁾
- 10-16 42nd Annual Oktoberfest - Birmingham, AL ⁽¹⁾
- 14-16 Drivers' School – Summit Point Main Circuit, Summit Point, WV

⁽¹⁾ not a National Capital Chapter event

In anticipation of spring 2011



Summit Point Drivers' Schools. Victor Neumann/Red Sky Photography.

January 2011

NoVa Social – Fire Works Pizza

2350 Clarendon Boulevard
Arlington, VA
Thursday, January 6, 2011

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing. Our socials are really just “mini-meets;” informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize about BMWs. Hopefully these requirements are not too restrictive! Please see the Web site for more details.

Karting – Round 3

Allsports Grand Prix
Sunday, January 9, 2011

Come join us for the most fun, competitive racing in the DC area in the NCC Winter Karting League at Allsports Grand Prix in Dulles, VA. This summer we experimented with the Allsports staff trying out modifications to the track layout. As an outcome, we will rotate the races through five different course layouts. Each race day will consist of a 15 lap qualifying heat followed by a Micro Grand Prix of 4x20 lap heat races. The format for the racing will be the same each week, but the course will rotate through the five courses twice during the season. Heat racing allows competition between drivers with similar skills, experience, and lap times. As usual, best times from each heat will be used to establish the grid for the following heat. This makes for tight battles on the racetrack and some good camaraderie after the races are finished. Races will be scored based on finishing position; points will be accumulated within the weight classes and for the overall point total. At the end of the season each racer will be allowed to drop one event from the points total to keep his or her best nine events.

Board Meeting and Social – Front Page

Wednesday, January 12, 2011
4201 Wilson Boulevard
Arlington, VA

Come join fellow National Capital Chapter members for a little business, a bite to eat and an evening of fun and socializing! A quorum of the Elected Board members join Program Chairmen and other interested chapter members to discuss issues regarding the operation of the club in a loose, fun atmosphere with good food, friends, and plenty of time to socialize. Our socials are really just “mini-meets;” informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize about BMWs. Please see the Web site for more details.

NCC Columbia Social

Thursday, January 13, 2011
Pub Dog Pizza & Draffhouse
8865 Stanford Boulevard
Columbia, MD 21045

We return to old favorite Columbia location, PubDog Pizza & Draffhouse. We’ve had a packed house in the past at PubDog. This is always our biggest and best social!
<http://www.pubdog.net/>

In order to continue having future socials, the club will cover up to \$20/member, so we’ll collect \$ to help cover the

remaining part of the bill/gratuity (usually \$5-10/head). Those who have a few more drinks or order more expensive food items will need to chip in more than those who stay within the \$20/head limit.

Parking - we finally have a dedicated parking area again. From Dobbin Rd, turn left onto Stanford Blvd and then the first right into the regular PubDog parking lot (Lakeside Retail sign). Make an immediate left and go right around the backside of the shopping center where you’ll see a Lakeside Office sign. Drive past the dentist office (green neon sign) and we’ll line up at the very end of that lot where the green SSA sign is. Get there early to get a good spot.

Karting – Round 4

Allsports Grand Prix
Sunday, January 16, 2011

NCC Annual Meeting and Holiday Party

Mount Vernon Inn
Saturday, January 22, 2011

Join us for an evening of friendship, door prizes, and BMWs as we return to Northern Virginia for our Annual Meeting. Each attendee will receive dinner based on their selection chosen. There will be one drink ticket for every person. Additional drink tickets will be available for \$5.00. Also, everybody in attendance will be eligible in our door prize drawings.

Remember, this is the meeting at which our NCC Board members will be announced for the 2011 term.

Cocktails will be served starting at 6 p.m. and dinner will follow at 7 p.m. The annual meeting will commence at 8:30 p.m. Finally, door prizes will be given away starting at 9 p.m. The fee for each attendee is \$37.00. This includes your meal (whichever one you choose), one drink ticket, and one raffle ticket. This event offers online registration and payment through MotorsportReg.com.

Karting – Round 5

Allsports Grand Prix
Sunday, January 30, 2011

February 2011

NoVa Social – Fire Works Pizza

2350 Clarendon Boulevard
Arlington, VA
Thursday, February 3, 2011

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing. Our socials are really just “mini-meets;” informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize about BMWs. Hopefully these requirements are not too restrictive! Please see the Web site for more details.

Karting

Allsports Grand Prix
Sunday, February 6, 2011

The 11th Annual Super Bowl Grand Prix

Board Meeting and Social – Front Page

Wednesday, February 9, 2011
4201 Wilson Boulevard
Arlington, VA

Come join fellow National Capital Chapter members for a little business, a bite to eat and an evening of fun and socializing! A quorum of the Elected Board members join Program Chairmen and other interested chapter members to discuss issues regarding the operation of the club in a loose, fun atmosphere with good food, friends, and plenty of time to socialize. Our socials are really just “mini-meets;” informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize about BMWs. Please see the Web site for more details.

NCC Columbia Social

Thursday, February 10, 2011
PubDog Pizza & Draffhouse
8865 Stanford Blvd
Columbia, MD 21045
(410) 872-0364

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing. Our socials are really just “mini-meets;” informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize about BMWs. Hopefully these requirements are not too restrictive! Please see the Web site for more details.

Karting – Round 6

Allsports Grand Prix
Sunday, February 13, 2011

NCC Winter Tour

Saturday, February 19, 2011
TBD

Tarheel Chapter @ VIR Full Course *

Saturday & Sunday, February 26 & 27, 2011

It’s never too soon to get back on the track!

Karting – Round 7

Allsports Grand Prix
Sunday, February 27, 2011

* Not an NCC sponsored event

Below please see statements from those Club members seeking to serve as Chapter officers for the coming year. If there are other members interested in tossing their hats into the ring, by all means you are encouraged to do so. Please submit a candidacy statement letting your fellow members know why

you wish to be considered; we'll need those e-mailed to the editor by January 10th. Any additional candidacy statements received via e-mail will be uploaded to the Web site, and voting is scheduled to take place January 22 at the annual holiday party.

For President – Paul Seto

As President, I want to continue down the path of being fiscally responsible while growing membership participation and integrating existing programs. The budget process initiated during the past few years has given us a great tool to correctly reign in spending while being able to allocate resources where they are needed. The introduction and expansion of various programs over the past few years (ChapterFest, Social, Karting, and DIY to name a few) has added tremendous value to our members, and has become a gateway into our great chapter. As a current Board member, I've had the pleasure to introduce a lot of new members to our club and understand what they want out of membership. Becoming President will further that experience as we support change and growth in our chapter.

For Vice President – Algie Livingston

I'd like the opportunity to serve our Chapter as Vice President for the 2011 term. I have been a member of the club since 2006 and in that time, I've had the pleasure to participate in many chapter events and truly appreciate the value of our club. The success of the club programs is solely based on volunteer activity. The committees that manage these programs graciously give of their time and skills to help the club strengthen the membership with a variety of programs. To continue executing great programs in the club, we need to increase our volunteer base.

During my time with the club I have led several tours and created the Pie Run fun runs. As 2010 ChapterFest Chairman, I visited many chapter events from socials, autocross, DIYs, and track days to promote ChapterFest. During these visits, I found that many of our members would like to be more involved in the club and they just don't know where to begin.

As Vice President, I'd like to serve the chapter by increasing member involvement in the various chapter programs. My goal is to inform the members of all of the volunteer opportunities as well as increase the accessibility of each program. I am eager for the opportunity to serve the club in this capacity and ask for your vote as Vice President.


For Secretary – Greg Lindsay

I have had the pleasure to serve as Secretary for the last year and Membership Chair for the last four years. During this time I have worked closely with the Board and our dedicated program chairs to engage our Chapter members' participation in all our events. I ask now for the opportunity to continue to serve as Chapter Secretary and, with the Board, will focus on expanding program activities, increasing participation, and bringing value to our members.

For Treasurer – Dave Miller

For the past five years I have served on the chapter Board of Directors, first as Secretary and most recently as President. Although I am stepping down as President, I would like the opportunity to continue to serve our chapter as Treasurer. During this period we have been deliberately returning value to our members. We have aggressively expanded a number of programs from DIY to Karting to the ChapterFest. This year's ChapterFest was a huge success in bringing out our membership by providing fun, excitement, and learning opportunities in a safe environment. Though we have reached many of our goals there are still a number of opportunities to continue to provide value to our members while operating efficiently. I ask for your support and vote to continue these initiatives and the opportunity to continue to serve the club.

THE OFFICIAL BALLOT



2011 Annual Elections

Please select one person for each position.
Write-in candidates must give their consent and signature.

If mailing in ballots, please send to NCC BMW CCA, P.O. Box 685, Arlington, VA 22216. They must be received no later than January 20, 2011.

For President

Paul Seto

Write-in _____(signature) _____

For Vice President

Algie Livingston.

Write-in _____(signature) _____

For Secretary

Greg Lindsay

Write-in _____(signature) _____

For Treasurer

Dave Miller

Write-in _____(signature) _____

Your Name _____

Membership # _____

Everything came together for our chapter's last driving school of the year; the weather was perfect, there was a great barbeque dinner, the instruction was top-notch, and it was all infused with typical National Capital Chapter camaraderie. Thanks to our sponsor, Radial Tire of Silver Spring, Maryland, the club enjoyed a scrumptious barbeque buffet on Saturday night. Radial Tire is a longtime National Capital Chapter sponsor, and generously donated a set of Toyo tires as the featured door prize.

In addition, BMW of Fairfax donated a substantial amount of door prizes, courtesy of general manager Mark McCollum, and James Duerbeck, a fellow club member and top BMW sales guy at Fairfax BMW. We also want to thank Brian Hair and OG Racing, for their contributions. Brian is an NCC instructor and champion autocrosser. When all was said and done more than \$900 worth of door prizes was contributed, between Radial Tire, BMW of Fairfax, and OG Racing.

Because of the great weather, and the fact that it was held at the Summit Point Main Circuit, which is the favorite track for most enthusiasts of the three tracks at Summit Point, the school was completely full.

The National Capital Chapter prides itself in the

quality of instruction provided to our students. We select our school instructors very carefully, not simply for their technical knowledge

weekend. Some students may get signed off if the instructor deems them worthy of safe solo driving.

Your BMW is an amazingly



School's Out... Until Next Year

Gordon M. Kimpel, Instructor Rep | Photos by Mark Lester

and accomplishments as drivers, but also for their ability to impart that knowledge to their students in a clear, concise, and professional manner.

Our driving schools are divided into four run groups based on the students' driving school experience and car. Each student has an instructor with them for the

capable car. At a National Capital Chapter drivers' school, you will be able to realize your car's capabilities, learn the limits of those capabilities under controlled conditions, and practice the skills needed to control your car safely within those limits. Unskilled drivers typically react reflexively or not at all to impending trouble. It takes training and practice to anticipate and correct for a potential loss of control.

The school is run by several

professionals, all of whom volunteer their time to do so. Pete Read, our chief instructor, does an amazing job of keeping the school on schedule and is assisted by Matt Oleksiak, our driving school coordinator. Great job Matt and Pete! Bob Briggs is the Instructor Academy Chief. He conducts the classroom sessions on Friday for instructors and designs the curriculum for the instructor academy. Doug Verner handles the registration, a thankless, but necessary task! Thank you, Bob and Doug.

I encourage everyone who has not had the thrill of driving quickly, and without worrying about radar or inattentive drivers, to attend one of our driving schools. The beltway is infinitely more dangerous than the track where everyone is focused and under the watchful eyes of very qualified instructors. There is minimal tire wear and brake pads are used as they are meant to be. If your car is under the 4-year/50,000 BMW factory warranty, BMW NA will replace your pads! What a deal!

See you next year at Summit Point!



This Is *Not* Your *Roundel*, Folks.

By Raine Mantysalo, dB Production Manager

Surprised to see your black and white newsletter in color? I hope it's a welcome surprise.

Over the years, there have been several attempts to print our chapter newsletter in color. But until now, the increased costs have always made it prohibitive.

The addition of color makes reading the articles much more interesting, and you no longer have to guess about the color of the cars in the articles.

To most people the step we have taken with this issue may not seem like such a big deal. Isn't just about everything printed in color these days? Yeah, but what it means to some of us can only be explained by sharing a little history.

Back in 1983, when I took over the dB editorial job from Ira and Bernice Winthrop, I remember being handed a huge box of old

newsletters, paste-up boards and other miscellaneous material. That was 27 years ago. Looking back, I had no idea where it would take us.

I was mainly functioning as the layout and production person collecting the coming events material and articles, as most of us editors did those days. But back in the days when there were no personal computers, putting together a newsletter was a little different.

First of all, to get pictures for the articles, I used to go and hang out at various events with my Nikon loaded with Plus X Pan (black and white) film. I remember taking tons of pictures covering these events. Sometimes that meant jumping in and out of my car while waiting my turn at an autocross or on the track at Summit Point.

Once I got home, I developed

the film in a makeshift photo lab in my basement. Occasionally, I also used commercial photo labs, but time didn't always allow sending the film out to be developed. Once the film negative was developed and dried, I made contact sheets of the filmstrips to inspect the images and select the ones I wanted to use and print.

To make the prints I used an enlarger. Once the pictures were enlarged, the prints had to be developed in three containers filled with chemicals and then hung to dry on a clothesline.

If a picture wasn't available, but was expected to come later, I used "Rubyolith" (a red adhesive material) to create a square box, a "window," to save space for it in the layout. Once the entire page was made into a negative, there would be a transparent window left for that picture's negative to be stripped in.

For drawing guidelines to help paste down items, I used special pencils and markers that were called "non-photo blues." The light blue color in them was not photosensitive; i.e. the camera could not see it.

Once the prints had dried and I had done just enough layout work to determine what size pictures I needed for the layout, I made halftones of them by using a photostat camera. A photostat or "stat" camera was a type of enlarger used to scale prints and artwork by exposing them onto light-sensitive PMT (photo mechanical transfer) paper. With halftones in place, the printer was able to make negatives of the entire pages by "shooting" the art "dot-to-dot."

Halftones were identical pictures of the selected prints but the images in them consisted of



small dots in various sizes. The halftones were made by exposing the stat paper through line screens (sheets of film) that were either fine or coarse depending on whether the halftones were intended for magazine (fine) or newspaper (coarse) reproduction. The line screen quality was determined by the number of lines of dots each had per one inch. The reason they were called halftones, is that they had no solid (continuous) areas of black or grey. In comparison, photographic prints are commonly called continuous-tone prints. The halftone pictures were pasted on page mechanicals, camera-ready paste-up boards.

How the copy was handled is a story by itself. Since there were no computers or keyboards to enter copy, the articles were mainly submitted either typed or even in some cases handwritten. Usually the typewritten copy had to be retyped to fit the layout and then glued down in place on the paste-up boards.

In 1983, I introduced typeset-

ting to the *dB*. Those days, a typesetter was using a dedicated typesetting machine to set type in type galleys (long sheets of type) according to your specifications; you selected the font, size, leading, line measure, etc.

"Spec-ing" type or copy casting was a real art. You had to provide the typesetter with the specifications to use for setting all of the type. Using

a Haberule (type



der Bayerische

gauge) you first calculated the number of characters you could fit on a single line (column) in a certain size of a font, and then figured out how many lines it would

take to have all the copy set in that size. If it didn't fit, you had to either change the size of the font or change the leading or have the typesetter tweak the copy by kerning, tightening the letter spacing. Too many times the fitting was left up to the typesetter with instructions that simply read "set to fit."

Once the paste-up boards were released to the printer, the printer would make page negatives of them and then provide a blue-line proof for checking content accuracy and making sure that all the pages, type and pictures were in the right place. It was a process of exposing the negatives to a light-sensitive material providing the closest match to the actual newsletter, only in blue.

Nowadays, what you see is a newsletter created from easily downloaded digital photos that were resized (to correct resolution) and placed in an electronic layout. The submitted articles are also downloaded from the Club's

production Web site and simply imported into the document. To change the font or to resize it, all you have to do is click the mouse. Resizing photos is just as easy.

Once the layout and all the proofing (also done online) are done, the files are uploaded onto the printer's FTP site for pre-press flight-check.

I remember when floppies, SyQuest and Zip disks were commonly in use. Now, with the help of FTP sites, you can upload hundreds of megabytes in just a few minutes.

I hope this brief history of the *dB* production process has helped the reader better understand how far we have actually come, and how much the addition of color means. Let's not forget how we got here, and appreciate the constantly improving technology.

You've come a long way, *dB*!



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THE BMW CONCEPT
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Text and photos by J.C. Chaney, Jr.
BMW CCA 291080



The 2011 6 Series and 2011 X3 at the 2011

BMW public relations took a turn for the worse when Tom Kowalewski took over. Rather than being the accessible elite automotive brand, Kowalewski trains his staff (e.g., storm troopers) to treat loyal buyers and enthusiasts as an inconvenience to their marketing strategy while sucking up to publications that have little relevance to either the brand or the market. As a result, the only time those of us who write for the best car club in the world have access to new BMW vehicles is during the annual auto show circuit.

So when we learned that the new 6 Series and the new X3 were to debut at the 2011 Los Angeles Auto Show, it became a “must-attend” event for us.

I’ve been a big fan of the modern 6 Series, especially the convertible, since it debuted in 2004. Even when a dear friend of mine referred to it as a “chick car,” I purchase my limit of annual Oktoberfest raffle tickets with the hopes of winning one. In my humble opinion, it’s that version of the 6 Series that was the best execution of Chris Bangle’s design theme.

Heidi Klum was in attendance during the L.A. Auto Show media days to promote Volkswagen. If she had seen the new 6 Series, I have no doubt that she would have jumped ship. Ironically, I cited the M6 as the “Heidi Klum of cars” in my recent review of that car!

The 6 Series is traditionally the BMW Design Studios statement vehicle and Adrian Von Hooydonk, has done this vehicle justice. As he did with the 5 Series and the 7 Series, Von Hooydonk created a very pleasing evolution of the Bangle design, modernizing the flame surfacing that was a key feature of the Bangle designed BMWs to a more contemporary look. The Von Hooydonk “freshening” of the Bangle designs may ultimately be consid-

ered more timeless than the Bangle designs because of the use of naturally flowing and matched contours, curves, and lines. The Von Hooydonk design makes the Bangle design seem forced. However, it will be interesting to see how Von Hooydonk does when he creates his signature-designed vehicles.

While the 6 Series coupe and convertible that were shown at the L.A. show were considered concept cars, we noticed that the interior design seemed production ready. The feature we liked the most was the center console, and how it was again tilted toward the driver. That one feature may make the new 6 Series the most popular premium personal performance luxury vehicle.

The power trains were not announced; though BMW’s tried and true twin-turbo V8 will most likely be the standard engine, coupled with an eight-speed manual shifttable automatic transmission. While we enjoyed the six-speed manual transmission on the 2004 645i, I suspect that the new 6 will not have a manual shifter as an option.

The harsh reviews of the first generation X3 kept me away from that vehicle for a year. Then I had a chance to review one. I promptly learned that the mainstream automotive media is almost as lame as the mainstream general media. When the X3 was launched, the mass auto media treated any vehicle that didn’t have a Lexus badge as a second rate product. The more enlightened declared the X3 as an ideal “yuppie” mobile. Smaller than the X5 but having the driving dynamics of the 3 Series, the X3 seemed to be the right-size vehicle for young or small families. We performed a dual-coast evaluation – driving the X3 on the Pacific Coast Highway and on Skyline Drive. We





were all surprised and pleased with the driving dynamics, versatility, and fuel economy. After writing the vehicle review, we purchased an X3.

While the X3 drove like a BMW, it didn't have the same level of design execution of interior refinement as the rest of the BMW product line. With monotone interior designs, as well as an uncharacteristic use of hard plastic and large exterior body panel gaps, the X3 had a somewhat "cheaper" aura. I'm happy to report the new X3 brings that product up the same level of benchmark refinement

model. The rear seating area is also much improved. The BMW designers have learned a few things from designing the rear seating areas of both the X5 and X6 and have incorporated some of those small touches to make the X3 rear seating area even more pleasant.

The rear cargo compartment also shows that the BMW designers have studied how North Americans use their vehicles. The area is now a cavernous, highly usable cube that easily swallows the typical family's cargo. The cargo area now features

foldable hooks for tote bags and the obnoxious flimsy plastic shopping bags.

The exterior has a refined, integrated look, just like the X5 and X6. When approaching the new X3, the vehicle no longer appears to be an afterthought, but rather a proud member of the BMW product line.

As with the 645i, our first X3 featured a manual transmission, which is not available on the new X3. However two versions of BMW's famous in-line six, with and without twin turbo charging, will be the



engine choices. We hope we'll have a chance to take drive both vehicles soon. Perhaps we'll be invited for the press launch for both vehicles.

We did notice that when Ms. Klum made her entrance to the VW display, her handlers steered her far from the BMW display. As we said earlier, had she seen the new 6, chances are very good that she would have jumped ship. Hmm – the new VW Jetta or the new BMW 6. Seems like a no-brainer, eh?

Oh, and let me just say one last thing about Tommy K. He made



LA Auto Show: *Better Than Heidi Klum*

and design execution one expects from a BMW. The center console, instrument panel, and dash received quite a bit of attention. There is a distinct upscale feeling when sitting in this interior, vice the previous model. Rather than the previous "pop-up" design, the navigation screen is integrated in to the dash, much like the rest of the BMW line. The dash and center console now feature mahogany or bamboo inserts. The straight grain from these materials give the cabin an airy, open feel that was lacking in the earlier



untimely exits at both Chrysler and GM once his bosses learned that he was destroying their brand equity with their loyal buyer base as well as the eliminating media good will. For BMW NA's sake, Tommy K should face that same fate as soon as possible. Besides, Fisker could use his talents.

(Left) The new X3 interior has a more refined, upscale feeling over previous model. Note the bag hooks in the X3 cargo bay.



BMW X1 sDrive20d

Excellent Mileage Meets Sport and Utility

Text and photos by Samuli Salminen



Being a BMW driver for 18 years and having owned both rear- and all-wheel-drive models, I decided to go for a brand new BMW X1. It was launched in the fall of 2009 into the so-called “crossover class.”

Because our family's transportation needs changed quite a bit as a result of my new job at GE Global Research in northeastern Munich, I started looking to replace our 330Cd. It was a diesel, and a very economical one at that – once reaching a very solid 42 mpg. Its 6-speed manual with overdrive, and my rather easy driving style also helped when it came to fuel efficiency. The beautiful Alpinweiss E46 coupe had only 53,000 miles on the clock when its time to go had already arrived. The search for alternatives was here.

Good friends of mine from Finland, Tuomas Vaaranta and Jaakko Pitkääjärvi managed to convince me the BMW X1 could be the next one for us. We are mountain sports enthusiasts and frequently set out on touring, skiing, and hiking trips. We concluded the while commuting remained our number one priority, having enough space for the gear we needed for our weekend tours was a close second. We looked at the 1 Series and 3 Series – I have owned every 3 Series model except the E21– but somehow the E90/91 did not convince us. The E92 could have been an alternative, but we simply were not in love with it. The 1 Series was just too small, and clearly unable to fulfill our family's second requirement.

The sales representative at BMW Niederlassung Munich was an extremely professional gentleman named Mr. Huber and he understood our requirements completely. He guided us toward the BMW X1 and bingo – we had found our newest Bimmer. The only possible fly in the ointment was the vehicle's all-wheel drive, which could present a slight conflict with our first requirement, as I was seriously looking for low fuel consumption. Folks who sell all-wheel-drive vehicles seldom tout their products' mpg as a selling point. No worries, I was assured, the X1 line-up (in Europe) includes the sDrive rear-drive series, which we happily selected. The official fuel consumption figures are well within the range I was looking for – crisis averted.

For the X1, BMW offers three 2-liter diesel engines with different power output. We selected the middle one with 177 PS (174 hp and 350 Nm (258 ft.lbs) of torque, which is more than enough for a vehicle this size. And best of all, the maximum torque is available between 1,750-3,000 rpm. The X1 sDrive20d accelerates from 0-100 km/h (0-62 mph) in only 8.1 seconds and its top speed is 218 km/h (135 mph).

BMW has included lots of the latest technology as standard equip-



ment into the X1. They call it Efficient Dynamics, and it includes the Automatic Start-Stop system, which shuts the engine off automatically in the following conditions: 1) Outside temperature has to be above +3 Celsius (35 F), 2) Engine coolant temperature needs to be above +40 Celsius (72 F), 3) Gear must be on neutral and clutch released and 4) vehicle speed is below 2 km/h. What for? To save the diesel fuel obviously – and to not cause greenhouse emissions while just idling in traffic or at a stop light. When the clutch is again engaged,

(Above and Below) The X1 sDrive20d is prepared for the winter with Nokian WR G2 winter tires (mounted on amazingly good-looking steelies). Winter finally arrived to Bavaria after this article was submitted – I can confirm the X1 is excellent to drive in the snow even with RWD.

the engine starts up automatically. In Europe the traffic light cycle is a little different by going from red via yellow to green. That gives the driver enough time to react as the yellow signal means “get set.” BMW has





(Above) The iDrive has very sophisticated built-in connectivity capabilities. You can check your current location's weather, book hotels, see web cam photos, etc. When I had my Commodore 64 28 years ago, I would have never guessed it. (Below) When the snow melts in Bavaria the 17" x 7.5" 5-spoke stock wheels go back on the X1.

conducted studies how the Start-Stop affects to the consumption and has come up with maximum of 7% savings while commuting in the city traffic.

BMW has also included brake energy regeneration as a standard part of its Efficient Dynamics package. This means the braking energy is transferred to electrical energy for charging the battery. The alternator does not need to be loaded all the time – again, saving fuel. Another innovation is the gearshift advisor, both up and down. This is displayed in the instrument panel and recommends shifting points (both up and down) according to how the vehicle is being driven. At times I have been



amazed how low the engine is revving when I am advised to engage the next gear. I believe the strong low-rpm torque – which is very typical of modern Diesel engines – helps to achieve it.

Do these tricks pay off? I would say yes, they certainly do.



Over the 11 tanks of fuel consumed since we got the X1, our average consumption has been 45 mpg, with one tank coming in at an even 50 mpg. That mark was achieved while commuting, and included 40% on normal roads (Bundesstrasse) and 60% on highways (Autobahn). The

X1 has now roughly 12,000 km in the clock (roughly 7,500 miles), and we are hoping for even higher efficiency as the engine adds a few more miles.

The X1 also has some pretty neat gadgets available. While we did not order a fully loaded model, some



BMW X1 sDrive20d

of the options are certainly worth mentioning. One of these is the BMW Service system, which integrates into the high-resolution display and latest-generation iDrive. It has S.O.S. calling functionality and

into the car – with no additional 3G data subscriptions required. BMW has also implemented the Web-based route planner for the professional navigation system where you can plan your route using your home

Certainly there is a difference if I would compare the ex-330Cd and X1. The E46 coupe was a sports car with a fairly stiff suspension while X1 has a relatively standard suspension and is therefore more comfortable. The vehicle boasts impressive cornering capabilities, nimbly handling small and curvy roads at relatively good speeds (60 mph). While we sacrificed a little of the raw power offered by the 330Cd, I believe the gains in fuel economy more than offset the loss. And all-wheel drive models with xDrive have lots of extra

options for improving handling. One of these is called Performance Control, which adapts the current driving condition to the all-wheel drive system by distributing the power and torque on a wheel-by-wheel basis. This improves the driving dynamics dramatically, especially on more extreme road conditions.

The interior of the X1 follows nicely the current sleek BMW design. It is very functional and stylish, and it can be reasonably compared to the interior of a 3 Series coupe.



BMW AG.

also Packet Data transfer capability without any additional subscriptions. The latter means in practice you can implement lots of Web Services-based systems including, for example, the hotel search system. The GPS knows your location and you can define search parameters such as the price range for your desired accommodations. The system searches using the Web Services the alternatives and displays them. It even shows them in the map. When you click one of the results, you'll get contact details, description and pricing. It also tells you which credit cards are accepted – very important! With one click of iDrive knob you'll start the navigation. Easy! Another cool feature is the weather report with nice Webcam pictures from the selected location – to see what the current weather conditions look like. If purchased as an option, all of this is included

computer or other device and then upload it to your car. The car's navigation system would then guide you based on the planned route. The iPod connectivity and USB stick audio play capabilities are today's technology as well as the mobile phone connectivity over Bluetooth. I'm sure some of this is included in just about any new car, but I consider myself an "Oldskool" driver and this new technology has certainly impressed me.

How is the X1 to drive?



BMW AG.

(Above) Interior of the X1 is very stylish and can be customized, e.g. with a wide selection of different trim panels. Seats can be selected between standard and sport seats. (Left) A few more buttons have been added to the iDrive control unit – they act as shortcuts to the most often used applications.

■ **About the author:** Samuli Salminen moved from Finland to Munich, Germany four years ago. He has been driving with BMW's since 1992. He is a member of BMW Club Finland since 1996. He works for GE Global Research in Munich as a Program Manager Operations in the field of Information Technology. At the moment Samuli has three BMWs in his garage: a mint condition 1976 1502, a 1986 635CSi and the 2010 X1.

Traditions

BY Bill Williams

PHOTOS Raine Mantysalo

After a couple of years in retirement, I'd gotten pretty good at sitting. So when an opportunity to go back to work came along, and I was told it required a lot of sitting, well I figured I'd be an excellent candidate. So I have gone back to work. I still sit a lot, but now I sit behind the wheel of a truck as a professional driver. Yes, I have my CDL, class A license with all the endorsements. But I am not driving any ordinary big truck, and I'm not hauling any ordinary stuff.

Unmolested One-Owner Treasure



Bruce Hall, who is the caretaker of his late father's 1972 2002tii, owns Applewood Motorcar Transport in Gerrardstown, West Virginia. The 2002tii is how Bruce and I met. Some years ago, I heard about Bruce's father Jim, or Herb as he was known by some, who lived in the town of Mink Shoals near Charleston, West Virginia. Intrigued there was another 1972 2002tii in West Virginia (I bought my first 2002tii in Martinsburg, West Virginia), I made contact with Jim and had a nice chat. I told Jim I was looking for some cloth braided fuel line. Jim offered to have his son, Bruce, look for some in his travels; he delivers cars, Jim said. So a few weeks later, a meter of cloth covered fuel line arrived in the mail. Time passes and I lose track of Mr. Hall.

Then last summer, David Yandro, of the Lane Auto Museum and friend, e-mailed me photos of a very original Verona 1972 2002tii being shown at the Keeneland Concours in Louisville, Kentucky. It was Jim's car but now in the care of his son, Bruce. With some work, I



(Above) Bruce Hall proudly cares for his father's, the late Jim Hall, very original 1972 2002tii.

found Bruce's e-mail and sent him a note with complimentary comments about his 2002tii. In the course of e-mail exchanges, I mentioned to Bruce I had my commercial driver's license and if he ever needed any help "moving metal" I would like an opportunity to help out his company.

A trip to meet Bruce and his wife Judi (and his car) ended with

Bruce offering me the opportunity to move cars for him. Applewood's fleet consists of a couple single-car trailers, four double-car trailers, a four-car trailer plus a full race-ready 18 wheel rig. All of the trailers are enclosed, and there are enough tractors to pull them all. So after the obligatory drug and background tests, I arrived in Gerrardstown for

yet another "first day of work."

Day one and Bruce instructs me to "get the red single trailer ready, we are headed to Manhattan." Being familiar with a pick-up and single trailer, this was a familiar task. Sure, I was a little nervous but I felt confident. As I hook up the trailer, I realize we are hauling a factory Lamborghini Gallardo SuperLeggara being returned to the Manhattan dealership after being on loan to *Car and Driver* for a test drive and photo shoot. Bruce starts out "under the windshield" as truckers say, but as we stop for fuel he moves to the passenger seat and I get "under the windshield" for my first stint. Filling out my log and completing the necessary IFTA form as we move past each state line, we reach New York City. Now, I have driven through the Lincoln Tunnel many times but never attached to a trailer holding a nearly half million-dollar car in its belly. We pass through the tunnel and arrive at the dealership. Double-parking as all the delivery trucks do in Manhattan, we lower the gate and Bruce fires the Lambo with a spine



(Left) BMW 2002 fans will rarely see a 2002 original interior in this condition. (Above) In spite of being the family fun car, the seats and door panels are still in excellent shape.

tingling sound more severe than a two-stroke race bike. He backs it off of the trailer and double-parks it behind the trailer. As the service manager was accepting the car, I hear one of the fellows the city hires to clean the sidewalks ask someone, "is



that a hybrid?" Not registering his comment, I continue watching as passers-by continue taking photos of the car. Then the fellow associates me with the Lambo and taps me on the shoulder. "Hey buddy," he asks, "is that a hybrid?" While I'm trying to understand why he's asking that, he says, "it must be a hybrid, it has no gearshift!" Oh, I tell him, it has paddle shifters and show him where

they are. "Never seen that before," he says as he shuffles off shaking his head. I do that head shaking thing often working for Applewood.

Just four months later, I had driven (well, I'd backed them off and put them on trailers) Ferraris old and new, several Mercedes Benz's including the brand new SL AMG and a stunning 1965 280SL with less than 28,000 miles,

Lamborghinis fresh from the Port of Baltimore, Lotus Evoros with their solid carbon fiber bottoms that only reveal the front swing arms, an Aston Martin DB6, Austin Healey 100/M (M being the factory prepared race model), a old Jaguar XKE convertible, a BMW Z8 Alpina, Morgans, Alfas, Porsche 356s, a Bandini and Fiats, one being Bruce's Fiat Shellette. The Shellette is one of only 80 ever built. I have even moved a 1904 International Harvester High Wheeler.

During the course of working at Applewood, I have also helped Bruce and his paint guy, Jim Rizzi, the best chip guy around in my opinion, work on the Shellette, a Porsche 914/6 and Bruce's 2002tii. Bruce started as a restoration shop but he is following the market into more transport than restoration. Jim is masterfully finishing up a couple of restoration

projects that include the Porsche, an Avanti and three vintage bikes, a 1927 Indian Scout Police model, a 1938 Zundapp and a Jawa. So having driven and worked on some fine cars, this brings me to the point of the story.



Finally – I hear you say.

After driving, albeit very short distances, as fine a stable of motorcars as anyone could assemble, I pause to compare them all to my faithful 1972 2002tii. Yes the Ferraris, Porsches and Lotuses are blazing fast and filled with technology, the DB6, Healey and Jag have their sex appeal, the only car that came close to sharing its soul with

(Top) Bruce's tii is certainly a standard for originality. Not much has been changed on this 47,000 -mile car in 38 years. (Above) 5JX13 optional early alloy wheel. (Below) Close observation reveals several original features often lost in 38 years. The spark plug wiring harness with diagnostic plug, NORMA clamps on the plastic intake tubes, and the bulbous bulge in the radiator hose are features often lost on the 1972 tii's.



1972 2002tii engine:

Four-cylinder, four-stroke in-line engine, overhead camshaft
 Capacity: 1990 c.c./121.3 cu.in.
 Power: 140 h.p. - SAE at 5,800 rpm
 Torque: 130 ft/lbs at 4,500 rpm
 Compression ratio: 9.0:1
 Carburetor: Kugelfischer fuel injection
 Max. speed 116 mph (manual)
 Acceleration: 0-60 mph: 9.9 secs



(Above) VIN 2760838 in Verona was manufactured in February 1972 and delivered to Frankfurt according to the BMW archives. (Top right) The 2002 was delivered in Germany in US trim. US trim included the larger bumper over-riders, license plate lights on the rear valance and side reflectors. (Below) The car still wears the original dealer, Glöckler, Frankfurt/M, name plate.



me like a 2002, was the 1965 MB 280SL. It was as tight as a banjo string and smooth as silk. But, it is the BMW 2002 that I measure all of these cars to and its own exhaustive way, the 2002 still has my heart. It has Bruce's heart too. His dad's tii is still his favorite car and Bruce has seen and driven many of the finest ever built in his 20-plus years of hauling them around the country.

According to Bruce, "my father's first 2002 was a 1969 model in 'ugly green.' I don't think this was factory name for the color but it surely reflected my view. That 2002 'ugly green' became the meat in a wreck sandwich and declared totaled. The only thing I have from that car is the tool kit and one hubcap."

Once Bruce's dad received the insurance check, he set out to replace the 2002 with another car. Bruce told

his dad about the new tii that was going to be available and after much discussion his dad made his decision to at least go look at one. They headed for the closest dealer, Nida's BMW in Huntington, West Virginia, and placed the order.

"It took a long time to negotiate the options and the final price. The options were a sunroof, alloy wheels, special seat material, antifreeze and XAS tires. Dad did get them to include an AM radio at no charge," Bruce recalls. They paid the \$1,000 down payment and left for home which was about an hour away.

On the way back home they stopped and talked to a friend about the pending arrival of the car. The friend, Henry Payne of Porsche fame, told Jim he was going to Germany on business and if it was ok with him he would take delivery of the car in Frankfurt, drive the car during his visit and then take it to the port for shipment to Baltimore. After considering the savings, Jim readily agreed and the deal was set.

A few weeks later Jim received notice the car arrived and was ready for pick up. The whole family, all three of them, headed to Baltimore to drive the car back to Charleston, West Virginia. Once the car was safe at home the family used it in autocrosses, hill climbs and rallying



as well as being a regular driver on tours and just all around fun trips. Every time the tii went out it was cleaned before going back into the garage.

The car became a reward to young family members. As the children in the extended family obtained their driver's licenses, they were allowed to go for a ride with Bruce's dad in the passenger seat. The odometer has now reached about 47,000 with just about 1,800 of those being added in the last 20 years.

In October, 2008 Jim Hall went to the big car show in the sky and passed to a better life leaving Bruce to care for the BMW. In his honor, Bruce decided to let the rest of the "gear-head" world enjoy his Dad's 2002tii by regularly showing it. The

car won a special award at the Classics on the James, the Best in Class award at the Hilton Head Concours in 2009, and First in Class at the Ault Concours in 2010. The car also earned honors and awards at the Glenmoor Gathering Concours, and in the Preservation Class at the Hilton Head Concours. When the car is shown it is shown with the original buyers order, window sticker, books, service records, tools, dealer brochure that adds to its originality and prominence. The car is not only a show winner many times over; it has become the standard of originality for a U.S. version 1972 2002tii.

The car continues to be registered under the original title; therefore, the little tii is still a one-owner car and worthy of being the centerpiece of any family's treasure.

(Below) Bruce's car is equipped with the original elephant hide vinyl and white edging strips on the wheel wells



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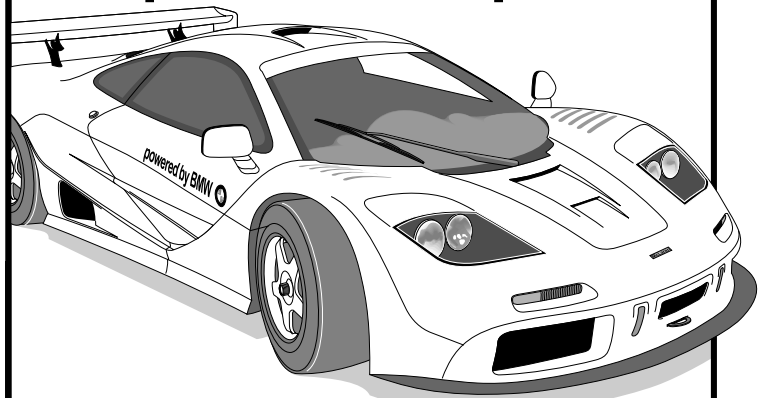


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2011 ULTIMATE OWNER

January

Ultimate Owner: Garrett Williams
Profile: 1997 Techno Violet M3

I became the second owner of this car in 2000. It was my second E36 and fourth BMW, having owned an E21 320i, an E28 528e and an E36 325i, previously. I bought it with 31k miles on the clock for use as my daily driver. Upon getting the car, I immediately knew I wanted to keep it a very long time. But I had never even changed the oil on a car before, so I started attending the NCC's DIY days. Very soon thereafter, I was doing most of the maintenance on the car myself, along with some simple modifications, like an ECIS cold air intake system.

While selling a set of wheels from my old 325, the buyer informed me that he was a driving instructor for various organizations and told me about Summit Point Raceway. He urged me to take the car to one of their "Friday at the Track" events so I could better appreciate what it could do. I did, and quickly became hooked. I began modifying the car for track duty, including a roll bar, Eurosport Performance Schrick Cam Kit, Ground Control coil-over suspension, StopTech big brake kit, etc. After a few



years, the motor was making more than 315 bhp (up from the stock 240) and I was getting around Summit Point Raceway quite quickly. I was also getting pretty competent with a wrench. I actually contemplated stripping the car and going club racing at one point. But I got married in '06 and for whatever reason I seldom got out to the track after that. About two years ago, I faced the fact that my hardcore track days were pretty much behind me, and decided to return the car to comfortable weekend street duty. So I removed the tall rear race wing and roll bar, went back to stock rubber bush-

ings in some key places, raised the ride height a few cms, and upgraded the stock Harman Kardon stereo system to include a BMW CD43 head unit, Bavarian Sound Works speakers and a custom 300 watt Rockford Fosgate subwoofer system.

After successfully changing the head gasket, rebuilding the VANOS and replacing the hydraulic lifters at about 150k miles, I decided it was time to take the motor to the next level. The motor had every bolt-on modification possible, so the next step was forced induction. I chose Active Autowerke's Level II 12 psi Supercharger kit

because it was intercooled, used a quiet and compact yet potent HKS blower head with planetary gear drive system, and would be reliable enough to track on the rare occasion I had the time to do so. I did not want the complexity, cost, difficult installation, lower reliability and poor throttle response often associated with turbo kits. I installed the supercharger kit in my garage over the course of a weekend. It included a custom re-mapped engine ECU, larger fuel injectors, a more powerful fuel pump, remote reservoir fluid cooler and, of course, the intercooled supercharger and associated intercooler piping. The car now has more than 450 bhp and 400 ft.lbs of torque, with a very smooth linear power-delivery and crisp throttle response. Top speed is gear-limited to just over 175 mph.

To go along with the increased stress placed on the motor, I installed the semi-dry sump oil pan and pump from a BMW S54 engine (e46 M3) along with an S54 oil filter housing and custom Setrab oil cooler. The result is the maintenance of proper oil temperature and pressure under even the most extreme race track conditions and the complete elimination of the dreaded "lifter tick" that the S50/S52 engines are known to exhibit. At the same time, I replaced the engine's



connecting rod bearings. I similarly upgraded the engine coolant system, including a Stewart water pump, relocated European-spec reservoir and all-aluminum radiator. I managed to get out to Summit Point a few months ago and had a blast playing with the car's new power.

The car now has 163k miles on it and yet is better than new in almost every way. It has been modified with a "no compromise" approach, and with an eye toward an end result that even the engineers and designers at BMW could appreciate. For example, when I added the much shorter final drive ratio (3.64) for quicker acceleration, I also installed a European-spec 6-speed transmission so that highway cruising comfort and mpg would not be sacrificed. When I installed the supercharger kit, which added weight to the nose of the car, I also installed a composite hood, which offset that weight gain.

With the higher power, a new and upgraded clutch was required. A very

stout Southbend Stage 3 clutch was selected because of its smooth stock-like engagement. Similarly, the very free-flowing Active Autowerke header-back exhaust system was custom-



modified to ensure comfortable volume levels without compromising the car's blistering performance. The Cobra Misano seats in the car are made of carbon fiber and shed 80 lbs of weight, but are covered in matching dove gray leather and fully recline and

adjust fore/aft for stock-like aesthetics, luxury and convenience. The 340mm German Raid steering wheel is much smaller and thicker than the stock BMW wheel, but retains the safety of a

and vacuum. Similarly, the car's shiny aluminum front-mounted intercooler, supercharger fluid cooler and custom engine oil cooler are painted stealth black and installed without modification to the stock front bumper to retain a stock appearance to all but the most trained eyes. The result is a car that most people do not recognize as a highly-modified custom vehicle with a power to weight ratio superior to anything ever offered in a BMW showroom. And for the driver and passengers, the car is equally comfortable and functional in D.C. traffic, on a 3-hour trip to the beach, or lapping Summit Point Raceway.

The car has evolved with me, and I with it. I've made some great friends and learned a tremendous amount about BMWs over the years of owning, maintaining, modifying and tracking the M3. It's been a great experience.

full-sized air bag.

Instead of installing highly conspicuous A-pillar gauges to monitor supercharger function, a PLX Devices multi-gauge is hidden in the rear view mirror and simultaneously displays air/fuel ratio, manifold boost pressure



As we bring in the new year, the Board has identified some needs to help address some current outstanding issues. As a non-profit social club and volunteer organization, our chapter is no different than any other business, we see the same economic pressures in today's society and how they affect our membership, events, and financials. Thus, we are looking for some members to step up and help volunteer their time to help solve some critical challenges.

Chief Marketing Officer - Reporting directly to the Board, this position will lead the effort to promote our chapter events, membership growth, and increase member participation. This position will oversee promotions/advertising, various forms of marketing channels including social media, Web site development, market/member research, and lead other special projects. This position will also have the latitude to recruit and build their own organization.

Business Development Director - Reporting directly to the Board, this position will work to build key client relationships, identify strategic business opportunities, negotiate and close business deals leading to sustainable revenue growth. This position will also have the latitude to recruit and build their own organization.

Anyone interested in applying for these positions, please contact Paul Seto at (301) 908-1928.

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A Look Back

By Woody Hair

40 years ago – Feb 71: In the beginning, there was no magazine, there was no newsletter. In fact, there wasn't even a National Capital Chapter forty years ago. A letter signed by Patty Cavallero dated February 3, 1971 announced efforts were being made to form a national capital area chapter of the BMW CCA. Presumably, the letter was sent to local members of the national club, and maybe stuck on windshields. Interested parties were asked to call Ric Cavallero or Matt Daley about a February 28 meeting.

35 years ago – Jan 76: The page one story, written by David Roach, reported on chapter member Nick Craw clinching the 1975 IMSA RS series championship at Daytona with the Miller and Norburn BMW 2002. The feature IMSA Camel GT race included three 3.5 CSLs entered by BMW Motorsports with drivers Hans Stuck Jr., Brian Redman, and Sam Posey. Stuck didn't finish, while Redman and Posey finished 2nd and 3rd to the "monster" Corvette of John Greenwood. Chapter officers were President Estelle Watts, VP Dave Toy, Secretary Bob Critchlow, and Treasurer Carol Kingsbury. Technical chairperson Ken Wright reported on the tech session held at Tischer BMW in Laurel. The Treasurer's report for December 1975 showed \$95 in income and \$122 in expenses, leaving a bank balance of \$132. Oktoberfest '76 chairperson Chet Kingsbury reported the event has been accepted by the national club and would be held in October at the Washingtonian Country Club, near Gaithersburg. Planned events were a drivers' school at Summit Point, an autocross, a rally, and a Concours d'Elegance. *Some things never change.* Two service reports on Wagonworks were favorable, although one job took four months while waiting for parts. Of the two reports on Heishman BMW, one was favorable, and one not so. A member said he paid \$40 for a choke adjustment, oil and filter change and brake pad change. Afterwards, the idle was too low and the car pulled to one side under braking. Heishman finally corrected the latter problem by fitting Repco pads. Another member reported North Star Motors in Rockville replaced his front brake pads for \$23.85 including labor. The classified ads included a "perfect" 1973 2002 tii for \$5,000. *That would be a steal today.* **Feb 76:** This issue opened with photos and biographies of our chapter officers – all avid autocrossers and rallyists. Minutes of the January meeting announced plans for a championship autocross in March, a championship rally in April, a drivers' school with the Porsche club in May, and a spring tour. The Oktoberfest drivers' school would be conducted by Bill Scott and should grant probationary IMSA racing licenses. The minutes also mentioned that we may lose our meeting place, the Diamondhead Restaurant in Bethesda, until the club spends more money at the bar. In part one of a series on BMW etiquette, David Roach wrote about how to steer cocktail party chatter around to the fact you own a BMW, even if most of the participants will not have any idea what a BMW is. Of the several service reports on VOB BMW, some were good and some were not so



good. The service manager, Lothar Schuettler, always seemed to garner good remarks. A BMW 3.5 CSL driven by Peter Gregg and Brian Redman had won the Daytona 24-Hour race, 14 laps ahead of Al Holbert's Porsche. A rally seminar conducted by the Washington Rally Club included a "dynamic and fun-filled" presentation by chapter member Mike Leeper on tricks and traps.

30 years ago – Jan 81: A tech session conducted by Rick Price on roadside repairs would be held at Precision BMW, Fiat, and Subaru in Frederick. A two-day Summit Point drivers' school was announced for May 2-3. Only BMW CCA members driving BMWs were eligible to enter. It was reported that Maryland planned to start testing cars for emissions in 1982. A tech tip said that use of the Purolator FCO 201 oil filter, being sold at discount chains, was prone to failure and not recommended, whereas use of the Purolator PC 201 was fine. Technical articles reprinted from other chapter newsletters discussed living with fuel injection, and valve adjustments. John Hartge wrote about adding a right-side rear-view mirror to your BMW. Another tip suggested carrying a supply of dimes in your car for those times your car breaks down in the middle of the night and you need to make a phone call. *Who knew there would be cell phones one day?* The new chapter officers were President Bill Loftin, VP Gordon Kimpel, Treasurer Chuck Garrish, Secretary – well, they were still searching. **Feb 81:** The cover drawing gave a possible shape for the front wheel drive BMW that *Road & Track* magazine reported would be introduced in the 1984 model year. The President's column wondered why the elections for our national office positions never have more than one candidate for each position. *Current club by-laws seem to be written to keep things that way.* Editors Ira and Bernice Winthrop wrote that they continue to seek articles from the membership. Technical articles on recharging air conditioning systems and use of gasohol appeared. Tom McGurn of BMW NA wrote that gasohol should not be used in BMWs until they complete further testing. John Hartge wrote a review of the National Highway Safety Administration's free *Consumer's Guide to Car Buying*, better known as The Car Book. BMWs from those days did not fare very well in the eyes of our U.S. Government. An article by Larry Porter of the Portland chapter gave tips for tuning and modifying the 320i for better performance. A BMW trivia quiz pointed out that the limited-production 1800 TI/SA (200 units sold to licensed racers only) came in one color, yet had four different rear differential ratios available.



25 years ago – Jan/Feb 86: President Les Adams announced the chapter now had a "hotline" phone for a recorded message to alert members of last-minute events, cancellations, etc. *I guess Al Gore hadn't invented the internet yet.* Les' message also introduced the other board members and various chairpersons of our activities. Event reports included the Hot Shoe Summit Point school for (Top and above) Event reports in the **January/February 1986 dB** included the Hot Shoe Summit Point school for experienced drivers. It brought back the tag-team relay race. (Left) In the **January/February 1996 dB** teenager Jennifer Skene treated readers to her experiences and the expert instruction by Mr. David Ford. Jennifer's pictures showed it had snowed a bit on the eve of the school.



experienced drivers. It brought back the tag-team relay race. Other events covered were the Annual Election Dinner at the Mustache Café in Alexandria, and an open house at Excluservice in Rockville. David Roach reported on his participation in the MG 1000 International Rally with his Friday Afternoon Rally Team partner Mike Leeper. Accompanied by a big bottle of George Dickel, for evening use only of course, and some very good luck, they finished 4th overall in Mike's 2002tii. This event ran through western New York and southern Ontario. A humorous *AutoWeek* article about the new BMW/Skip Barber driver school was reprinted. John Hartge provided information on the prices and standard equipment upgrades on the 1986 BMWs, and Bob Ford wrote about his importation of a gray-market Alpina 635CSi. Dan Tackett of the San Diego chapter wrote an article about driving, and the pertinent laws concerning driving, in Germany. It was significant that 75% of U.S. licensed drivers, when taking the license test in Germany, failed.

20 years ago – Jan/Feb 91: The annual election was held at the Old Town Boat Club in Alexandria. Dinner was supplied by Helga's Genuine German Feast. The election had Dwight Derr (President), Jonathan Jones (VP), and Mike Early (Secretary) returning for another year. Joining them was our new Treasurer, Jennifer Nazarko. Our one-day drivers' school at Summit Point in October started with a track walk of the Chute (turn 4). The two groups ran five half-hour sessions each. Our MWCSCC championship autocross at the National Training Systems lot in Laurel saw SCCA national champion Bob Matthews set the fastest time with his highly modified Corvette. Fastest BMW was Cory Laws (E12 530i). John Hartge



In the January/February 2006 dB there was an article with photos and class winners of the Deutsche Marque Concours d'Elegance that was held in May 2005.

Deutsche Marque Autocross held at the NVCC Manassas Campus. Mike Gayle penned an article on the "tweaks" he had made to his '93 318is. Looking back, it was a pretty intensive list of modifications. Competition Corner reported on a rumor that BMW was going to buy the McLaren Formula 1 team as a quick means to get back into the sport. A full page ad for Formula Motorsports Park at New Morgan, Pennsylvania was seeking members at \$350. The ad included an endorsement by Mario Andretti, "Join me and my family at Formula Club, the only facility like it in the world." There were reviews of two videos – the 9-minute "Rendezvous" by the French director Claude LaLouch, and the '89 Carrera Classic which featured in-car views of two M6s entered by Cunningham BMW of San Diego. Co-chairperson Jennifer Nazarko wrote an appeal for volunteers and sponsors for the Oktoberfest event we were to host in August. The classified ads included a '72 2002 listed by Carmen for \$8,000.

10 years ago – Jan/Feb 01: The newly elected chapter officers were Rich Beebe (President), Mike Wendell (VP), Ronnie Lewis (Treasurer), and Lucy Beebe (Secretary). The Autocross Committee reviewed the 2000 season and final point standings were provided. Eric Carnell wrote a well-thought out piece on the negatives of modifying your BMW for track use, and explains the benefits of spending \$2,500 on drivers' schools. Bill Brochu (535i) was the fastest of 46 BMWs in our November autocross. A photo collage of our 2000 activities filled two pages.

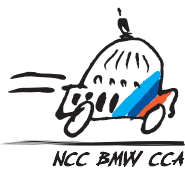
5 years ago – Jan/Feb 06: Editor Rob Williams' column discussed his close encounter with a deer. Rob concluded cleaning deer poop from the hood and windshield of the car was preferable to fixing major body damage. Roy Morris, Chairman of our Drivers' School Steering Committee, presented a valuable discussion on the consequences of adding a roll bar to a street car, and the use of r-compound tires by an inexperienced driver. In the better-late-than-never category, there was an article with photos and class winners of the Deutsche Marque Concours d'Elegance that was held in May 2005. The Judges' Choice was Rod Paine's 1983 528e and the Best of Marque was John McWilliams' 1974 2002 tii. A long overdue tech session at American Stripping Company taught members about blasting and powder coating. No, it did not involve female dancers, explosives, or make-up. Chapter member J. C. Chaney Jr. was invited to the press introduction of the new E90 325i. He thought the latest 3 Series was better in every way, including the cup holders. Competition Corner reported that PTG of Winchester, VA, will return to the American Le Mans Series after one year in the Speed World Challenge series and two years in the Rolex Grand-Am series. Each of these series required M3s built to different specifications. James Sheridan (E36 323is) was the fastest BMW at the final 2005 SCCA autocross and John Hartge's 1988 M5 garnered our 2005 Car of the Year award. By coincidence, John's M5 was advertised for sale in the classified section.



An open house was held at BMW Excluservice in Rockville, Maryland. January/February 1986 dB.

gave his impressions of a test drive of the 525i with the new M50 engine. He figured the E36 325i which was to be introduced with this same engine in 1992 would be a rocket. Woody Hair wrote a 'how-to' article discussing Heel 'n' Toe downshifting. We reprinted an article by Pete Lautares of the Tidewater chapter about his experiences participating in our Summit Point drivers' school. Our drivers' school insurance, provided by the national club, now required helmets that have a recent Snell safety certification. Also, students were no longer allowed to give friends or family rides on the track at the end of the day. The 1989 MWCSCC autocross novice class champion was Brian Hair (325is). Sharon Miller's report on our Highway Safety School was emphatic that everyone should do one. A tongue-in-check article on the 225i to be introduced on April 1, said the president of BMW NA announced it would actually be known as the 225. It seems they had finally used up the stock pile of little chrome "i"s that are no longer needed since everyone knows all BMWs have had fuel injection for over 10 years. Gary Ridge of the Boston Chapter reported on the inspection and care of alloy wheels.

15 years ago – Jan/Feb 96: Teenager Jennifer Skene treated readers to her experiences and the expert instruction by Mr. David Ford at our Jefferson Circuit drivers' school. The pictures that accompanied the article showed it had snowed a bit on the eve of the school. Dave Lassalle took fastest BMW ('89 325is) at a



NEW MEMBERS



National Capital Chapter now has 5,106 members plus 718 associate members (who share in all of the benefits of being an NCC member), as well as an additional 61 who are dual members. We continue to be the largest chapter in the U.S. and add memberships every month.

Special thanks to the following members who have referred new members to the NCC BMW CCA during these past two months: Angela Adams, Tony Chen, Phillip Cummings, James J.

Duerbeck, Stephane Grabina, John Kerr, Kristopher Linquist, Manisha Maskay, David Daniel Miller, John Scholtz, Paul Seto, Steve Tae, Dennis Turner, Don Weymer, Jr., and John White, Jr.

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 of course all of our local chapter activities. Please do them a favor and share this with them – after all, the more the merrier!

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

Jonathan Adams	'07 335i Cpe & '08 Mercury Mariner
Maritza Alvarenga	2011 128 cv & 2005 M3
Byron Ayers	2006 M6
Gretchen & Corey Banks	2007 335i
Imre Batori	1988 E30 m3
Wayne & Janet Berman	
Steven & Janet Bracci	2007 328i cv & 2007 X3
April Breslaw	2006 325ix
Clay Britt	2008 535i
Jean Browne	2008 328i
Joseph Brusini	1997 Z3
Donnie Bullock	1997 328i & 2001 525i
Terri Burton	1999 328Ci
Michael Cahill	2008 328i Coupe
Bruce Calvert	
Jim Cameron	2008 X3
Roy Carambula	2011 335xi 4dr
Thomas Carroll	2006 650 coupe
Nathan Cho	1995 M3 & 1994 325i
Alex Chow	2011 335d
Bill Cross	
Steven Dauck	2011 135i
Jeffrey Dean	
Harry Dematatis	2004 745Li
Marvin Dixon	2003 X5 4.6is
Kerry Dolch	2006 M5
Stephen Downing	2008 328xi
Dan Drumheller	
Jason Dubois	2008 X3
Kenneth Figgins	2004 330ci ZHP
Steven Frawley & Susanne Reinthaler	2005 X3
Phillippe Fregeolle	1986 325es
Jim Giesecke	2002 325ci & 2011 335is
Jay Givens	2000 540i & 2005 545i
James Griffin	2001 325i
Jacob Grossman	2011 328i
David Grubman	1994 525
Ryan Hamel	2007 525xi
Mark Hammerbacher	2001 330i
Stephen Hatch	2006 M6 & 2004 745Li

John Herczeg	2009 X5 & 2004 330xi
Andrew & John Hoover	2008 135i & 2009 M3
Mathew Horsley	
Stephen Hunter	2002 M3
Lenora Isaiah-Weathers & Kirk Weathers	2006 325xi
Will James	2003 X5
Darrold & Bernadette Johnson	2003 540i & 2001 Z3
Conrad & Lilian Jorgenson	2010 750Li & 2010 750 Li
Lek Kadeli	2004 330Cic & 2003 525i
Siobhan Keenan & Harding Burkett	1999 328Ci
Josh King	2003 325i
Joseph Kirchner	1987 325
Eileen Lim	
Michael Llenza	2011 X5 35i
Joaquin Lopez	2010 335i
William MacFarland	
Zackery Macy	
Charles Marshall	
Nishchay Maskay & Roxanne Jensen	
John McConnell	
John McGrath	
Donna McGraw	2001 325i
Carl Mecca	2002 745i
Nathan Neal	
Christopher Nguyen	2005 330Cic
Albert Nieves	2002 330Ci
Patrick Nino	2003 X5
Harry Norris	2004 530i
Robert Odenheimer	2009 335i E92
Teja Panesar & David Allardyce	2005 330i
Vincent Parrett	
William Peltier	2007 335i convertible
Willis Phan	2005 545i
Eddie Phillips	2006 M3
Richard Ratliff	1989 325i & 1994 325i
Annemarie Ryan	2003 325xi
Richard Sanger	
Anita Sangi & Dennis Ponton	2007 328xi
Alex Scarcella	2009 328i Coupe
Christopher Scholl	2011 M3

William Scholtz	1999 M-B ML 320
Bob Scruggs	2002 325i & 2009 328i
Peter Shin	
Lauren Sholtis	
Tapiwa Sikipa	2009 328i Coupe
Kenneth Silbert	2010 X5
Stephan Silverman	2001 M3 convertible
Michael Simon	2006 325 & 2011 335i
Jacobo Sirota	2002 M3 & 2008 X3
David Sousa	2009 128i CV
Brad Starobin	2004 X3
Michael Stephens	
Joe Tacchino	2004 Volvo & 2007 Acura
L. Tarbet	2003 530i & 2006 X3
Kevin Tolley	2000 323Ci
Thomas & Maria Tucker	2010 128i
Michael Turner	2008 535i
Ursula Utz & Alan Klein	2000 528iT SW
Robert Wallace	2007 530xi
Michael Weymer	2011 550i
John White	1996 325i & 1997 528i
Gregory Wigle & W Denton	2005 325Cic & 2007 M6
Aleksander Wilms	
John Wise	2008 528i
Matthew & Jennifer Wright	2001 330Ci
Antonio Wright	2008 328i
Onejin Wu	2003 325i

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



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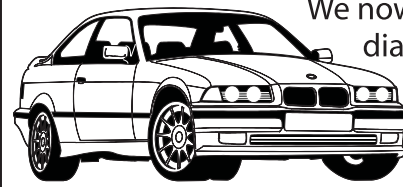


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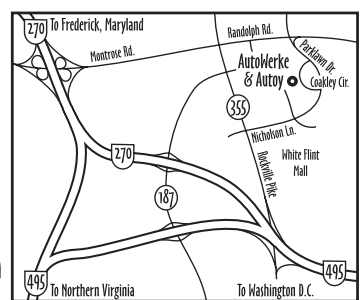


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C L A S S I F I E D S

CLASSIFIED AD REQUIREMENTS

COST	Ads are free to current club members. Membership numbers must be included. Commercial ads are \$30 per issue. Personal, non-member ads are \$15 per issue.
HOW TO SUBMIT AN AD	Please see the chapter Web site at www.nccbmwcca.org and click on "Classifieds" to submit an ad. Ads for coming issues of <i>der Bayerische</i> will be pulled from the Web site on the first day of even-numbered months to appear in the subsequent issue of <i>der Bayerische</i> (e.g. ads for the Jan/Feb issue will be pulled on Dec 1st, ads for Mar/Apr issue will be pulled on Feb 1st, etc).
IMPORTANT	Classified ads will not be accepted by e-mail.

CARS FOR SALE

2001 Z3 3.0 Coupe

35k miles, Black with dark Red leather interior, No modifications other than rear 4-point bar, asking \$17,500. Please call Joe at 410-925-3050

1988 BMW 325ix coupe/5spd

Salmon silver with grey leather sport interior. Just over 200k miles, runs great. Clean Carfax - and have service records from 1988. The interior is in excellent shape, with no rips/tears in the leather, no cracks in the dash. The exterior is all original and the paint is in excellent shape with a few rust spots in usual locations (car was in Chicago and Boston for a couple years). Garage kept the last few years. Includes 5 new tires, a new battery, starter, and factory front/rear floor mats. Asking \$3,850 (and can ship at buyer's expense). E-mail cbritton4@aol.com

2009 BMW 750Li

Rare car, Individual brilliant white over saddle & black, just 18,911 miles-\$120k Sticker, sell for \$90k OBO!!! This vehicle was purchased as a CPO model in June of 2010. It has the remaining 50k mile bumper to bumper warranty and maintenance package. After that the new owner will enjoy an extended 100K mile BMW warranty. This is a 2-owner vehicle. Original sticker price was \$120k. For additional questions, or to arrange a viewing, e-mail auto@fourcegrp.com or call (240) 389-2886.

2006 BMW 325i

Silver with black interior and wood trim, every option except navigation. Includes premium package, sport package, cold weather package, convenience package and more. It has a little more than 85,000 miles. The CPO warranty goes to 100,000 or June 2012. This car comes with an extra set of 17" wheels with snow tires for the winter. All of the tires on the car and the winter tires are run-flats. The only negative that I can think of is near the bottom of the front bumper. It is scratched from parking curbs. I just had all of the dents removed so car looks great. Windows are tinted. If you have questions please e-mail jls8177@yahoo.com Car is on the sale lot at the Ft. Meade PX. Asking \$19,999

2007 BMW 328i

Just 27,000 miles, with sport package, moon roof, 6-speed manual transmission, heated seats and wood trim. New tires in 2010 (the Hankook Ventus tires highly rated by Car and Driver), comes with full car and maintenance history, clean Carfax and auto check reports. Car is still under warranty and BMW free maintenance. The car is immaculate, no accidents or paint repair. Asking \$23,000. Call Jon at 703-599-4079. E-mail: jon_tailon@yahoo.com

CARS FOR SALE

1984 633Csi

Bronzit beige with 5-speed transmission. Car has had much work done toward restoration. Lowest price way to get into collectible cars. Twenty-six years old and in beautiful condition, includes service records. Bilstein shocks. Overall, this is a really nice ride, and must be seen to be fully appreciated. Asking \$4,950 or call Bob at 410-358-8722 and make an offer.

1982 320i

Classic body style 5-speed manual with 175K miles in original Safari Beige with brown leatherette interior and light tan plush front after-market sport seats; carpet replaced w/ light gold and coordinating plush mats. Rear seating and panels are nearly flawless. Original owner! BBS type gold wheels by Ronal with 205/60-13 tires, 23mm sway bar. Non-sealed beam headlights with total 400W. Fog lights w/ steel guards. BBS front spoiler painted car color. Alpine FM/cassette with Rockford Fosgate 200 watt 4-channel amp with Infinity speakers in kick panels and two channels bridged to a Polk 10" subwoofer/enclosure in trunk. Rear fill provided by Alpine 2-way 5x7 speakers on rear deck powered by small Alpine amp/equalizer installed in glove box. Many newer parts (brakes, springs, shocks, battery, others). Haynes service manual included. All service records. Asking \$2,495. Call Paul @ 408-347-0749 from 8am - 6pm PDT.

2007 Dinan Mini Cooper S

Red with white stripes, wire wheels, full Dinan engine conversion on supercharged Cooper. Suspension conversion and never raced. A unique and exciting vehicle designed for fun. Beautiful and fast! Call Bob at 410-358-8722 and make an offer.

WHEELS AND TIRES FOR SALE

2-Conti Pro Contact Run-Flats from Mini S

Two, excellent condition Continental Run Flat tires from a 2008 Mini S. They have 65% tread left. They are worn evenly as they spent their life on the rear of the car. Size-205/45 R17. Model ContiProContact SSR. Asking \$150. Please call (301) 972-3350

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E46 Suspension parts

Item#1, H&R Sport Spring set, 1 year old, fits 1999-2005, 323-330, \$100. Item#2, Eibach Sportline spring set, fronts never used; rears 1 year, 1999-2005, 323-330, \$110. Item#3 OEM Struts & Springs, same car, make offer. Please call Joe at (410) 925-3050.

Looking for Club Logo Apparel?



The Club store is the perfect place to get some cool weather apparel; hats, sweatshirts, and jackets are all available through the club store in many colors and styles. You will also find Polo shirts, base ball caps, totes, and on occasion previous Chapter event shirts. Tour magnets and window decals are also available from the Club store and at selected Chapter events. Shirts are available in a variety of colors (red, blue, yellow, and khaki) and sizes for \$20.00. Hats currently are available in Navy blue and khaki for \$10.00. We currently feature two logos, the Window decal and the Cap Car, both of which are available on all Club store items.

Looking for something not featured yet? Got an idea for a unique offering...contact us for more information by email to Manuel De Pena <mcdepena@verizon.net>. Use subject line NCC Club Store.



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Allow 1-2 weeks for your MVA form to arrive. For questions, Bob's email address is MirNBob2@verizon.net

Mail to: **Robert Stern**
C/O: NCC BMW CCA MD Tags
2151-C Woodbox Lane
Baltimore, MD 21209-1665

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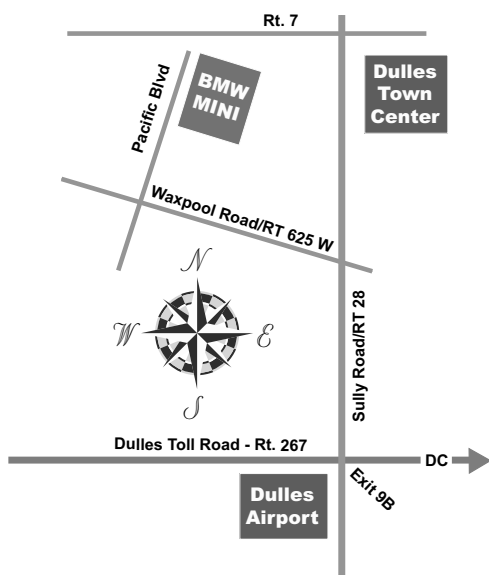
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