

# *der* Bayerische



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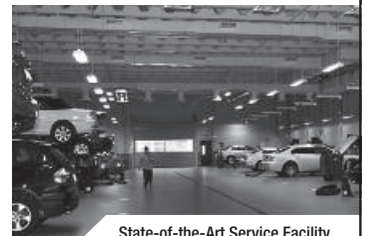
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**Cover:** The "M-corner" of the BMW display at the 2013 LA Auto Show featured a LeMans Blue M5 and a Sakhir Burnt Orange M6. See story on page 16. Photo: James Chew

Magazine of the National Capital Chapter BMW Car Club of America

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



## President's Message

As a car enthusiast, bitter cold weather is the enemy. Waterless car wash helps when I feel like cleaning my car out in the frigid garage, but luckily there are very few car-related events to really get my fix. Spring is right around the corner when almost every weekend will be filled with fun stuff to do. Over the winter months, our committee members have been busy planning a full calendar of member events. Our flagship program, High-Performance Driving Events (HPDE), has announced three weekends at Summit Point throughout the year, including another Club Racing School. Whether you've logged upwards of 50 track days or want to learn and improve your driving skills, our HPDE are the perfect solution! Chances are you bought your BMW for its performance and handling abilities, so come on out to develop your car control skills.

Another great way to learn how your Ultimate Driving Machine handles is to autocross. As an entry to motorsports, this low-speed event also emphasizes car control and performance handling. In fact, we've set up three autocross schools this year to introduce as many new members as possible. But don't wait; with all the seat time they offer, these schools will fill up quickly and are likely to sell out.

For those who prefer something a little less stressful, but still a ton of fun, come join us for our Spring Tour down to the Tail of the Dragon. Located in western North Carolina, the Tail of the Dragon is America's number one motorcycle and sports car road with 318 turns in 11 miles. Needless to say, driving roads like this is why you have a roundel on the hood.

Shifting gears a little, while we understand not every member will take part in our motorsports programs, we do have something for everyone. Our monthly socials (actually almost weekly) don't require anything but you showing up. We hang out with our cars, grab food/drink, and talk BMWs. Tough right? It's a great opportunity to meet other members, find out more about club activities, and get answers to almost anything BMW-related. We have some great new locations for the spring, so check our website to see where we'll be.

Finally, whether you're a longtime member, new to CCA, or never attended any events, we hope you join us on multiple occasions this year. Use your membership to its fullest and see why we're the biggest and most active group of BMW enthusiasts in the world. Hopefully you'll find that while our love for BMWs is what brings us together, it's the wonderful volunteers and members that make this chapter special.

## J&F Motors Ltd.

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## Armored all – and all yours for a mere \$200K.....

A short time ago, many of us in the National Capital Chapter enjoyed a three-day weekend courtesy of both Martin Luther King, Jr. and the 57th Inauguration of the President of the United States. As is my custom, I watched the ceremony from the comfort of my couch. I fight the traffic and battle the Metro every day, so when given the opportunity to stay away, I usually stay away – especially when the forecast is for an extra one-to-two million people to be roaming around the city.

I know, it's historic, and I really should avail myself of the opportunity to bear witness to this uniquely American day at least once in my lifetime. Perhaps in 2016.

There are two things I love about Inauguration Day – the address, and the motorcade. As a DC speechwriter these last 10 years, the Inaugural Address is like the Olympics – the way they used to be when I was a kid – it only comes around every four years, and only the very

best get to show their stuff.

As for the motorcade, there's just something quite thrilling about seeing those. The procession of motorcycles, limousines, and armored SUVs moving through the city like they own the place is an impressive sight. Playing softball on the mall the last seven summers, my co-workers and I have witnessed our share of motorcades suddenly commandeering the streets of DC as they moved to or from the White House. Still, the low-speed, deliberate drive from 1600 Pennsylvania Avenue to the Capitol on Inauguration Day easily tops them all. It's the ultimate victory lap.

Of course, the President of the United States has no choice but to make this trip in some heavily armored state-of-the-art Detroit muscle. For President Obama, it's a Cadillac, nicknamed "the Beast." The first president to use an official government-owned automobile was Teddy Roosevelt, who chose a Stanley Steamer. Warren Harding was the first to ride to his Inauguration

in a car, and his was a Packard Twin-Six. After that it's been an almost non-stop parade of Lincolns and Cadillacs. This includes the first armored presidential ride, used by Franklin Roosevelt when he rode to Congress on the morning of December 8, 1941 to deliver his "date which will live in infamy" address following the attack on Pearl Harbor. The thing is, the United States government didn't own any bullet-proof cars that day, so President Roosevelt was delivered to the Capitol in a car that had been impounded by the U.S. Treasury when its prior owner, Al Capone, was arrested for tax evasion.

But what about our beloved blue and white clad Bavarian? After all, not every nation boasts world-class automobile manufacturing inside its own borders. Free to choose, without offending their own citizens, is BMW the car of choice for other world leaders and dignitaries? Of course it is.

Since 1991, the president of Colombia has used a BMW. The prime minister of Norway, the

president of Poland and the president of South Africa also favor armored BMWs. Many other governments include various high-end BMWs in the fleet of official state cars, including Germany. Naturally, the official German fleet includes a variety of automobiles from BMW, Audi and Mercedes-Benz.

It would be tough to top the official state car used by Queen Margrethe II of Denmark, who enjoys the ride in a 1958 Rolls-Royce Silver Wraith, purchased new by her father Frederick IX.

In Australia, the prime minister favors a locally built white Holden Caprice, but it was a black BMW 7 Series high-security limousine like the one pictured here that carried U.S. Secretary of State Hillary Clinton through the streets of Adelaide on a recent visit. It makes me wonder if that was a personal choice on the part of Secretary Clinton. And if that's the case, maybe the 58th Inauguration Ceremony in 2016 will be worth checking out after all.

Jim



The BMW 7 Series High Security – Safety Glazing with Polycarbonate Layer



BMW AG

## January

- 3 NCC NoVa Social – Velocity Five, Falls Church – New Location!
- 6 Karting @ Allsports Grand Prix
- 9 January Board Meeting/Social – Hamburger Hamlet Bethesda
- 10 NCC Columbia Social – Corner Stable, Columbia, MD
- 13 Karting @ Allsports Grand Prix
- 27 Karting @ Allsports Grand Prix

## February

- 3 Karting @ Allsports Grand Prix
- 7 NCC NoVa Social – Velocity Five, Falls Church
- 9 Annual Meeting & Holiday Party (Potomac, MD)
- 10 Karting @ Allsports Grand Prix
- 17 Karting @ Allsports Grand Prix
- 21 NCC Columbia Social – Corner Stable, Columbia, MD

## March

- 2 Iconic Drives Annual Bus Trip to the Classic Car and Memorabilia Show
- 7 March NoVa Social – Norton's American Grill, Tysons Corner
- 9 DIY @ At Speed Motorsports
- 10 Karting @ Allsports Grand Prix
- 13 Karting @ Allsports Grand Prix
- 13 March Board Meeting/Social – Hamburger Hamlet Bethesda
- 14 NCC Columbia Social – Corner Stable, Columbia, MD
- 21 March MoCo Social – Miller's Ale House, Rockville – New Location!
- 24 Karting @ Allsports Grand Prix
- 30 NCC Autocross School @ Bowie Baysox Stadium

## April

- 4 April NoVa Social – Norton's American Grill, Tysons Corner
- 6 Autocross @ Regency Furniture Stadium
- 10 April Board Meeting/Social – Hamburger Hamlet Bethesda
- 11 NCC Columbia Social – Corner Stable, Columbia, MD
- 13 Street Survival, Dulles VA
- 8 April MoCo Social – Miller's Ale House, Rockville

## May

- 4 ///M Club Day @ BMW Performance Center
- 5 30th Annual Deutsche Marque Concours

- 8 May Board Meeting/Social – Hamburger Hamlet Bethesda
- 10-12 Driving School – Main Circuit SPR
- 11 NCC Autocross School #2 @ Regency Furniture Stadium
- 16-20 Spring Tour 2013 Tail of the Dragon/Asheville & Waterfalls
- 16 May MoCo Social – Miller's Ale House, Rockville
- 18 Autocross @ Bowie Baysox Stadium
- 24-25 Vintage at Westbend Vineyards \*

## June

- 8 6th Annual Spring Golf Outing @ South Riding Golf Course
- 8 Tire Rack Street Survival – Teen Driving School, Sykesville.MD
- 12 June Board Meeting/Social – Hamburger Hamlet Bethesda
- 15 Autocross @ Bowie Baysox Stadium

## July

- 6 NCC Autocross School #3 @ Bowie Baysox Stadium
- 20-21 Pittsburgh Vintage Grand Prix \*
- 20 Bimmerfest 2013 (Ripken Stadium in Aberdeen, MD)
- 27 Autocross @ Regency Furniture Stadium

## August

- 10 Autocross @ Bowie Baysox Stadium
- 19-24 44th Annual BMW CCA Oktoberfest (Monterey, CA) \*
- 30-1 Baltimore Grand Prix 2013

## September

- 7 Autocross @ Regency Furniture Stadium
- 14 MPACT East & NCC Autocross
- 27-29 Driving School Jefferson Circuit

## October

- 5 ///M Club Day @ BMW Performance Center
- 12 Autocross @ Bowie Baysox Stadium

## November

- 1-3 Driving School Shenandoah Circuit

\* Not an NCC-sponsored event.

## Georgetown University Art Car project

Are you interested in the BMW Art Car series?

Graphic Design students from Georgetown University, for an upcoming spring 2013 project assignment, will be designing and painting a car in the style of the great BMW Art Car Masters including Calder, Warhol, Hockney, Koons, Holzer, Lichtenstein, Stella and others. Eighteen students will compete and the winning design will be applied by the entire class to a car that will be shown at the 2013 Baltimore Art Car Festival.

We are looking for a donor car to be painted with temporary rubberized paint and our timeline to begin work is within the next few weeks. We believe

it will be a relatively high-profile event and have been granted minor sponsorship from Colorbond and Plastidip paints. A video documentary program of the process will be made by Georgetown University Film and Animation students. Additionally, we may also have a small budget to work with to help defray the cost of acquisition and repair of the rolling canvas.

Thanks very much for your time. I think this is a very exciting and worthy project. If you are interested in becoming involved please contact Prof L. Collier Hyams at LCH29@Georgetown.edu or call (571) 235-3322.



## March

### Iconic Drives Bus Trip Classic Car and Memorabilia Show

Saturday, March 2, 2013  
Atlantic City Convention Center  
Atlantic City, NJ

We are in the process of planning our Annual Bus Trip to the Classic Car Auction and Memorabilia Show at the Atlantic City, N.J. Convention Center.

Bus Departure: 6 a.m. from Burtonsville, MD; 7:30 a.m. from Baltimore, MD

Where: Burtonsville MD. Park & Ride lot (MD Routes 29 and 198) at the "Holy Doughnut" (rear lot); Baltimore, MD. Double Tree by Hilton Hotel at Exit 20 Reisterstown Rd. (off 695).

Cost is \$40 for the bus. Tickets will be available January 1, 2013 and must be purchased in advance of the trip. Entry to the Convention Center is \$20 and tickets can be purchased on the Convention Center website or at the door the day of the trip.

Additional show information can be found at the following website: [www.acclassiccars.com](http://www.acclassiccars.com)

The bus will stop for breakfast in New Jersey prior to arrival in Atlantic City.

Casinos and shopping are a short walk from the Convention Center and numerous vendors will be set up at the Convention Center. This is a fun trip for Car guys and ladies as well as a great opportunity to network and make new acquaintances.

### Karting at Allsports Grand Prix

Sunday, March 3, 2013  
45915 Maries Rd.  
Dulles, VA 20166  
Sunday, March 10, 2013

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. Each race day will consist of a practice session, qualifying heat, and three races. Races will be scored based on finishing position; points will be accumulated within the weight classes and for the overall points 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.

We will continue to accumulate points within weight classes and group our racers by their weight having everyone race in the 6.5HP Regular Karts. We expect to create three weight classes. We will evaluate weights of those participating by the third weekend and establish the exact weight ranges to be used for the season. Initially the weight classes will be as follows; 200 lbs. To provide a BMW flavor the classes will be known as the M-Coupe, M3 and M5. We will designate a new racer as Rookie of the Year. We will award first through third place Overall Points Champions. We will award Weight Class Champion first through third places also. Those winning the overall first through third places will not be eligible for the Weight Class awards.

See the Club website for more details. This event offers online registration and payment through MotorsportReg.com.

### NCC NoVa Social

Thursday, March 7, 2013  
Norton's American Grill  
7943-B Tysons Corner Center  
McLean, Virginia, 22102

Come join us at our favorite Northern Virginia location, Norton's American Grill. Centrally located in Tysons Corner, we'll hangout on the main level of the Terrace C parking garage. Parking instructions: Once on Route 7 Leesburg Pike, turn onto Fashion Blvd (Bloomingdales entrance). Proceed straight and once the road bears right, there's a parking garage on your left where the bus stops are. Enter the Terrace C garage and immediately park along the far wall, furthest away from the mall entrance. First person there hopefully can save spaces for others.

To continue having future socials, the club will cover up to

\$10/member, which includes food, drinks, tax, gratuity, so we'll collect cash to help cover the remaining part of the bill (usually \$10-20/head). Those who have more drinks or order more expensive food items will need to chip in more than those who stay within the \$10/head limit. Please bring cash to cover your portion. Thanks.

Get there early to get a good spot; we'll hangout starting at 6 p.m. (weather permitting) and go inside by 7 p.m.

### DIY @ At Speed Motorsports

Saturday, March 9, 2013  
7410 Coca Cola Dr #110  
Hanover, MD 21076  
410-712-4290

The 2013 Do-It-Yourself (DIY) program allows National Capital Chapter (NCC) BMW Car Club of America (CCA) Members to work on their own cars under the supervision of expert mechanics and technicians provided by the DIY Sponsor. The purpose of the DIY is to learn and practice proper maintenance and repair techniques that you can routinely complete within a 2.5 hour time period.

There are typically several NCC members who can assist you when an extra pair of hands or advice is needed. We are happy to show newcomers the joys of working on your own car. Most events start at between 8 a.m. and 9 a.m. and typically finish at 3 p.m. Lunch for the event is provided by the club.

This event offers online registration and payment through MotorsportReg.com.

### Karting at Allsports Grand Prix

Sunday, March 10, 2013  
45915 Maries Rd.  
Dulles, VA 20166  
Sunday, March 10, 2013

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. Each race day will consist of a practice session, qualifying heat, and three races. Races will be scored based on finishing position; points will be accumulated within the weight classes and for the overall points 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.

See the Club website for more details. This event offers online registration and payment through MotorsportReg.com.

### March Board Meeting and Social

Wednesday, March 13, 2013  
Hamburger Hamlet  
10400 Old Georgetown Rd.  
Bethesda, MD 20814  
301-897-5350

Our Board meetings are open to all members and this is a great opportunity to meet other NCC members and see what goes on behind the scenes in the club. Our volunteers put a lot of time and effort into planning all of our member events, so for those interested in getting more involved, this would be a great place to start.

Please note that alcoholic beverages are paid for individually (not by NCC) and that there will be a nominal \$10-20 contribution to offset the majority cost of dinner/gratuity.

We'll have our own private room and there's plenty of free parking.

### NCC Columbia Social

Thursday, March 14, 2013  
Corner Stable  
8630 Guilford Road  
Columbia MD 21046  
240-755-0188

Come join again at our new winter location, Corner Stable, located in the Kings Contrivance neighborhood of Columbia, MD. We have reserved a huge private area that should hold all of us

and they can handle however many people show up (a big problem for many other locations). There is also plenty of parking for us to hang out towards the back of the lot near the church.

The chapter will pay for a portion of the evening's food, but members are expected to pay for the rest of their food/drink/tax/gratuity.

### MoCo Social

Thursday, March 21, 2013  
Miller's Ale House – New Location!  
1471 Rockville Pike  
Rockville MD 20852  
301-770-8535

Come join us at our new Spring MoCo location, Miller's Ale House, in the Congressional Plaza on Rockville Pike. We have reserved the patio area that should hold all of us and there is also plenty of parking for us to hang out.

The chapter will pay for a portion of the evening's food, but members are expected to pay for the rest of their food/drink/tax/gratuity.

### Karting at Allsports Grand Prix

45915 Maries Rd.  
Dulles, VA 20166  
Sunday, March 24, 2013

See above entries and the chapter website for more information. Each Monday before a race, an email is sent out as a reminder to register at Motorsportreg.com if you would like to attend to following Sunday.

### NCC Autocross School

Saturday, March 30, 2013  
Bowie Baysox (Prince Georges Stadium)  
4101 Crain Highway  
Bowie, MD 20716

Registration opens: 2/1/2013 @ 8 a.m.  
Registration closes 3/29/2013 @ 12 p.m. (or when full)  
Maximum registration: 16 participants Cost: \$80.00

Autocross is a safe, low-speed motorsport where competitors drive against the clock to turn in the best times as they navigate a driving course defined by orange parking cones in a large, open lot. Our NCC Autocross school is the best way for new and budding autocross participants to learn more about autocross and improve their driving performance through in-car instruction by some of the best instructors in the Washington DC area. Come join us for a fun and educational day filled with safe but adrenaline raising motorsport.

Sessions will include a variety of topics to help novice participants better understand what goes on in a day of autocross, and what they will likely be seeing and hearing around them as they participate in the motorsport. Instruction on how to prepare both the car and driver for autocross, how to register, tech inspect, work a course, and safety topics will get you up to speed with the day-of operations for participating in autocross. Then, drivers will learn how to make the most of their runs by examining techniques like walking the course to determine good run lines, throttle modulation (your gas pedal is not an on-off switch!), and when to brake. Discussions will also cover basic handling conditions such as oversteer and understeer you may have heard of, and how to correct them, and try to prevent these issues to give you your best runs.

It's time to put all of your newfound knowledge to work. Get ready to buckle up and drive, as you will get run after run to put your training and skills to the test with a series of handling and stopping challenges as you gear up to run a full autocross course. With one of our excellent instructors at your side, you will continue to receive guidance to improve your performance and lower your lap times. As you learn how to pick your turn-in points, choose your braking zones and work the throttle wisely, you will notice a consistent improvement in how your car handles confidently and smartly through the sea of cones.

There is no better way to get started in autocross than with the NCC Autocross school. Whether you've done a few events in the past, or if you've never been out to a course before, you'll find the program educational and the skills you learn useful not just on the autocross course, but for all of the driving you do. Our staff is ready to answer any questions you will have and will ensure you get personalized attention and instruction to overcome any concerns or issues. We are ready to introduce you to the fast and fun world of autocross, are you ready to join? Register now as space in our schools are limited to ensure small class groups and personalized instruction.

**April**

**NCC NoVa Social**

Thursday, April 4, 2013  
Norton's American Grill  
7943-B Tysons Corner Center  
McLean, Virginia, 22102

Come join us at our favorite Northern Virginia location, Norton's American Grill. Centrally located in Tysons Corner, we'll hangout on the main level of the Terrace C parking garage. Parking instructions: Once on Route 7 Leesburg Pike, turn onto Fashion Blvd (Bloomingdales entrance). Proceed straight and once the road bears right, there's a parking garage on your left where the bus stops are. Enter the Terrace C garage and immediately park along the far wall, furthest away from the mall entrance. First person there hopefully can save spaces for others.

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Get there early to get a good spot; we'll hangout starting at 6 p.m. (weather permitting) and go inside by 7 p.m. All members are welcome at our socials.

**Autocross at Regency Furniture Stadium**

Saturday, April 6, 2013  
11765 St Linus Drive  
Waldorf, MD 20602

First autocross points event for 2013!!

We have lots of exciting changes for the 2013 season including a MINI only class and a new PAX classing system for non-BMW drivers.

Registration opens 8:00 a.m. on Monday, February 1st, 2013. You can register online, ahead of time, and get a \$5 discount. Online registration is highly encouraged and save you from waiting in line! Or, if it's a last minute decision, you can still walk-up. Walk-up registrations will be for PM session only & credit/debit card only! Registration closes 12:00 p.m. on Friday, April 5th, 2013.

*Season Subscriptions:*

We have decided to offer season subscriptions for those who want to keep the same vehicle number for the entire season. This will cover all seven points events. MPACT and Schools are excluded. Registration will run through Feb. 1st until March 29th. Subscription rates will be:

\$180 For All Events (a.m. OR p.m. Session Only)  
\$250 For a Two-Session per Event Pass (Both a.m. AND p.m. Sessions)

Please see the Chapter website for detailed information on season passes. Note that this is the only way to reserve a vehicle number for the entire season! If you have any questions, please contact us at [info@nccaautocross.com](mailto:info@nccaautocross.com).

BMW CCA is now requiring all NCC Autocross participants (for both events and schools) to be registered BMW CCA members. We realize that not all past event attendees have been members. To help offset the cost of membership new BMW CCA memberships are entitled to one free NCC Autocross points event! BMW CCA membership is \$48.

**April Board Meeting and Social**

Wednesday, April 10, 2013  
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10400 Old Georgetown Rd.  
Bethesda, MD 20814  
301-897-5350

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**NCC Columbia Social**

Thursday, April 11, 2013  
Corner Stable  
8630 Guilford Road  
Columbia MD 21046  
240-755-0188

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The chapter will pay for a portion of the evening's food, but members are expected to pay for the rest of their food/drink/tax/gratuity.

**Street Survival!**

Saturday, April 13, 2013  
Adesa Car Auctions  
43375 Old Ox Road  
Dulles, VA

The primary emphasis of the Tire Rack Street Survival® is a "hands-on" driving experience in real-world situations! We use your own car to teach you about its handling limits and how you can control them. The students will become more observant of the traffic situation they find themselves in. 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 seatbelts, too.

It's about more than driving – it's about LIVING!

To register, visit <http://streetsurvival.org/school-schedule-registration/>

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The chapter will pay for a portion of the evening's food, but members are expected to pay for the rest of their food/drink/tax/gratuity.

**May**

*Early Preview for one of our chapter's signature events...*

**30th Annual Deutsche Marque Concours d'Elegance**

Sunday, May 5, 2013 (Rain Date: Sunday, May 19, 2013)  
Nottoway Park  
9601 Courthouse Rd  
Vienna, VA 22181

Registration will be through [Motorsportreg.com](http://Motorsportreg.com). See [nccbmwcca.org](http://nccbmwcca.org) for details and updates.

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 30th 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, located at 9601 Courthouse Road in Vienna, easily reached via Route 66. The park entrance will be marked with large car club banners so that you cannot miss it.

We have some changes planned for this year's event. A "corral" will be positioned along the entrance to the park to display special cars not being judged. Space will be limited. More vendors are anticipated. The judged entrants from the three marques will be interspersed, allowing visitors the opportunity to see more of the fabulous cars assembled.

It's hard to believe it has been thirty years since I helped my friend, Pat Doyle, prepare his new Hennarot 1984 325e for this event. I am hoping for a great turnout of the models that were new at the time of this first concours, so I challenge members with E23s, E24s, E28s, and E30s to dust them off and bring them out!

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 2012 concours), and Anfänger class (not judged - for newcomers to the concours experience; 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 NCC rules. While Anfänger class cars will not be formally judged, these cars will be eligible to win the "People's Choice" award, and this is a terrific way for newcomers to become acclimated to a concours event.

Vehicles will be classified into the following categories: 2002s, Classics, Modern 80s, Modern 90s, Current, Meister, and Anfänger. The entry fee for the concours is \$30 per car (\$40 after April 27th or on-site).

Registration includes one wine and cheese reception ticket and a commemorative dash plaque for the first 40 registrants. Additional wine and cheese reception tickets are available at \$10 each. 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 and use the registration form that may be accessed from the NCC website at a later date.

Contact John McWilliams at [john.mcwilliams@gmail.com](mailto:john.mcwilliams@gmail.com) if you have any questions. If you have questions on Sunday/day of show please call me at 540-687-0166. I will be at Nottoway Park at approx. 8 a.m.

As in past years, we would greatly appreciate any assistance on the day of the event, especially with judging.

**Event Schedule:**

8:30 a.m. Field opens to show participants for placement onto the field.  
9:00 a.m. General admission begins.

10:00 a.m. All cars whose owners wish them to be judged must be registered, and cars placed on the field. If you would like to be judged, PLEASE have your car on the field by 10:00 AM We do our best to judge everyone consistently and fairly and can do this best if we have sufficient time. Thank you!

10:30 a.m. Judging begins.  
2:30 - 3:00 p.m. After the judging is completed, scores are tallied, and winners determined, we will announce winners at the wine and cheese reception.  
3:00 p.m. Wine and Cheese Reception - Awards for all clubs will be presented at the Wine and Cheese Reception.



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# January DIY at Chapman Auto Werks

By Marc Caden



(Top) Michael Val draining the rear differential fluid on his 2006 330i. (Center) Chris Wooton changing the rear differential fluid on his 2007 335i. (Above) Dan Bitman changing the oil on his heavily modified 1990 E30 325i.

I have a confession to make. I did something I promised my wife I had no intentions of doing; I bought another BMW (it is my fourth). Okay, so that may not sound like a big deal to you, my fellow car club members, but we truly did not need this car. In fact, this was a totally irrational purchase.

First of all, it is a convertible, and I have never liked all that chassis flex or wind-in-your-hair feel. Secondly, I didn't sell any of my other cars to make room for this purchase. We have a one-car garage, and I need another car like the polygamist patriarch on the HBO show "Big Love" needs another wife. Finally, although my wife did pre-approve this purchase (thank you honey!), it was met with some well-deserved trepidation.

But I have come to love this car, and my kids love it too. It is a 1987 E30 325i, and it is the perfect warm-day, top-down cruiser. There is also a hard top to keep me warm in the winter, and I refinished some "is" wheels and a rear "is" spoiler to make the car look a little sportier. After several months of attacking small weekend DIY projects, I have the car mostly sorted out. It is not a beauty queen, but it cleans up nicely.

That is, except for the front control arm bushings (CABs). Often referred to as the "lollipops" (because their shape resembles the familiar candy), my CABs were shot and they

made for some uneasy handling on the road. I knew there was an upcoming DIY at Chapman Auto Werks, so I placed a call to the shop foreman, Andrew Goodnight, who suggested that I replace them with some new aftermarket polyurethane bushings. While I would still need to use the shop's press to get out the old bushings, the new polyurethane bushings could be pressed in by hand and would be far more durable than the stock rubber bushings. This is the kind of smart advice you come to expect from the experienced professionals that host our DIY events.

Chapman Auto Werks specializes in Porsche and BMW repair and it is located in Sterling, Virginia (<http://chapmanautowerks.com>). Owner Taylor Chapman is a true car enthusiast, who cares as much about the well being of your car as you do. They currently have a three-lift facility, but a fourth lift is in the works. The shop is immaculate and they have state-of-the-art diagnostic tools and machinery. Chapman does everything from routine maintenance to engine rebuilding.

Our January DIY at Chapman was a huge success and each participant received 1-2 hours with a lift to accomplish a variety of tasks. Among the most interesting cars at the event – at least to me – was Dan Bitman's highly modified 1990 E30 325i. Opening up the hood revealed a supercharged S50 engine (used in



the E36 M3 series) producing 318 horsepower at the rear wheels. The car had been race-prepped with a roll cage and had a fully adjustable suspension at all four corners. Dan was using the DIY to get to know his car a little better, in addition to learning how to bleed the brakes and change the oil.

One of our DIY regulars, Sang Kim, left his BMW at home in the garage and instead changed the front brake pads and rotors on his wife's 2010 Honda Odyssey. Dennis Tharp replaced the clutch slave cylinder on his classic 1975 2002. The father and son team of John and Daniel Hewes managed to change nearly

every fluid (brake, transmission, differential, and power steering) in their 1997 318is. Barry McCoy changed the oil and did some exhaust work on his 2004 Mini Cooper. Rich Kempf changed the radiator fluid in his 2007 335i. Bryon Sweeney replaced the front wheel hubs on his 1986 E28 535.

Phillip Cummings and Duane Summons made sure that everyone stayed on schedule and ran a terrific event. Chapman provided us with enough complimentary caffeine to get us through the morning and a pizza lunch was served in the afternoon. With Chapman's help, I was able to replace my front CABs, and I

also quickly slapped on a new set of front sway bar end links. Chapman's advice to switch to the urethane bushings has resulted in an improved steering feel and likely means that they will last two or three times longer than the stock rubber bushings.

This latest improvement to my E30 means a better driving experience for me and my passengers. Of course, my biggest fan of this car is a young blonde in my life; Lucy my beloved yellow Labrador retriever. When I see her leaning her head overboard with her eyes closed and

snout flapping in the wind, I forget about all the reasons why I should never have purchased this car, and just keep on driving.

*(Left) Daniel Hewes helping his Dad flush the brake fluid on their 1997 E36 318is. (Below) Bryon Sweeney and a Chapman technician replacing the front wheel hub on his 1986 E28 535i. (Below left) Denis Tharp replacing the clutch slave cylinder on his 1975 2002.*





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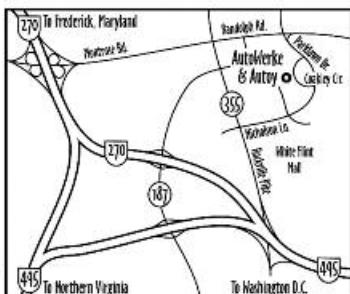
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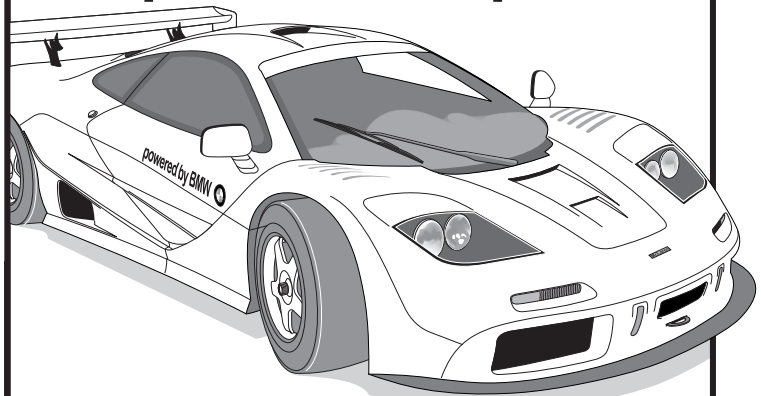
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**A** Tourmeister's main concerns are often things like finding restaurants that accommodate large groups efficiently (more on that later), competing weekend events, verifying driving routes, and worries about rain. Early November blizzards dumping three-plus feet of snow along parts of the route have not, at least up until this year's Fall Tour, been on the menu. However, thanks to Hurricane Sandy

(aka Frankenstorm or Superstorm but officially named "Post-Tropical Cyclone Sandy" by the National Hurricane Center), the 2012 NCC Fall Tour to Wisp Resort in western Maryland was threatened by this freakish fall storm.

All was planned for the Fall Tour and a final, full practice run a week before the event provided some assurance that the route and roads were in good shape (i.e., gravel-free) and that the stops and destination were ready to go. Then came Sandy. What started as a tropical wave in the Caribbean in mid-October developed into a depression and then hurricane, eventually becoming a Category 2 storm. By the time it made landfall in the mid-Atlantic, it had merged with a low pressure trough to create a storm more than 1,100 miles wide, or nearly twice the range of a fully fueled 335d.

While the Washington region got plenty of rain, further west, and right in the storm's snowy bulls-eye, was Oakland, Maryland and Wisp Resort, the Tour's overnight destination. Early reports had snow falling at multiple inches per hour and the final total at Wisp exceeded three feet. At one point, more than 90% of the county was without power and the resort itself booked solid with linemen and utility crews from around the region. A series of near-daily phone calls and emails described the conditions and raised questions about whether the Tour would go forward.

A few members cancelled due to flooded basements, loss of power, and snow concerns, but the majority said they would continue with the Tour if it ran. Finally, the decision was made to run the event but with the last portion of the route deleted (too rural) and admonitions about snowy conditions and the risk of summer tires. In the end, thirty-eight intrepid club members showed for the Tour. Some had switched to snows while others, your Tourmeister included, opted to roll the dice with summer performance tires.

Saturday morning dawned sunny and beautiful with temps in the upper 40s, just as with for the previous seven Fall Tours. There was no indication that there had even been a storm. The route followed some previously used roads including the fabulously named Snickersville Turnpike, Blue Ridge Mountain Road (home to the Mt. Weather Emergency Operations Center), and Reliance Road.

Our first tour stop was Belle Grove Plantation, a lovely historic home in the Shenandoah Valley just south of Middletown. According to our tour guide, in 1783, Isaac Hite Jr, graduate of the College of William and Mary and a veteran of the Continental Army in the Revolutionary War, and his bride Nelly Conway Madison (sister of future President James Madison), received more than 450 acres of land in the Shenandoah Valley on which to build a house. Construction of the limestone manse began in 1794 and was completed in 1797.

After Nelly died in 1802, Issac Hite married Ann Tunstall Maury and they had another 10 children in addition to the three he had with Nelly. In total, 14 people lived in the house (that is two X5's worth). At one point, the estate included more than 7,500 acres, held more than 100 slaves, and included a general store, a grist mill, a saw mill, and a distillery. After Hite's death, the house was sold several times before it played a role in the Battle of Cedar Creek.

# Summers or Snows?

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## The Fall Tour Meets a Winter Storm

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By David Costanza

The Battle of Cedar Creek (aka Battle of Belle Grove) was fought October 19, 1864. The Confederates, led by Lt. Gen. Jubal Early, launched a surprise attack against the Union army at Cedar Creek within eyesight of Belle Grove. Several back and forth battles raged throughout the day but in the end, General Sheridan's Union troops soundly defeated the Confederates and ended the South's objective of attack-

ing Washington, D.C., through the Shenandoah Valley.

During and after the battle, Belle Grove served as a command center and hospital. After the battle, Belle Grove, which escaped remarkably unscathed, passed through a succession of owners before being taken over by the National Trust for Historic Preservation which owns and operates it to this day.

All of this history was shared on a tour of plantation and grounds. The estate even opened up their front circular drive to serve as parking spot (and ideal photo op) for the Fall Tour drivers.

Following Belle Grove, we returned to the historic Wayside Inn in Middletown, VA for lunch. The Inn has been serving guests more or less continually since 1797 so it is quite possible that the Hites and their descendants dined their often. During the Civil War, the North and the South traded control of the Inn and Middletown using them for headquarters, housing, and hospitals.

Unfortunately, two of the three lunch servers were out injured or sick and so our group was served by just one person. As a result, a comedy of errors having to do with orders and delays in getting lunch ensued which, while at the time left some members frustrated and hungry, in retrospect was pretty... actually, in retrospect, it was just frustrating. Nearly two hours after arriving, we departed although there may still be a few folks there waiting for their dessert.

After lunch, the route headed south and then west into blizzard country. The first two hours or so were fine but once we cleared Romney, there started to be snow along the roads. The route towards Jennings Randolph Lake and Westernport seemed to be the main dividing line with nothing to the east and snow-damaged trees and plow-mounded piles of snow a few tenths of a mile to the west. By the time we reached Oakland the snow was several feet deep although the good news, especially for those of us running summer tires, was that the roads were mostly clear and dry.

As noted, most drivers on the tour, except for an intrepid few with X-drive, cut off the final portion of the route that ran in and around Swallow Falls State Park. Fortunately, everyone arrived at Wisp intact and parked in our dedicated spot, nicely plowed and safely away from the remaining line and bucket trucks still filling the parking lot. It was quite a sight, seeing a lineup of clean BMWs with a backdrop of 10-15' high piles of snow.

Safely ensconced at Wisp that evening, tour participants enjoyed a reception followed by a lovely dinner. Everyone was quite glad that we decided to go ahead with the event and we were all impressed with the MDOT and WVDOT efforts to get the tour routes cleared for us.

Sunday morning was cold and gray with light flurries. As the winter weather limited our after-tour activities, most folks left early for the drive home to Washington. Once again, the roads were clear although the trees and mountains were covered in snow and in some places, trees looked like they had been exploded with dynamite. By the time we cleared Keyser's Ridge on I-68, the snow was completely gone again, there was no visible tree damage, and from the rest of the uneventful drive home, we never would have known that a hurricane/superstorm/post-tropical cyclone had almost derailed the 2012 Fall Tour.



## NEW MEMBER RECEPTION

# First Timers; New Meets Old

By Rob Hollister | Photos by Kendra Bundy

The reason for getting together was simple; to welcome the club's newest members. I wonder, how do you say that in German? Thanks to the miracle that is Google®, I do not have to wonder for long, "Willkommen im Club neue Mitglieder." On my list of things to do in this life is to learn German. What's on your list of things to do? Wow, now that is certainly an open-ended question!

Obviously, you made the choice to join the NCC BMW CCA or the gift of the club membership was given to you by someone who cares for you very deeply. (Yes, I did that on purpose to see if you were reading closely). The NCC BMW CCA is a big organization and the purpose of the new member parties is to open the door to the newest of members by hosting an event especially for them. Our third new member reception was held December 1, 2012, at one of the club's greatest supporters, BMW Excluservice located in Rockville, Maryland. To nobody's surprise, the event was a rousing success.

Thanks first and foremost to longtime member Lothar Schuettler for hosting the event and welcoming all of us to his shop. As most of our members already know, Lothar's knowledge of BMW history is matched only by his willingness to share it with the rest of us. His generosity and support of the club continues to be as strong as ever I want to take a moment to thank him once again. In conjunction with a highly successful program known inside the club as DIY, we were able to combine two events into one for a full day of BMW camaraderie. Senior Executive Director (inside joke, sorry) Phil Cummings, thank you for helping us get our vehicles in shape through a program that educates us, and saves us some cash along the way!



(Above) James Laws, the NCC Membership Chair, reiterating the many benefits of being a club member.

The goal of these receptions is not only to welcome new members to the club, but also to make you aware of all that we have to offer. Each reception is attended by most, if not all, of the club's officers and committee chairs, who always offer a brief personal welcome to those in attendance and a quick description of some event or activity new members can enjoy, should you so desire.

The hardest thing is getting started, so the club is happy to do that for you. Join us and perhaps you will take home a sweet BMW-prize, after having your raffle ticket drawn from the bowl. Perhaps you will meet some people who drive the same car as you do. At this event, new members may have seen some people working on their cars during the DIY session and said, "I could really get down with changing my own oil, and in the process gain some ownership pride points as well as save myself some cash." Those with an urge to test their driving skills even further heard some general descriptions of the autocross program, or details to trips down south to the BMW Performance Center or our own High-Performance

Driving Event programs and thought, "you know, that is exactly why I joined." Whatever your interest, the new member receptions will give you a broad sample of the events we run and the good folks who participate. You will not find a group of people more interested in their cars anywhere on the East coast.

Do not let the weather fool you - the current cold temperatures outside do not bar us from our passion (even if they do curtail some of our favorite activities). We have something for everybody and activities for every time of the year. My membership was a gift from my brother. When I joined up, the



(Above) Kendra Bundy discussing some of the benefits the club also offers to female members.

club published my name and listed my ride in the back of our very own bi-monthly, *der Bayerische*. I still have that issue, printed in black and white. I took a leap of faith and went to a social and I was so excited to participate in the spring of 2010. All I could think about was getting to the race track and dancing on the three pedals in front of my feet.

However, I wanted to learn more about the car first and got started in the autocross program. After my 3rd year, I won my class. Nope, I still haven't gotten to a race track; c'mon 2013. Instead, I have the privilege of writing to you in the club magazine as a volunteer on the membership committee.

What I am driving at here is that although I joined a car club, I did more than drive my car. I did more than achieve competitive success. I did more than meet some

folks who always bring a smile to my face when I get to spend time with them. This club starts with the cars but the opportunities and possibilities are open-ended; much like my question was at the top of this article. Your chance to take photos, write articles, organize events, and come up with new and different programs or occasions are right in front of you. Yes, there will be times, often times, just to relax and have some genuine car talk, but take it one step further and see where it leads you.

Lieber neues Mitglied, willkommen im Club, (Dear new member, welcome to the club) let us help you multiply your passion and expand your experience to greater lengths than you previously thought possible.



(Above) Lothar Schuettler giving a brief history lesson on BMW to recently joined club members.



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If you are interested in joining the BGP / ALMS weekend committee, know of interested sponsors or have other ideas - don't keep it to yourself, let us know!

[kelsy@nccbmwcca.org](mailto:kelsy@nccbmwcca.org)



# See You in the Corral!



THE  
FUTURE  
IS CLOSER  
THAN WE THINK

## BMW at the 2013 LA and Detroit Auto Shows

By James Chew

People attend auto shows for a variety of reasons, ranging from an opportunity to see all the new products (and show models) to simply spending time together as a family. Whatever the reason these annual shows are eagerly anticipated by generations of American car enthusiasts. I'd like to think that BMW enthusiasts attend the show not only for the new products, but also to get a sense of where BMW is going as a business. And at the 2013 Los Angeles and Detroit Auto Shows, the BMW displays can best be described as focused, regional marketing.

When it comes to the connection between automobiles and the environment, it's no secret that California drivers like to think of themselves as morally superior to the rest of the country. These misguided Prius fanatics fail to see the irony of them being single drivers in the carpool lanes, which were designed to take cars off the road. Nonetheless, green sells and the automakers are wise to ride this wave. For that reason, it was no wonder to see the BMW i-vehicles as the feature vehicles in the Los Angeles exhibit.

The eMini and the BMW 1e have clearly conditioned those BMW electric vehicle enthusiasts to the new i3. This experience has shown that there are more than enough BMW enthusiasts who have a daily commute that is well within the range of the state-of-the-art battery packs. BMW has cleverly educated these enthusiasts on proper charging and maintenance. While I have not had a chance to drive a 1e, I understand that these vehicles have BMW driving and



BMW 4 SERIES CONCEPT CAR

handling characteristics.

The i3 show vehicle was clearly close to production ready. The doors are no longer transparent, the body panels look quite durable, and the materials in the futuristic interior design have a production look and feel to them. I was a bit surprised when a BMW executive mentioned that Adrian Van Hooydonk still wanted to make a few design tweaks! However, most car designers seldom think any design is perfect. I suspect that BMW will announce a limited launch on the i3 before summer.

Introduced to us as the BMW Vision Efficient Dynamics Concept a few years ago, the i8 concept at the Los Angeles Auto Show also looked production ready. Gone were the transparent doors and the plastic panels. The wheels were the only item that made the i8 more like a concept car rather than a production vehicle. Featuring a hybrid electric drive that's more like the one in a Chevy Volt, the i8 may prove to be the more popular of the alternative powertrain BMWs. I suspect that a production version will be launched at next year's Los Angeles show.

BMW also had an Active Hybrid 3 on display. Offering such a vehicle was a bit puzzling, especially when one considers the fuel economy and sales success of the previous BMW 3 Series diesel.

While I have not seen the sales statistics, I suspect that throughout North American, the M vehicles sell best in Southern California. The "M-corner" of the BMW display featured a LeMans Blue M5 and a Sakhir Burnt Orange M6.

Celebrating the 40th anniversary of the M brand, the M5 and M6 are the modern interpretation of upscale performance luxury vehicles. Tuned and refined on the famous Nurburgring track, the typical M5 and M6 owner will most likely not drive their car on any track. While best enjoyed on the Autobahn, I suspect that some M5 and M6 drivers will take their vehicles on some of the better driving roads in the United States.

Trying to gain traction with the under-30 market, BMW introduced the BMW X1 K2. A fully loaded X1 with stunning graphics and a ski roof rack, this X1 looked ready to attack any ski resort. What we found most interesting were the skis that featured the BMW logo. I suspect that these will become a must-have option for any BMW ski enthusiast!

The two most popular production vehicles at the Los Angeles BMW exhibit were the 128 convertible – the sole convertible in the BMW exhibit – and the 6 Gran Coupe. It would not surprise me if BMW were to soon offer special lease rates on the 6 Gran Coupe. BMW's focus at the Los Angeles show was green, but they did not forget their Ultimate Driving Machine heritage.

The Detroit show had a little different focus. The i3 and i8 were both on display albeit to the far left side of the exhibit (the irony was not lost on me). The three BMW feature vehicles were the new 320i, the 4 Sport Coupe concept, and the M6 Gran Coupe.

The 320i warms the heart of every BMW enthusiast. In addition to featuring a twin-turbo four-cylinder engine, a true manual transmission is standard. I suspect that this will be the most popular 3 Series model among North American BMW enthusiasts.

The BMW M6 Gran Coupe was launched at the Detroit show. Featuring the same powertrain as on the M6 Coupe and convertible, this vehicle is for the M enthusiast who wants the latest and greatest M vehicle. It would a fantastic grand prize at this years' BMW CCA Oktoberfest raffle!

But the jewel of the Detroit BMW display was the 4 Coupe concept. This thinly disguised production vehicle is the next generation 3 Series coupe



and convertible. The 4 will be a new model and does indicate that with the next 1 Series, there will most likely be a 2 model.

The design features worth noting on the 4 Series are the unique headlights; a production version of the semiconductor laser diode headlights from the i Series concept vehicles, the refined, aggressive front, rear, and side profiles, and the unique door handles. The 4 Coupe does not look like a "mini 6" and will likely appeal to the buyer who is shopping for the Audi A5 and the Mercedes C and E coupes.

The featured BMW vehicles at both the Los Angeles and Detroit shows are products that we would very much like to evaluate. The 4 Coupe, 320i, and the i-vehicles are the four that we'd like most to evaluate because they represent BMW's future direction.

From a business standpoint, this shotgun product approach is a bit puzzling. BMW currently has higher brand-loyalty than Mercedes and Audi, but the BMW products have lower resale values than their German competition. It's great to see that BMW is offering a product that's true to original Ultimate Driving Machine spirit – the 320i – but the proliferation of products smacks of trying to create BMW enthusiasts in every market segment. Every product requires marketing support and eventually special leasing and financing to grow or maintain BMW's current sales momentum. This tends to drive down margins, which in turn results in product de-contenting, which drives resale value. The last thing the BMW brand needs it to become like Lexus and Acura – two brands that started with such promise but have fallen victim to market and product mediocrity. Let's hope that BMW North America leadership uses these two brands as a Sword of Damocles as they chart BMW's future in the competitive North American market.

*(Opposite page) There's a new number in the BMW world - 4. Loaded with new technology features such as semiconductor laser diode headlights and an aggressive new styling, the 4 shows the new direction for the traditional BMW cars. (Above) The new 6 Gran Coupe gets ready for its close-up at the LA Auto Show. (Below) The i8 Concept is getting much closer to production.*



BMW i8 CONCEPT CAR

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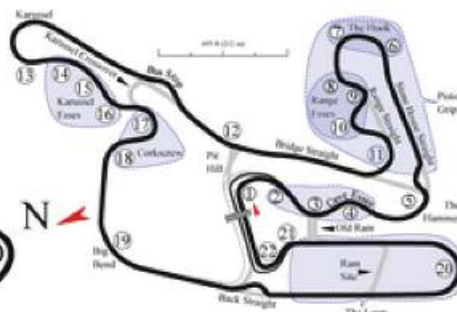
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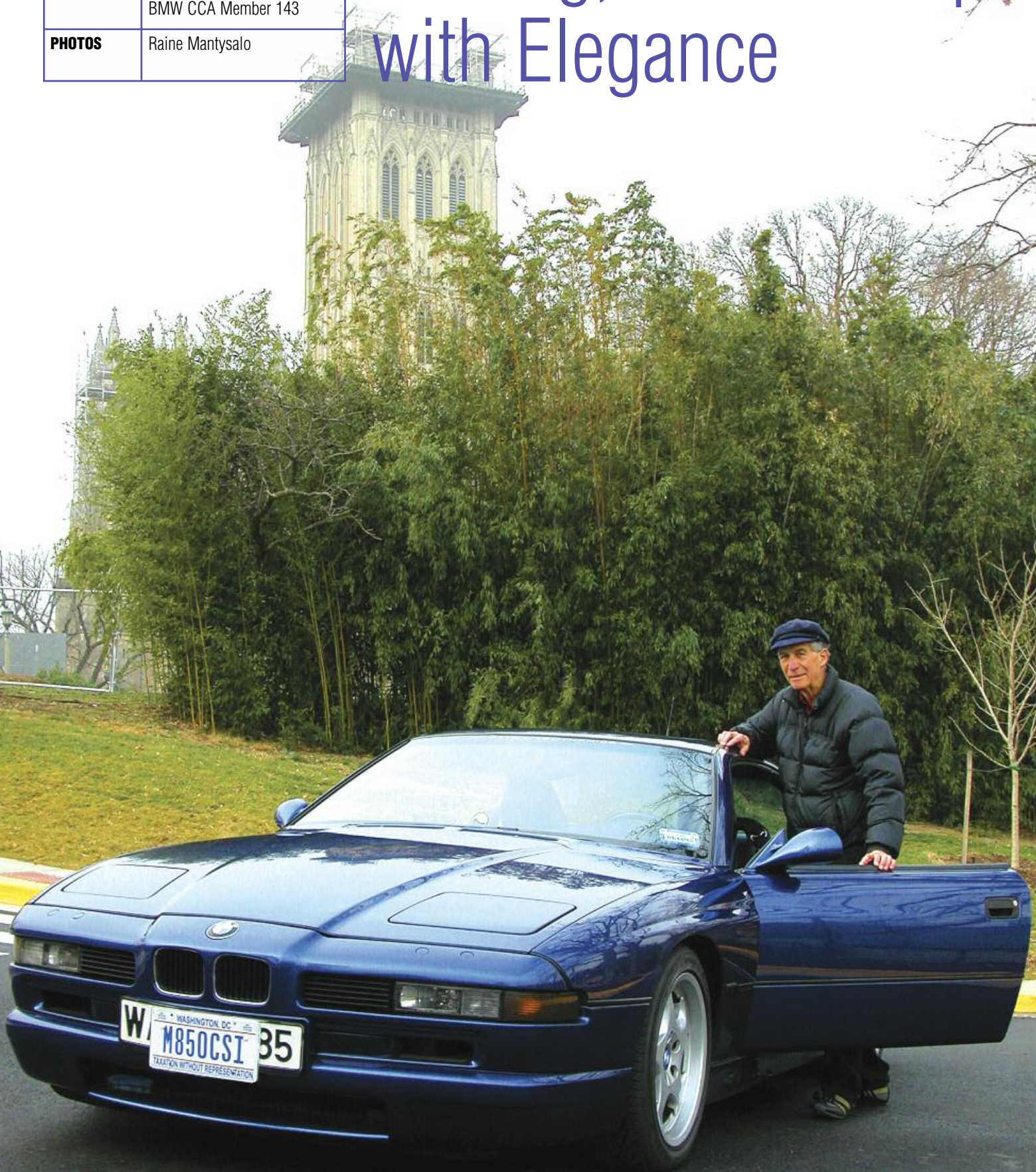
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## Traditions

**BY** Ron Costell, M.D.  
BMW CCA Member 143

**PHOTOS** Raine Mantysalo

# M8-ing, A Courtship with Elegance



*Editor's note: I normally do not include membership numbers on our member-written articles, but a certain level of respect must be accorded where it is so clearly due!*

I'm a seriously tardy old Beezer. For more than thirty-five years our only BMW was the '67 1800ti (See the "DB Traditions" March/April, 2010). I maintained my CCA membership, enjoyed and archived the publications, but was more of a lurker than a participant. Mike Miller's Tech Talk cited the 1980's golden age for BMW engineering and build quality, so as I approached 65, I thought it was

Barbie doll surfer as an appropriate onboard companion. But that M6 indulgence inspired the decision to own, rather than rent, a car for our place in New Mexico. First, Lothar provided "Ken," a 1986 Euro E28 M5, and Santa Fe friends moving to Mexico passed along "Snowflake," a 1988 E30 325ix, manual-gearbox coupe.

As the odometer started to turn over toward 70 years, I realized that there was one of these "golden age" models I might yet aspire to own, the E31 850 12-cylinder coupe. I had admired an occasional sighting in the D.C. area, and pictures in the car magazines, but



time to experience a newer generation of BMW. Seven years ago, on that birthday I purchased an M6 – not the newly minted beast, waiting to bankrupt its second owner – but a lovely Cinnabar/Lotus E24 through Lothar Schuettler. It felt wonderful; solid, luxurious and eager. Driving the car, I felt like a prince. My wife immediately dubbed the car "Barbie," and brought me a bleached blonde

the possibility of owning one seemed remote. When I got up the nerve to answer a *Roundel* classified and spoke with the enthusiast owner, the hunt was on. My first ride was in Lothar's lovely 1992 red 850i, one of the rare ten percent with a manual transmission. In the flesh the car was much more compelling than in the pictures. If the E24 M6 is called the German Thunderbird, the E31 850

certainly has to be the German Corvette. But as Lothar quipped, 'It would be even better with 50 more horsepower,' an impression reinforced by driving yet another manual and an automatic consigned to a Virginia car lot. I began seriously to consider the possibility of the BMW Motorsport version, the 850CSi, with its 70 hp advantage.

Over the course of several

*(Opposite page) BMW achieved its lowest drag coefficient, but watch out for the speed bumps! (Top) Distinctive CSi Rear Valence and Massive Tailpipes. (Above) Original Rear Spoiler and Staggered Wheels.*



(Top from left) Integrated Seat Belt; Euro Dual-Piston M Caliper; Key with IR Transmitter. (Left and above) "Individual" Style Interior with 1994 Nokia Hands-Free Phone; Toolkit with Euro Triangle Reflector. (Below from left) Hand-assembled M V-12; German Dealer Sticker; CSi Side-Mirror.







months, as I explored the market, both in the U.S. and in Europe, contacting perhaps a dozen owners and sellers, I began to feel somewhat dispirited. BMW had spent more than a billion dollars developing the E31, and at the top of the line the 850CSi represented one of the rarest, most complex, expensive, and to some eyes, the most beautiful BMW ever built. But the timing of their launch of the E31, in a down economy with rising fuel costs, worked against the Teutonic supercoupe. For the U.S. market BMW pitched the cars, especially the CSi models, to a more affluent, conservative class of owner. The majority of the U.S. CSis are of the black pinstripe, three-piece suit flavoring, with lots of wood accents, dark leather, and comfort seats. In short, they are quite a contrast with the sometimes radical looking examples on the European market. What I was finding were pallid examples, often neglected and usually overpriced. After two or three months of fruitless trawling, I shared my frustration with Mike Miller. He reflected briefly and emailed, 'Just thought you might want to see this E31. I know the owner, I've driven the car and I actually put it in *Bimmer* magazine. It is probably the only one in this build configura-

tion in the U.S. Mike's article (April, 2004) was titled, "An M8 in all but Name." I was about to step up to a very special 1994 Tobago Blue Metallic Euro 850CSi.

The owner had sought this car like the Holy Grail, and treated it like the Madonna. He found it in a small German town, where the original owner, an Ob-Gyn physician, had delivered the children of the owner of the BMW dealership. He purchased the car in 2003 and stored it under a tented cover in his home garage. The car seems to have made appearances solely for magazine photo shoots and Concours events. It logged less than 5,000 U.S. miles, including the drive from the federalizing facility in Houston to New York. The owner provided beautifully detailed photos, and scans of all service records back to the original delivery. As a seller, he was cordial and accommodating. My personal contact with those who had serviced the car confirmed him as a dedicated caretaker. The *dB* article on my stewardship of the 1800ti helped to assure him that I would do the same. The dowry included fitted BMW luggage, a set of spare leather front seat covers, the original shocks and springs, which had been upgraded, all the original

German gauges and electronics removed in the federalization, a set of rare aftermarket torsion bars and strut brace (never installed), and a literal trunk load of other parts, manuals and ephemera.

All of the 850CSis are true M cars with VIN's beginning with WBS. All have the distinctive rearview mirrors, front and rear valences, and the round quad tailpipes. The European version has marginally higher horsepower and torque, but more interestingly boasts mechanical features crucial to its potential as a 155 mph Autobahn cruiser. These include larger brake calipers and disks, a differential cooler, a headlight washing system, rear fog lamps, and most fascinating, the rare BMW Rear Axle Steering (AHK) system, which makes high-speed lane changes feel like a Porsche 911. My Euro model is equipped with the Euro Radio, sport seats, and an electric rear-window sunshade. The two-tone blue and black leather interior treatment is similar to those rare U.S. CSis imported as "Individual" models.

The driving experience is as distinctive as the appearance. The cockpit and sports seats are supremely comfortable. The car has stunning torque and respon-

siveness, as well as agility. The power to weight ratio is almost identical to my Euro M5. The burbling exhaust note reminds me of the 1950's glass-pack mufflers of my adolescence! The car garners many reactions and comments. The most unforgettable experience was the virtual work stoppage, which occurred at the D.C. Inspections Station when I appeared. The jump-suited technicians abandoned their duties and flocked around the car to query, admire and photograph with their phone cameras. I feel privileged to own this last of my BMWs.



### Technical Specifications

850CSi Euro Specifications (1994-95)

Engine:	SOHC V-12 (S70B56)
Displacement:	5,576 cc/340 ci
Compression:	9.81:1
Horsepower:	380 hp @ 5,300 rpm
Torque:	410 lb-ft @ 4,000 rpm
Injection Type:	Bosch MH-Motronic, Dual DME
Transmission:	Getrag Type E, 6-Speed
Weight:	4,232 lbs
Length:	188 in
Wheelbase:	105.7 in
0-60 mph:	5.6 sec
Max. Speed:	155 mph (electronically limited)
Tires:	Front: 235/45/ZR17 Rear: 265/40/ZR17
Production:	Total: 1,510 For U.S.: 222
Price (Incl. Tax):	\$122,095 (DM201,978) Apr. 1994



# 2013 Autocross Season Warm-Up

By Manuel De Pena | Photos by Alicyn Drew

Flying back from Bristol, CT (home of ESPN), I wrote this article on the coldest day of the year, wondering how sweet it will be when things warm up again and I can worry about the tire pressure and temperature on my E36 M3 after my first autocross run. The funny thing is, I've been dreaming about autocross and track days ever since the 2013 autocross schedule was posted. I created a Google calendar that is shared with my sons and a buddy that lists all (at least all the ones that I can find...) autocross events and track days from the various local and regional clubs. This not only is something I enjoy, but it also lets me see the light and feel the warmth at the end of this cold winter tunnel.

I travel a lot for work and that entails renting all sorts of cars to drive around. But, I don't just drive them to and from meetings. I literally turn them into test drives. It's not very scientific and I would never claim to be an expert, it just turns a mundane activity into something a little more fun. I rent everything from sub-compacts to SUVs and even the occasional luxury model. It's interesting to compare what I drive on a daily basis or my track/autocross car to the various rentals. It is surprising how capable most modern cars are. Even the most basic, entry level cars of today are probably many times safer and more stable than cars that many of us drove as teenagers or young adults.

I try to approach my test-drive rentals much the same way as you would if you were taking an autocross school. You need to make sure the car is street worthy by conducting a basic inspection – are the tires in good shape, are all the fluids at the proper level, do you have your mirrors and seat set for an optimal driving experience. I try to approach the car with an open mind and try not to assume it will react in any certain way until I'm out on the road driving, turning, accelerating, and braking (this is a very important one). Depending on whether the car is front- or rear-wheel drive, it will react differently to changing pavement conditions like rain and gravel. Acceleration and tight turns are also a little different depending on where the drive axle is located.

NCC autocross will be conducting its first school of 2013 on March 30 across the parking lots of Prince George's Stadium in Bowie, home of the Bowie Baysox. The NCC autocross schools are geared toward new and novice drivers. The school emphasizes a hands-on approach where seat time is essential to learning basic and intermediate car control.

Students are briefed on how autocross events are run from tech inspection to working the course. And of course there's a lot of driving! The student-to-instructor ratio is 2-1, on average. All of our instructors are seasoned drivers with plenty of seat time and experience with both NCC and SCCA.



(Top) Proof that an M5 will fit on an autocross course. (Above) If you're not lifting a wheel, you're not trying.

## 2013 AUTOCROSS SEASON WARM-UP

Each school is divided into two sessions, morning and afternoon. In the morning session, students are given a series of drills, which include slaloms, Chicago boxes, and small connecting turns to wide half-ovals. The afternoon session is a full-course experience, which closely mimics a real autocross event. Students are given a guided

course walk, and are then divided into two groups. One group will work the course while the other drives. Instructors may drive a student's car to show the potential of the car then ride along until the student feels comfortable driving alone. Students will get anywhere from four to eight runs on the full course.

Instructors teach according to the individual student's level of expertise. Basic instruction covers fundamental car control techniques, like both hands on the wheel, smooth throttle/brake inputs, look ahead, as well as understeer and oversteer. If we see that a student is getting a hang of it, more refined instruction, such as steering with the throttle, threshold braking, and linking turns will be provided.

If you're new to the sport, or if you have ever wondered what it would be like and want to get more involved in autocross, join us for this class. Space for each school is limited to 16 participants, but the cost is a very reasonable \$80 and everything you learn in this class can be applied on a daily basis, wherever you drive.

Be sure to check our website, [www.nccautocross.com](http://www.nccautocross.com) for more information and registration instructions.



*(Above) Lola getting it done. (Below left) All lined up and ready to go. (Below right) Apparently The Stig drives an M3. (Bottom) 2012 NCC Autocross School 3 Class.*





DECEMBER 2012 DIY

# December DIY at BMW Excluservice

By Marc Caden

I recently pulled alongside two BMWs pretty similar to mine – both were 3 Series sedans and each was sapphire black. We met by chance driving north on I-270 near Rockville and, for a change, there was plenty of open road. The first car took off, the two of us left in the dust scrambled to catch up and (while obeying all traffic laws) we continued to play a friendly game of “follow the leader” for the next five miles. All three cars sported the Maryland chapter’s club license plates.

I knew that getting club license plates was the right move for me when it shaved about two or three hours off of the wait time titling and registering my car at the MVA (also referred to as the DMV in some other states). In fact, once I advised the MVA folks that I was picking up my new club license tags, I was escorted to a private desk on another floor where there was literally no one else in line. I didn’t have to take a number, and I was on my way back home in fifteen minutes. While this is surely one benefit of getting club tags, I also like the friendly waves and flash of high beams from other club members that are kindred spirits.

There were plenty of cars with club license tags at December’s DIY event at Lothar Schuettler’s BMW Excluservice in Rockville, Maryland. You know an event is going to be special when the owner greets you by driving

up in his 1964 3200 CS. With a body designed by Bertone, only about 600 of these cars were ever built and no more than a handful could possibly exist in the United States. Lothar’s 3200 CS still wears an original interior, and it is truly a jaw-dropping sight.

Also on the floor of Lothar’s shop was a flawlessly restored E30 M3 about to be picked up by its lucky owner, and an early 1970’s 3.0CS receiving service and restoration. While these cars were eye candy to me, the routine servicing of late model BMWs and Mini Coopers are the mainstay of BMW Excluservice, in business since 1984. BMW Excluservice is also known for their performance upgrades – frequently modifying brakes, headers, exhaust, and software upgrades. A revamped website ([www.bmw-excluservice.com](http://www.bmw-excluservice.com)) now allows customers to conveniently book appointments online, and shuttle service is provided to Metro. All club members are provided discounts on both parts and service.

DIYers received approximately 90 minutes with their cars on lifts and most people opted to do fluid changes and small tasks. There were some classics in attendance, such as Dennis Tharp’s 1975 2002, which received new shift linkage bushings. Bill Warren changed the transmission fluid and fuel filter on his 1986 (E28) 535i. Vince Tomchak replaced a control arm on



|| (Above) Chris Wootton pouring fresh oil into his 2002 M Coupe.



his 1985 (E30) 325e. Zachary Pullins replaced the fuel pressure regulator on his 2000 323i. Several people changed their oil, including myself (2006 330i ZHP), John Morrison (2006 X5), Chris Wooton (2002 M Coupe), and Frank Kapitan (2005 X3). Timothy McNeish (1999 M Roadster) and Aberdeen Desmond (2005 745i) both flushed their brake fluid.

Many thanks to Lothar and his staff at BMW Excluservice for helping all the participants complete their tasks on time and for providing the delicious continental breakfast. Special thanks also to Phillip Cummings for planning this event and for scheduling another full calendar of DIY events for the coming year. We hope to see you at a DIY event sometime in the coming year.

(Top right) Lothar Schuettler's 1964 3200 CS. (Center) Bill Warren draining the transmission fluid from his 1986 535i. (Right) Zachary Pullins replacing the fuel pressure regulator on his 2000 323i.



(Above) Sam Lutz (center) helping Vince Tomchak replace a control arm on his 1985 325e. Service Manager Stephane Grabina (left) is making sure that everything is going smoothly.

(Above) Dennis Tharp replacing the shift linkage in his 1975 BMW 2002.

# C L A S S I F I E D S

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<b>COST</b>	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.
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**Classified Reminder...when posting a classified ad on the NCC website, be sure to include appropriate contact information (phone number or email address) so your ad can be re-run here on the pages of *der Bayerische*. – Jim**

**UPDATE:** There are several nice cars advertised for sale on our Chapter website. Unfortunately – they are not represented here because there is no contact information (email address or phone number) included in the body of the online ad.

## CARS FOR SALE

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This exceptional BMW is in excellent condition and has just about everything that was available in this model year (sticker price was \$74,854). It is a second owner car, and the first owner was a celebrity boxer. Includes Active Cruise Control, Head Up Display (HUD), Sequential Manual Gearbox (SMG), Harman Kardon Logic 7 premium stereo, Active Steering, Adaptive headlights, Navigation, Factory Installed rear spoiler, sports leather wrapped steering wheel, heated front seats-steering wheel-side mirrors, never smoked in, always garaged, no accidents - clean and always maintained by BMW Service Center with all records available for the next lucky owner. Asking \$18,999. Call Marius at 703-209-6937, or email [marius.klovas@gmail.com](mailto:marius.klovas@gmail.com)

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### New HRE rims

P40 style with the optional "brushed tinted clear." They are 9x19 et17 and rears are 10x19 et28. Ordered for E60 series. The cost from HRE was \$6,800. Customer decided he could/would not take delivery. ON SALE for \$4,800. Will consider reasonable offers! Call 410-712-4290 for questions or email [bill@atspeedmotorsports.com](mailto:bill@atspeedmotorsports.com)

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### Z3 Driver Seat

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Various parts from a 1988 635csi removed before selling the car. Email for parts list, [mzznlink@aol.com](mailto:mzznlink@aol.com)

### T-shape idle regulating valve

Part number 13-41-1-733-090, new old stock, selling for a pro mechanic friend. Asking \$150 plus actual shipping from VA. 703-779-3623 or email [john.mcwilliams@gmail.com](mailto:john.mcwilliams@gmail.com)

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