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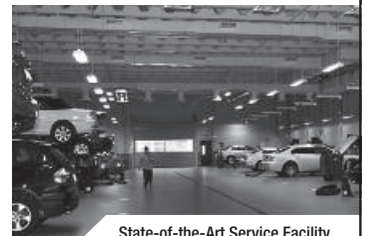
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Cover: A rare RHD BMW 2002 now driven on the right side of the road. See article on page 18. Photo: Raine Mantysalo

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

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



President's Message

Happy New Year, folks! We just closed out another spectacular year for our chapter. Believe it or not, during 2013, we sponsored more than 110 events. Not that I'm counting, but that's pretty darn impressive (and possibly a CCA record!). Not only are we the largest CCA chapter, but surpassing the century mark has to solidify us as also being the most active group of BMW enthusiasts anywhere! Congratulations to all the volunteers, event coordinators, and members who helped make this milestone a reality. And guess what? We have another great year planned ahead as we put the finishing touches on our 2014 calendar.

One of our first events for the year is our Annual Membership Meeting to be held Saturday, January 18th, at Maggianos in Tyson's Corner. Football fans need not worry as the NFL has agreed not to schedule any playoff games that would conflict with our party. While we do have some official business to conduct that night: electing Board members, voting on bylaw changes, and announcing our volunteer recognition awards, I've been assured by the planning committee that good times will be had by all (with a few surprises), and no one will leave hungry. There's still time to register, so we hope to see you there.

Finally, I also want to point out a few new things we're planning this year, such as a Summer Crab Feast, our BMW Car Corral for the United SportCar (ALMS) race at VIR, and our first-ever Winter Chili Cookoff in February. Details of each event will be announced at a later date, but we're always looking for new ideas on what our members want to do, so let us know what you think.

Announcement and Reminder

The Annual Meeting of the National Capital Chapter of the BMW Car Club of America will be held on January 18, 2014.

Save the date to join us for an evening of merriment and BMWs as we return to Northern Virginia for our annual meeting and holiday celebration. Each attendee will enjoy a three-course, family-style meal and receive one drink ticket. All attendees will be entered to win some great door prizes at the end of the night. Last year's grand prize was a free M school!

The venue is Maggiano's Little Italy in Tyson's Corner, VA (2001 International Dr., McLean, VA 22102-4605).

Cocktails will be served starting at 6:30 pm.

Dinner will follow at 7:30 pm.

The annual meeting will commence at 8:30 pm.

This is the meeting at which our Board members are elected for the following year. This year we will vote on the proposed bylaw changes to the NCC articles of incorporation.

Registration is open.





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CALENDAR OF EVENTS

July 2013

- 4 July NoVa Social - Norton's, Tysons Corner - CANCELLED
- 6 NCC Autocross School #3 @ Bowie Baysox Stadium
- 10 July Board Meeting/Social - Hamburger Hamlet Bethesda
- 11 July Columbia Social - Champps, Columbia Mall (BMW Heritage Showcase)
- 13 Movie Night at Bengies Drive-In, Baltimore, MD
- 14 Karting @ Allsports Grand Prix
- 18 July MoCo Social - Miller's Ale House, Rockville (BMW Heritage Showcase)
- 20 Bimmerfest East (Aberdeen, MD)
- 20-21 Pittsburgh Vintage Grand Prix (*)
- 27 NCC Autocross Points Event #4 @ Regency Furniture Stadium
- 27 Karting @ Summit Point Washington Circuit

August

- 1 Aug NoVa Social - Norton's, Tysons Corner (BMW Heritage Showcase)
- 3 6th Annual Spring Golf Outing @ Raspberry Falls Golf Club - NEW DATE
- 4 BMW Night at Camden Yards - Orioles vs. Mariners
- 8 Aug Columbia Social - Champps. Columbia Mall (BMW Heritage Showcase)
- 10 NCC Autocross Points Event #5 @ Bowie Baysox Stadium
- 10 DIY @ Curry's Auto Service - Alexandria
- 11 Karting @ Allsports Grand Prix
- 14 Aug Board Meeting/Social - Hamburger Hamlet Bethesda
- 15 Aug MoCo Social - Miller's Ale House, Rockville (BMW Heritage Showcase)
- 19-24 44th Annual BMW CCA Oktoberfest (Monterey, CA) (*)
- 25 Karting @ Allsports Grand Prix
- 30-1 Baltimore Grand Prix Corral

September

- 7 NCC Autocross Points Event #6 @ Regency Furniture Stadium
- 8 Karting @ Allsports Grand Prix
- 14 MPact (Camden Yards)
- 21 DIY @ Road Race Technologies
- 22 Karting @ Allsports Grand Prix
- 27-29 Driving Schools @ Jefferson Circuit
- 28 Simeone Museum & Cheesesteaks Tour Philadelphia, Pa
- 28 Karting @ Summit Point Washington Circuit

January 2014

- 2 NoVa Social - Norton's, Tysons Corner - CANCELLED
- 5 Karting @ Allsports Grand Prix
- 9 Columbia Social - Corner Stable, Columbia
- 12 Karting @ Allsports Grand Prix
- 16 MoCo Social - Buffalo Wild Wings, Gaithersburg
- 18 DIY @ G & C Tire and Auto Service
- 18 Annual Meeting @ Maggiano's Little Italy
- 26 Karting @ Allsports Grand Prix

February

- 2 Karting @ Allsports Grand Prix
- 6 NoVa Social - La Sandia, Tysons Corner
- 9 Karting @ Allsports Grand Prix
- 12 Board Meeting/Social - Hamburger Hamlet Bethesda
- 13 Columbia Social - Corner Stable, Columbia
- 16 Karting @ Allsports Grand Prix
- 20 MoCo Social - Buffalo Wild Wings, Gaithersburg
- 22 NCC Chili Cook-Off

March

- 2 Karting @ Allsports Grand Prix
- 6 NoVa Social - TBD
- 8 Autocross @ Regency Furniture Stadium

October

- 3 Oct NoVa Social - La Sandia, Tysons Corner - New Location!
- 4-5 ALMS @ VIR
- 5 Driving Schools @ BMW Performance Center
- 5 Street Survival - ADESA (Dulles, VA)
- 6 Karting @ Allsports Grand Prix
- 9 Oct Board Meeting/Social - Hamburger Hamlet Bethesda
- 10 Oct Columbia Social - Champps, Columbia Mall
- 12 NCC Autocross Points Event #7 @ Bowie Baysox Stadium
- 12 DIY @ Russel BMW
- 17 Oct MoCo Social - Miller's Ale House, Rockville
- 18-20 18th Annual Euro Auto Festival (BMW Manufacturing, SC) *
- 19 Oktoberfest at BMW Excluservice (*)
- 20 Karting @ Allsports Grand Prix
- 26 Solomons Saturday Social - Solomons Island, MD

November

- 1-3 Driving Schools @ Shenandoah Circuit
- 2 Karting @ Summit Point Washington Circuit
- 7 Nov NoVa Social - La Sandia, Tysons Corner
- 9 Ladies DIY @ At Speed Motorsports
- 9 Street Survival (Sykesville, MD)
- 13 Nov Board Meeting/Social - Hamburger Hamlet Bethesda
- 14 Nov Columbia Social - Corner Stable, Columbia - New Location!
- 16-17 NCC FALL TOUR, Hershey PA
- 17 Karting @ Allsports Grand Prix
- 21 Nov MoCo Social - Miller's Ale House, Rockville
- 23 Pie Run XIV

December

- 1 Karting @ Allsports Grand Prix
- 5 Dec NoVa Social - La Sandia, Tysons Corner - CANCELLED
- 7 DIY @ BMW Excluservice
- 8 Karting @ Allsports Grand Prix
- 11 Dec Board Meeting/Social - Hamburger Hamlet Bethesda
- 12 Dec Columbia Social - Corner Stable, Columbia
- 15 Karting @ Allsports Grand Prix
- 19 Dec MoCo Social - Miller's Ale House, Rockville

- 9 Karting @ Allsports Grand Prix
- 12 Board Meeting/Social - Hamburger Hamlet Bethesda
- 13 Columbia Social - TBD
- 20 MoCo Social - Buffalo Wild Wings, Gaithersburg
- 23 Karting @ Allsports Grand Prix
- 29 Autocross @ Bowie Baysox Stadium

April

- 3 NoVa Social - TBD
- 9 Board Meeting/Social - Hamburger Hamlet Bethesda
- 10 Columbia Social - TBD
- 17 MoCo Social - Location TBD
- 26 Autocross @ Bowie Baysox Stadium

May

- 4 31st Annual Deutsche Marque Concours - Nottoway Park, Vienna VA
- 10 Autocross @ Regency Furniture Stadium
- 24 Autocross @ Bowie Baysox Stadium

June

- 16-20 BMW CCA Oktoberfest 2014 (Beaver Creek, CO)
- 28 Autocross @ Regency Furniture Stadium

(*) Not a chapter event.

COMING EVENTS

NCC Winter 2013-2014 Karting League

Sunday, January 5, 2014

Allsports Grand Prix, 45915 Maries Rd. Dulles, VA 20166 - www.allsportsgp.com

Member Rate - \$65/event, Non-Member Rate - \$70/event

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 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. 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.

All Start times are 2:30 p.m. That means be ready to drive AT 2:30! We ask that you SHOW UP 30 MINUTES PRIOR TO OUR STARTING TIME to register, get suited up, attend a drivers' meeting, and be ready to race at the appointed starting time.

Many of you have raced in past League events, and you know how it works. But newcomers should not be intimidated even if you have never before raced with us, or anywhere else. We see newcomers learn very quickly and do very well in the NCC League.

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

Karting @ Allsports Grand Prix

Sunday, January 12, 2014

See announcement for January 5, 2014

DIY @ G & C Tire and Auto Service

Saturday, January 18, 2014

The Do-It-Yourself (DIY) program allows members of National Capital Chapter of the BMW Car Club of America 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 two-and-one-half-hour (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 pm. Lunch for the event is provided by the club.

The DIY Program Webpage is here <http://www.nccbmwcca.org/content.php?119-diy>. If a special tool is needed contact the DIY Coordinator to see if we have it.

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

Annual Meeting @ Maggiano's Little Italy

Saturday, January 18, 2014, time: 6:30-9:30 PM

The Annual Meeting of the National Capital Chapter of the BMW Car Club of America will be held on January 18, 2014.

Each attendee will enjoy a three-course, family-style meal and receive one drink ticket. All attendees will be entered to win some great door prizes at the end of the night. Last year's grand prize was a free M school! The venue is Maggiano's Little Italy in Tyson's Corner, VA (2001 International Dr., McLean, VA 22102-4605).

Cocktails will be served starting at 6:30 p.m.

Dinner will follow at 7:30 p.m.

The annual meeting will commence at 8:30 p.m.

This is the meeting at which our Board members are elected for the following year and we will vote on the proposed by-law changes to the NCC articles of incorporation. (See ballot in this issue.)

Pricing \$52 until December 13th, \$57 until January 17th, \$62 at the door

The price includes a family style dinner, one drink ticket, and one raffle ticket.

Due to our contractual obligations with the venue and the need to finalize numbers in a determination of final space needs, there will be no refunds after January 13, 2014.

Registration is open at Motorsportsreg.com

Karting @ Allsports Grand Prix

Sunday, January 26, 2014

See the announcement for January 5, 2014.

Karting @ Allsports Grand Prix

Sunday, February 2, 2014

See the announcement for January 5, 2014.

Karting @ Allsports Grand Prix

Sunday, February 9, 2014

See the announcement for January 5, 2014.

February Board Meeting Hamburger Hamlet Bethesda

Wednesday, February 12, 2014

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.

Karting @ Allsports Grand Prix

Sunday, February 16, 2014

See the announcement for January 5, 2014.

NCC Chili Cook-Off

Saturday, February 22, 2014

Save the date! In the dead of winter, what's better than a hot bowl of chili! We're starting our first ever NCC Chili-Off, so if you have a family-secret recipe or you're just dying to try out a new recipe, make a batch and bring it out! Location TBD.

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CANDIDACY STATEMENTS FOR NCC ELECTIVE OFFICES 2014

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 emailed to the editor by January 15. Any additional candidacy statements received via email will be uploaded to the website, and voting is scheduled to take place January 18th at the annual holiday party.

For President – Paul Seto

As current President, I want to continue leading this amazing organization. My goal is quite clear: that NCC is the largest, most active, and the premier chapter in the world.

To achieve this target, I will ensure that we (1) focus on recognizing the efforts of our volunteers who graciously spend their free time planning quality events and making sure that our members enjoy themselves, and (2) enhance the overall CCA experience so that all can clearly see the value and fun that membership brings.

As President and Chief Volunteer, I ask for your support to continue with these goals and the opportunity to serve the club and work for the membership.

For Vice President – Steven Lim

Wrapping up my first year as Vice President, I would like to thank all of the members for making my first year a success. I have done my best to provide the highest level of service to all of the members and our board so that each member considers our club a worthy investment of both time and money. I have leveraged my position as both Vice President and advertising manager to bring in additional ad revenue to close the gap between costs and revenue to a point where derBayerische is almost self funded. This allows funds previously allocated to our magazine to be used elsewhere to provide additional benefits to our members. I hope to continue in my role as Vice President in making our club worthy of your continued support.

For Secretary – Gina Hector

My freshman year on the board has been both enlightening and fun. Currently serving as Secretary, I would like the opportunity to continue as record-keeper for the best car club in the nation. I'm asking for your support of my candidacy for Secretary of the National Capital Chapter BMW CCA for the 2014 term.

For Treasurer – David Miller

I have been treasurer for the club for the past three years. I would like the opportunity to continue to serve our chapter in this capacity in 2014. I will work with the president and committee chairs to insure a solid financial basis as well as returning value to our programs and members. I ask for your support and vote to continue these initiatives and for the opportunity to continue to serve the club.

THE OFFICIAL BALLOT



2014 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 15, 2014.

For President

- Paul Seto
 Write-in _____ (signature) _____

For Vice President

- Steven Lim
 Write-in _____ (signature) _____

For Secretary

- Gina Hector
 Write-in _____ (signature) _____

For Treasurer

- David Miller
 Write-in _____ (signature) _____

Your Name _____

Membership # _____

Proposed changes to the Bylaws of the National Capital Chapter of the BMW CCA

Article VI. Meetings, Section 2. Notification (new section added)

* Notification of meetings will be considered given if any method of communication which can be expected to cover separately or in combination the vast majority of the Chapter's membership, to include but not limited to email, printed newsletter, postal letter, website, and other yet to be developed schemes is used and provides that information at least 30 days in advance.

Yes No

Article VI. Meetings, Section 3. Annual Meeting of Members (Revision)

* Notice of the time and place of an annual meeting shall be announced to the membership via club website and/or newsletter (previously newsletter was only option to notify).

Yes No

Article VI. Meetings, Section 5a. Quorum (revision)

Membership Meetings – At any Annual membership meeting or Special meeting of the membership; the presence (in person or by proxy; to include email or SMS) of all of the following shall constitute a quorum: three of the four elected officers, including the president or vice president; and fifty active members in good standing shall constitute a quorum for all aforementioned meetings. All votes shall be by a majority of those present (in person or by proxy; to include email or SMS). [Previously email and SMS wasn't included and meetings are now defined as Annual and Special meeting of membership.

Yes No

Article VII. Board of Directors, Section 1c. Board of Directors

* Board meetings shall be open to all members (previously members had to request to attend)

Yes No

Article VII. Board of Directors, Section 1d. Board of Directors

* Meeting minutes shall be kept by the secretary and shall be available for review by any member upon request (previously minutes were available only by written request and had to be published to the chapter newsletter).

Yes No



At this moment we do not have electronic voting so either this ballot needs to be mailed or voted on at the Annual Meeting.

The mailing address for the ballot is: **National Capital Chapter
PO Box 685
Arlington, VA 22216-0685**

Article VIII. Elections, Section 1. Annual Elections

* The officers of the Chapter shall be elected by ballot by majority vote of the members present at the annual meeting Voting shall be on a slate proposed by the nomination committee; write-ins are not permitted Nominations must be made with the written consent of the nominee. The ballot and candidacy statements shall be published in the Chapter newsletter and/or website before the elections at the annual meeting Ballots may be cast by US mail, any electronic medium approved by the board of directors, or in person at the annual meeting (previously online voting was not an option to cast ballots).

Yes No

Article IX. Amendments, Section 1. Initiation

* Any member of the Chapter may propose an amendment to these bylaws. A proposed amendment to these bylaws must be submitted in writing or by electronic means to the board of directors (previously submission by electronic means were not allowed).

Yes No

Article IX. Amendments, Section 2. Approval by Board of Directors

If a proposed amendment is approved by a majority of the board of directors, the secretary shall furnish all members of the Chapter with a copy proposed amendment by publishing it to the Chapter website. The Chapter membership will have four calendar weeks after publication to review the proposed bylaw changes and provide feedback or recommendations. The membership can provide advanced feedback or recommendations to the board of directors via electronic means, US mail, or in person as an agenda item for the next regular meeting or special meeting (previously publication was only via newsletter and no formal provision for feedback or recommendation was included).

Yes No

Article VI. Meeting, Section 4. Special Meetings

The president may call a special meeting of the board of directors at any time. Secondly, the president shall call a special meeting of the membership as soon as practical within three weeks of the receipt of a petition for such signed by any twenty active members. Lastly the president may call a special meeting of the membership in order to adopt changes/amendments to the bylaws. The Notice of a special meeting shall be published by any media deemed to reach the majority of the membership prior to the proposed scheduled special meeting of the membership. [Previously regular meetings were used to adopt bylaw amendment changes and new technology wasn't allowed for special meeting announcement.]

Yes No

Article IX. Amendments, Section 4. Adoption.

The proposed amendment changes shall become effective as soon as they are accepted by a majority vote of the members present at the Annual membership meeting or any Special meeting of the membership held after the publication of the proposed amendment. (See Article: 6 Sec: 5 for Quorum). [Annual meeting was added to replace regular meeting along with Quorum subsection reference.]

Yes No



A DIY and a Newbie – How to Create Sunshine

October 22, 2013 | By Perlita (Pearl) Aliga Jones

It had been a bleak, dreary week as a record seven inches of rain unloaded on a parched DC Metro area. With the continued gray blanket in the forecast, the weekend called for an indoor activity. Read a book? Watch a movie? Plunk myself down in front of a computer? Repot some root-bound dracaenas? Clean the house? None of the above. It was time for a DIY!

I had eagerly anticipated the day at Russel BMW in Ellicott City, MD for a variety of reasons.

Firstly, as Rob Hollister pointed out at the New Members' Reception that day, it is not just the tangible benefits that make membership to the car club worthwhile; it's also the warm friendships and joyful camaraderie that develop from interactions with fellow members. I know some ladies in the club who regularly attend DIYs and have read delightful accounts of their DIY experiences (and the awesome ladies' swag bags every attendee proudly takes home). I've been with them on tours, pie runs, socials, wine tastings, and holiday parties through the years. They are, indeed, a lovely bunch.

Secondly, my neighbor traded in his Ultimate Driving Machine (UDM) of two years for some non-descript vehicle (now, how could he, really!), citing the



(Top) Removing the engine and transmission shrouds. (Above) Replacing the dag-nabit #6 sparkplug.

expense of maintenance and repairs. It tweaked my interest, and I decided to learn a little bit about maintenance and repairs.

Thirdly, at club socials, I find myself completely unfamiliar with everyone's car talk. I didn't know there was any other kind of oil a vehicle needs besides motor oil.

Fourthly, I wanted to do something new and different from my regular job, that of creating choreography and teaching Zumba and Bollywood. Zumba instructor vs. auto mechanic, rhythmical vs. technical, dancing under a chandelier in an art gallery vs. working under a lift in a repair facility – polar opposites! But therein lies the beauty of a new venture and of going outside one's comfort zone!

The first question that rushed to mind when I first considered signing up for the Oct. 12 DIY was, "Will Kendra Seto be there?" As everyone knows, Kendra is the quintessential people-person. She is a veteran DIYer, has been a dedicated member of the NCC BMW CCA, and

chairs the Ladies' DIY. She spreads joy and enthusiasm in everything she does. I figured surely she will help make my first DIY a fun experience.

Pulling into Russel's repair facility that morning, I scanned for familiar faces and listened for cheerful voices. True enough, the genial Phil Cummings,

with his easy smile and friendly persona, was there to welcome my husband Walter and me. Seventeen members had signed up, and 17 showed up. All 15 lifts were engaged at the time, giving me a chance to observe fellow DIYers in action while waiting for the next available lift. There she was, the vivacious Kendra, in the midst of replacing the transmission fluid of her "Silver Surfer" (2000 Z3 M), but she paused to give me a welcoming hug. Immediately, I got engrossed in watching her work so dexterously with the fluid-transfer pump under the watchful eye of her husband, Paul, our club president, and the encouragement of our fellow member, Andy Miller. I kept mental notes of how to replace the fluid of a manual transmission.

At the next lift was Luis Chau, a club member of a year, working on his red 328i station wagon that has 72k miles on it. Would you believe, he was also replacing the transmission fluid of his UDM. The coincidence was stunning, and the learning opportunity perfect. On my left was a manual transmission, and on my right, an automatic transmission. I watched Luis as he meticulously cleaned the transmission-fluid pan, spraying it with cleaning fluid, wiping it, and scraping the recalcitrant build-up with a putty knife (yes, it works perfectly), and repeating the process a few more times. The pan emerged very clean and shiny, passing the white-glove test with flying colors! I joked that I could borrow the pan to bake chicken parmesan in! I watched how he replaced the gasket and helped him hold the pan as he bolted it back into the transmission panel.

The next step was simply fascinating to me, as it transported me to the climate-controlled cellars in the verdant valleys and the cool caves in the lush foothills of Napa Valley. (It is "Harvest" in the valley right now, considered a fifth season in the wine country; a beautiful, picturesque time of the year. I am usually in the valley this time of the year.)

Watching Luis fill the pan with fresh transmission fluid evoked the imagery of a "wine thief," the tube used to extract wine from a barrel and accommodates a hydrometer to measure specific gravity and potential alcohol before fermentation, and again later to determine if fermentation is complete. The wine thief is also widely used as a way of dramatizing the fine art of alternative wine-tasting by drawing wine directly from the barrel instead of pouring it from a bottle. The similarity of the two liquids did not escape me, either. The color of fresh automatic-transmission fluid so vividly displayed in the pump's see-through tube is akin to that of merlot or pinot noir; of an intense plum/red-cherry hue that characterizes merlots, and a vibrant strawberries/raspberries tint that shouts pinot noir. The fluid-transfer pump is a reverse wine thief!

With my mind teeming with gustatory thoughts and robust-red-wine images, I joined Walter to work on his 330xi. First, we cleaned the engine shroud and oil pan. Next, with Andy checking on us, Walter and I worked on replacing the spark plugs, first by removing the coils and the old spark plugs. I applied anti-seize compound on the new plugs, put the coils back in, torqued the plugs in, re-attached the wiring harness, and put the cover back.

Working with the 6th most remote spark plug was the most difficult. From that experience, I acquired a new simile. When faced with something daunting and challenging, it's not "like pulling teeth"; it's "like removing the socket wrench from the #6 spark plug!"

As Walter loves to recount, he "showed Perlita the first step, and she took over!" I finished replacing the spark plugs, which is just a baby step when it comes to auto maintenance, but I felt an amazing sense of accomplishment. By then I wanted to do more! Me, stop now? As they say, a little learning is a dangerous thing. My newfound "skill" embold-

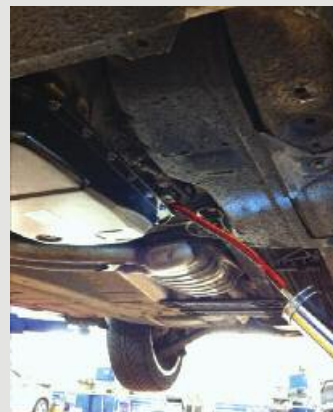


(Above) A smiling DIY coordinator means everything is on time. (Below) The pump to add transmission fluid looks like a wine thief with Merlot. (Apropos – a wine thief is a gadget to take a sample of wine out of a barrel.)

ened me to offer to do more. "Change the transmission fluid?" I asked Walter. "Nay, not so; 30,000 more miles," he replied. Oh well, I'll just have to wait for the next DIY to do more. But I was content with that morning's accomplishment, figuring:

- DIY entry fee - \$20
- Spark plugs - \$35
- Bonding with hubby and fellow club members – priceless!
- Oh, and savings from doing the work myself - \$100!

As I was mopping our lift area, Phil announced that the New Member Reception, hosted by James Laws, was about to commence.



Lunch was ready! You mean my gustatory craving is going to be satisfied here? Here at Russel? It was a colorful, hearty, and delectable lunch – assorted cheese-and-fruit trays, roast beef and turkey breast, curried shrimp, grilled asparagus, and more. Chicken? Yes, there was...chicken salad!

So what about my desire to learn the first word about BMW maintenance and repairs and my hankering for chicken parmesan baked in a shiny, uber-clean pan and some tasty pinot? The lovely Russel folks led by General Sales Manager, Dane Spealman (with their warm hospitality and attentive help and expertise), the friendly car-club members, and the hearty lunch spread satisfied all that!

And what about the gray, damp pall over the DC Metro area? What gray pall? I did not notice it at all. My fellow club-members and Russel BMW folks had a way of creating sunshine for all to enjoy, especially for this newbie-turned-big fan!

Ladies' DIY, here I come! November 9, 2013 at At Speed Motorsports in Hanover, MD is prominently noted on my calendar.



The Oak Tree Grand Prix at VIR.

OCTOBER 3-5, 2013

By Steve Tenney



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Many of us have been to VIR for races or Track Days over the years. There's no doubt a long time symbol of VIR at turn twelve was the large oak tree that was certainly well over 100 years old. This past July a storm came through Alton, VA and the famous tree was taken down. Nothing could be done but remove the

remains and clear out the area. The symbol was gone forever, but the Oak Tree will live on in our memory. Particularly since everything at VIR has been coined with Oak Tree. The race is now the Oak Tree Grand Prix, the tavern on the property is the Oak Tree Tavern, and they also have the Oak Tree Spa. The track is the star at VIR and the oak tree was part of the environment that will be missed. Each spectator with

a general admission ticket this year could get a slice of a limb from the tree with the commemorative logo burned into it as a souvenir. It was a nice touch and I've included a picture of the token above. VIR is one of the nicest race courses on the East Coast and in the US.

The full course at VIR is 3.27 miles long with 130 feet of elevation change and special segments like the climbing esses, the roller

coaster and hog pen. All this connected via a back straight and a front straight.

VIR provides an attractive background to the racing.

If we consider the speed deficiency that seems to afflict the Z4, the back straight and the front straight probably won't suit the Z4s much, but the basic dynamics of the full course we hope

will suit the Z4. Of course, BMW Team RLL has been to VIR many times, so it would not be new to the team (even without the oak tree). As at many of the courses this year Maxime Martin would be making his first visit to VIR and he would do well. John Edwards has done very well sitting in for Joey Hand this season, but Baltimore Joey would be back to partner with Dirk Müller. This would be Joey's last race in the US for 2013. The Team/Manufacturers championships are still in play. BMW and Corvette are battling, but BMW has to win to keep their chances alive. Dirk Müller is still in the GT driver's championship with Jan Magnussen and Antonio Garcia is in the Corvette. All you can really ask is to be in the game at the end and BMW Team RLL has put the cars and a driver in the hunt.

Listening on the radio during practice, the drivers were concerned that they were having problems with grip. Joey was particularly frustrated with the grip level from the car. As qualifying approached the drivers and engineers go into an intense debrief session to try to come up with something to make the cars more drivable and to their liking. For the Z4 to do well it must create enough grip for the drivers to take advantage of its superior dynamics. The general talk was to make some big changes to try to get

something better. The reality though was that all of the cars were having (in varying degrees) the same problem. The end result would be set by who achieved the best solution. Max Martin seemed to be less concerned through this period. Perhaps his time with the MarcVDS Z4 GT3 car in Europe has given him a different viewpoint. He was also very complementary to Bill Auberlen's coaching going into the VIR experience.

Matt Russell pointed out to the BMW CCA Corral visitors that the Z4's weakness has to do with the aerodynamics of the greenhouse (rear roofline).

The wing at the back provides



very little down force because of the poor airflow due to the presence and angle of the rear window. Buildup of a low-pressure area between the wing and the back

window hurts top speed. If they could change the angle of the window, to smooth the airflow, there would be an improvement. However, there are no production

parts that would change the shape in that area of the car. As a result, they haven't been allowed to make any such adjustments. If you remember the shape of the rear view mirrors when the car was first shown at Sebring, the mirrors have been enlarged dramatically.

The change in rear view mirror shape from a small aero shaped mirror to a very large rectangular mirror, the largest in the series, changes the airflow around the car

(From Top) The Climbing Esses at VIR. The Roller Coaster at VIR. (Below Left to Right) Entering the roller coaster. Max Martin put the #55 on pole with a new lap record.





and makes the rear wing a little more effective! The negative pressure on the window increases the drag on the car and reduces the top

speed. The GT3 cars in Europe have the same problem when competing with the Mercedes SLS AMG GT3 cars.



Despite the concerns and after some good decisions, the cars turned out to be good in qualifying. In the hands of Max Martin, the #55 was on the pole with a GT class qualifying record. It was another good qualifying effort for Dirk Müller. He was able to get third place in a car he was unhappy with, with the Ferrari in second. The Corvettes were off the pace a bit in 8th and 9th and the Vipers doing a little better in 5th and 6th. The #55 BMW qualified with a 1:45.978 lap, with the top five within 0.5 and the top nine within a second. The ALMS GT class has developed into some of the best GT racing in the world. To stay in contention for the Manufacturer's Championship, BMW would have to win. Otherwise, Corvette would become the champion.

Race day arrived with good weather but relatively warm for early October in Southern VA. It was 87F at the start, but with the high

deficiency would hurt.

There was immediate frustration with Bill Auberlen at the jump that the Ferrari and Vipers got at the start. By the end of the first lap, Bill had gone from first to fourth. The team was quick to tell him to take it easy, it would be a long race and the feeling was that the leading cars' tires would not stand up. The same tires used in qualifying are required to be used at the start. Depending on how many laps were run during qualifying the tires can be somewhat used up. Despite slight loss of position, both Z4s were well placed at the start of the race. The early racing was close and very competitive.

Clearly the Ferrari has found some pace and it showed. There's no doubt that the Z4s are fast; the problems arise in traffic and the momentum is lost due to other cars. The bottom line is the car is deficient in top speed. The larger engine (8L, V10) Viper has a big



humidity it felt hotter. It would be a difficult start because the GT cars are of course in the middle of the field and were held up a bit by the prototypes in front. The race actually starts when the overall leader crosses the start/finish line not when each car reaches the line. The larger engine cars would make it difficult on the Z4s at the start, but it was the Ferrari that jumped into the lead. At the start going down the start/finish straight that speed

advantage in torque. The Ferrari has a 4.5L, V8 and the Corvette a 5.5L, V8. The Z4 is a 4.4L V8. All of the engines are restricted to limit horsepower, but the restrictor can-

(From Top) Matt Russell explaining the aerodynamic problems of the Z4 GTE. Note the large rear view mirror. (Above) Dirk Müller powers out of turn 12, the old Oak Tree Turn. (Left) Bill Auberlen ready for the start on the grid.



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that, Max in the #55 had enough speed to have attacked Tommy earlier. Tommy was distinctly unimpressed with Dirk's pass and tweeted later; "That white car is lucky I didn't let him wreck himself on me. The non call by IMSA is worse though...." He didn't offer any comments about how quickly Max got by him after Dirk, it wasn't long. At the finish the #56 was in fourth place, with Jan Magnussen in the #3 Corvette ahead in third. This meant that Corvette would win the Manufacturer's Championship with BMW in second.

No one can dispute the great job that BMW Team RLL did with the new Z4 GTE in 2013. It's not often a new car has the success that the Z4 had. We would have liked to see them win one of the races in our backyard, but it didn't happen. They were competitive and it was fun. With Pettit Lemans at Road Atlanta on October 19 we would see the end of the American Lemans Series, its merger with GrandAm and thus the beginning of the Tudor United Sports Car Championship (TUSCC). There will be more to come when we know more about the complete makeup of TUSCC in 2014.

not completely limit the torque generated by the larger displacement engines.

To make matters worse, the #55 lost time in the pits when the driver's door came off its hinges. They lost two laps getting it back on its hinges, a very frustrating problem to say the least. Team BMW RLL would have to work some out of sequence magic to get the car back on the lead lap. The #56 pushed on doing their best, working hard and staying in it. Dirk Müller took over from Joey Hand and clearly was driving with commitment. If I had to guess, I'd say that the #55 is a little faster than the #56. Max Martin had never been to VIR before as we saw. Despite the door problem placing them out of pit stop sequence, then needed some cautions to get back on the lead lap and they did that. Team BMW RLL is always good at working the strategy to put their cars in the best position possible. At the end, the two Z4s were working together moving through traffic. The team was telling them to draft one another to work their way closer to the front. It's hard to tell how much of that was done, but on almost the last lap Dirk got next to Tommy Milner in the #4 Corvette and pulled off a pass. Dirk was able to get next to the Corvette coming



out of the old Oak Tree Corner and then muscle on by going down the straight. Dirk pulled it off (to Tommy's chagrin) and since Tommy had to immediately deal with Max in the #55 he couldn't

attack the #56 and Dirk was able to move away a bit. The team had no desire to put the #55 ahead of the #56, since it was Dirk who was still in position to win the Driver's Championship. One has to guess

(From Top) The start was very close. The race can't be much closer than this! (Below) The GT Class race was close throughout.



New Member Reception – Russell BMW

Saturday, October 12, 2013 | By Walter Jones



Lori Connelly and Dane Spealman hosted the BMW car club new member reception at Russell BMW. They provided a stage and video projector so that Jim Laws, Paul Seto and Rob Hollister could talk about the benefits that our chapter of the Car Club provides its members. There were about a 25 new members present. In addition, 20 or so participants from the DIY that morning participated. Kendra and Rob were their usual smiling selves at the registration desk.

Jim Laws and Paul Seto hosted the presentations. Rob Hollister covered all departments that did not have a representative present. Despite covering all events we sponsor, they kept the meeting to about ½ hour. They explained the events we host, the benefits of being members and talked at length about some recent events.

Since it was hosted just after

the DIY, that seemed to garner the most interest. Several walked through the work area, where a couple of DIYers were still working late in the afternoon.

Russell BMW provided a buffet which was enjoyed by all. Lunch was assorted cheese-and-fruit trays, roast beef and turkey breast, curried shrimp, grilled asparagus, chicken salad and more.

There was a raffle. The prizes included an iPad (donated by Russel), and posters of cars #55 and #56 from the Baltimore Grand Prix. Patti Tait won the iPad Mini; Linda Chaffee and Phil Herr won the framed BGP photos.

As the party was winding down, SWAG bags were given away by the Russell staff which included some deep discounts for parts and services.

The party ended about 2 pm.



(Top) The winner of the iPad mini donated by Russell BMW. (Above) New members listening to presentations on the benefits of the car club.

2014 Mercedes-Benz AMG CLA 45



The Target Is M3

By James Chew

As I'm aggressively attacking a curvy mountain road, it occurred to me that the first time I was driving a front-wheel drive performance luxury sedan was in 1986. At that time I was testing Dodge's challenge to then new BMW M3, the Shelby Lancer. Almost twenty years later, I'm driving the latest challenge to the BMW M3. While it's no surprise that Mercedes has the latest offering, what is surprising is that their latest offering is *front-wheel drive*.

Mercedes AMG may have learned to design performance luxury front-wheel drive sedans when they owned Chrysler. The parallels between this 2015 AMG CLA 45 and the Shelby Lancer are astounding. Both are front-wheel drive and performance modified

four-cylinder engines power them. When the Shelby Lancer was developed in 1986, Shelby and Dodge pushed the limits of the 2.2-liter 4-cylinder performance by adding turbocharging and intercooler to produce 175 horsepower. Twenty-eight years later, Mercedes added turbocharging, an intercooler, and multi-variable valve timing to their 2.0-liter four-cylinder engine to produce 360 horsepower. The Shelby Lancer's suspension and chassis were fine tuned on Turnbull Canyon Road and Willow Springs. The AMG CLA 45's chassis and suspension were tuned on Nurburgring. The design benchmark for the 1987 Shelby Lancer was the E30 M3. The design benchmark for the 2014 AMG CLA 45 was the E90 M3. Both repre-

sented the best in performance front-wheel drive sedans for their respective time. This is proof that the good guys are winning – performance sedans are still very much alive and have evolved to be even better!

The AMG CLA 45 is a wonderful performance luxury sedan. In keeping with the BMW M and Audi S teams, Mercedes uses their Formula 1 racing teams to learn performance lessons and adapt them for the street. By effectively applying these lessons learned to the new CLA sedan, Mercedes has developed a worthy BMW M3 competitor.

The new CLA is the first "volume" production vehicle that was designed by the new Mercedes Benz design chief, Professor

Gordon Wagener. He previously designed the CLS, SL, SLK, SLR, and SLS. The all-new CLA has the front-end design of the premium SLS Coupe, while sharing the "chord" like profile of the rest of the current Mercedes-Benz cars. In my opinion, the CLA is the best interpretation of Professor Wagener's design.

The CLA dimensions and proportions yield a taut, youthful feeling. The new CLA has the same timeless and youthful appeal as the E46 3 Series, which I understand was a design goal. This became a Mercedes product design edict when the Mercedes-Benz management realized that their average buyer's age was approaching Lexus, which is the oldest in the volume luxury market. In our

anecdotal observations, we noticed that the CLA is quite popular with young women. I'll be quite curious to review the CLA buyer profile statistics, comparing them to the BMW 1-, 2-, and 3 series as well as the Audi A3 and A4.

To properly evaluate this car, I first saw the movie, "Rush". After watching that outstanding movie, I was inspired to drive the AMG CLA 45 to its potential.

When sitting behind the wheel of the new CLA, the typical car enthusiast will appreciate that the CLA uses a key and a conventional ignition switch to start the car. Frankly, the current "keyless fob" and "push button ignition" bothers me. One can only imagine the bad habits that will result from not needing to physically insert a key into the ignition switch to start and stop the engine.

When you sit in the AMG CLA 45's driver's seat, you can immediately see the Formula 1 influence. The seat, the seating position, the pedals, the gauges, the shifter, and the steering wheel are perfectly placed for performance driving. The steering wheel and seats feature suede, making them much more comfortable and "grippier". In terms of functionality, comfort and support, both the steering wheel and driver's seat have been optimized for track and daily driving. Based on the driver's position and the CLA 45's driving characteristics, it's clear that Mercedes and AMG designers and engineers spent quite a bit of time in the E46 and E90 M3s.

Unlike most other "manumatic" equipped vehicles, the paddle shifters on the AMG CLA 45 are perfectly placed, making their operation much more cognitive. In either fully automatic or paddle shift mode, AMG 7-speed dual-clutch transmission shifts a little harder than the BMW version. The shifts were firm, but not harsh. After a week, driving the AMG CLA 45, I was able to more effectively use the paddle shifters in my 135i convertible.

To say that driving the AMG CLA 45 was thoroughly enjoyable would be an understatement. There is no doubt that the throttle, transmission, braking, steering, and chassis response were a result of thousands of hours of modeling and simulation, lab bench testing, and track time. Even the "automatic stop/start", which turns off the engine when you're at a full stop and turns it back on once you re-engage the throttle, works seamlessly. And unless someone told you that the CLA is front wheel drive, you'd never know from driving it.

The one item that was lacking was the engine noise. Having worked on front-wheel-drive, four

Thanks to the front wheel drive architecture, the AMG CLA 45 comfortably seats four adults and has a useful trunk. The 60/40 folding rear seats significantly increases the cargo capacity. To put it in perspective Mercedes CLA is about the size of a Corolla or a Civic, but the interior feels roomier than a Camry or an Accord. It's clearly a 1 Series competitor, though a bit bigger and is currently offered in the U.S. only as a sedan. I suspect that there will be many comparisons between the CLA and new 2 Series, especially if BMW develops an "M2".

The AMG interior is tastefully designed, with contrasting color

teams. The German manufacturers are the only ones that diligently follow this formula, which is why car enthusiasts can't wait to drive the latest Audi S model, BMW M model, and Mercedes AMG model. Mercedes does not plan to sell many 2014 AMG CLA 45s. But it will help sell their first front-wheel drive sedan – the CLA.!

The 2014 AMG CLA 45 is a very nice "ultimate" performance luxury sedan and will build a loyal following. And for BMW fans, the AMG CLA 45 shows that there is a future with front-wheel drive "ultimate" performance sedans. And BMW fans can be assured that the BMW's experience with the Mini



(Opposite page) The aggressive profile of the new CLA AMG tries to shed the "old person's car" Mercedes image. (Above) "Signed" by the Engine Builder. Think of it as "Inspected by Number 24"!

cylinder performance vehicles for both Chrysler and GM, I appreciate the difficulties in making a four-cylinder engine SOUND deep and purposeful. Frankly, the AMG CLA 45 sounded great for a four-cylinder engine, but that good feeling quickly faded after I drove my BMW 135i convertible.

What we've always enjoyed about performance sedans is the practicality. In its "normal" form, the all-new CLA is an outstanding German performance luxury sedan.

stitching and seat belts. Our test vehicle featured red seat belts – there should be no doubt to any policeman as to whether or not the occupants are wearing them! I favor the trend to contrasting trim and stitching for the AMG, M, and S vehicles. In my mind, it adds an element of class and exclusivity.

The formula for "ultimate" performance production vehicles is simple – take your best production car chassis and apply all the lessons learned from your race

front-wheel drive architecture will produce a distinctive front-wheel drive M sedan. I look forward to driving that vehicle – I only wish that I had kept my Shelby Lancer to show my fellow BMW CCA members that front wheel drive performance sedans have been around.

I miss my Shelby Lancer (#436)!

Traditions

BY David Sunter

PHOTOS Raine Mantysalo

A RHD 2002: Right at Home on the Right.

My father bought this car in 1975 as a very low-mileage used vehicle. The first owner, a BMW rep, lived in London and hence the London Registration number LLB269P. At the time, the letter P indicated the year of the car.





Pictures taken at the Museum of the Shenandoah Valley, Winchester, Virginia.

(Above) As David's father was getting older and thought about selling the car, David convinced him not to sell it. His own son now wants him to hold on to it. An aftermarket Weathershields sunroof with a usable wind deflector opens up much more than the factory sunroof.

He had recently retired from the car dealer business where he had been the General Manager of a firm selling not only Jaguar and Daimler cars, but in addition cars from at that time, BMC, subsequently British Leyland – now defunct! He wanted a smaller car and chose a BMW 2002, not this one but an earlier version and still having a salesman's blood, when someone came along and showed an interest in the car, it was gone!

At least one more was bought and sold before this car was acquired. Having moved to this country in 1969 and in spite of paying regular visits back to England, I never did see the second car, an Inka 2002. I think that the reason for this was the fact my mother hated the orange color of that car and Dad sold it shortly after its purchase. My father had a Weathershields sunroof installed in this car and it opens much more than a normal metal sunroof. It certainly

adds to the enjoyment of the car and in Britain where the weather is changeable with not much notice it is an ideal feature since it operates easily.

On my visits we would use the car since it meant that we did not have to rent a vehicle and besides I really enjoyed driving the little BMW with its great engine and transmis-

sion, its handling and of course the styling with its very large glass area. The heavy steering in tight spaces requires energy but lightens up considerably for use on the highway





not entirely.

The interior of the car is original and other than cleaning, has not required any repairs or replacements.

Engine work has been limited to replacement valve guides and seats probably because of the use of unleaded petrol. Electronic ignition was added a few years ago which did help with starting and has proven to be maintenance free so far. Apart from other items such as a clutch, exhaust and replacement of wear and tear pieces not much has had to be done in spite the lack of use.

As Dad was getting older and not driving as much, he thought that he should sell the car but I persuaded him to keep it since I really did enjoy driving the car in the North of England; particularly the Lake District and North Yorkshire. Both areas have narrow winding roads and lots of hills, which are just right for the 2002!

My father died in 1998 and my family and I wanted to keep the car for use on our trips back to England. After some time, we decided the car was of sentimental value to us and we wanted to arrange to have it shipped to the U.S.

My father had always used a friend of his to perform any needed

and makes for an overall lovely car.

One thing in Britain that is a constant is the rain! Even though my Dad made his living selling cars, he was not an enthusiast and tended to garage the car even after having driven it in the rain without the benefit of drying it; with the inevitable result of rust forming. The car has paid the price and tons of work was performed over the years to correct the effects of corrosion, but



(Top) The well-preserved interior is all original. Limited space under the hood by the right firewall required switching to hanging pedals. (Above left) The odometer can display only five figures, but this is the actual mileage. (Below left) The RHD car has two remote servos for a twin-circuit braking system set-up. (Below right) The original plate was preserved.



service and repair work and I continued that for the years that the car remained in England. When the car sat in the garage for as long as a year at a time, the friend would arrange to collect the car, fit a new battery and then do whatever work was necessary so we could use it on our trips home. Just prior to the shipping I again had the car serviced so that it was ready for driving once it arrived here in Winchester. Bruce Hall of Applewood Motorcar Transport in Gerrardstown, WV., collected the car from the docks and delivered it directly to my driveway. After a lot of cleaning the 2002 was ready – right hand steering and all, to be taken on its maiden U.S. drive.

Since the car qualifies for Virginia antique tags, I asked for and got LLB269P as its the new number.

I haven't driven the car much since it arrived here but it is still as enjoyable as ever and I have to think a little more about the car's position on the road since I am sitting on the right side. I get stares from both pedestrians and other drivers alike.

Perhaps I could deliver mail!

In case you were wondering, changing gears with my left hand is not difficult at all, having been born in England and was taught to drive on a manual transmission Morris Mini Minor in 1959. It is just a case

of remembering to get into the correct side of the car, after that everything sort of falls into place.

Side Note: The car was first registered in London on the 8th of July 1975 and carries the VIN 4202879, the mileage is still only 65274.



(Above) The chromed european bumpers make the car not only nine inches shorter but give it a more compact look. (Right) You don't see too many 2002s with the original steel wheels and optional chrome trims. Finding tires in the 165/80x13 size may be part of the reason.

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A 3.0 CSL Batmobile and 2000cs share the lawn in front of the Saratoga Auto Museum.

Splendor in the Grass at Saratoga

By Marc Caden

Saratoga Springs is the quaint town in upstate New York best known for its famous spring water and top tier horse racing. However, it is also home to the Saratoga Auto Museum, which plays host to a variety of car shows nearly every weekend throughout the fair weather seasons. This year the museum hosted a major exhibit featuring numerous historically significant BMW cars and motorcycles from the 1930s to present.

The fourth annual Vintage at Saratoga (www.vintageat-saratoga.com) did not disappoint. It was scheduled this fall to coincide with the museum's exhibit and the BMW Vintage and



Classic Car Club of America's week-long holiday tour. These events conspired together to create the perfect storm – bringing together over 160 classic BMWs produced in or before 1999.

The museum exhibit was simply stunning with Lothar Schuettler's (Darnestown, Maryland) 1937 328s parked nose to nose with the 1937 328MM "Bugelfalte" roadster that competed in the Mille Miglia. In an adjacent room were several race cars, that included the M1 Art Car painted by Andy Warhol and an M3 GT3 recently decommissioned by Team RLL. There was also a beautiful series of stylish and ground breaking roadsters





way from San Jose, California. He first spotted the car back in the 1960's in a wrecking yard that he passed each day on his commute to work. After seeing it for several days in a row, he finally stopped in and asked the salvage lot owner what exactly the car was and the response was "some German piece of cr-p!" The restoration of the car took quite some time as Jim manufactured by hand many of the hard to find parts such as the valve stems and a missing door handle. The day after the Vintage event concluded, Jim and his wife drove their prewar car almost 200 miles roundtrip to visit the Limerock Racetrack.

There was an abundance of BMW exotics on display on the museum lawn including an M1, Z1, 2002 Turbo, Baur 2002, multiple "M Coupes," and numerous examples of the increasingly collectible E30 M3. However, there were also many people who simply drove their beloved and well used family cars that had been cherished for decades.

Several folks from our chapter made the trip to Saratoga. For example, Doug and Pat Dolan drove

that included a 1957 507, Z1, and Z8.

Furthermore, many of the cars on display outside on the lawn were nearly as impressive as the cars featured inside the museum. For example, this was one of the largest gatherings of E9s on the East Coast that anyone could remember. Among the 17 E9s (2800, 3.0 CS, 3.0 CSi) in attendance were a rare 3.0 CSL Batmobile and the E9's forefather – a 2000CS.

A separate area on the front lawn was reserved for four Alpina 5 series (two E28s and two E34s). One of those cars was Roy Wicklund's 1985 Alpina B7 Turbo. There were only 236 produced by Alpina from 1984 to 1987, and there are only 4 known examples in North America. The car produces 300-330 horsepower (depending on a driver adjustable boost knob) and 331 lb/ft of torque. With a top speed of nearly 170 mph and a 0-60 in the high 4 to low 5 second range – this was a true super car by 1980's standards and would still outperform many modern BMW's.

Among the more interesting stories was Jim True's 1934 BMW 309. Jim towed his car in an open trailer behind a motor home all the



(Top) Seventeen E9s were gathered on the lawn. (Left) Roy Wicklund's 1985 Alpina B7 Turbo is parked on the far right adjacent to an E28 Alpina B9. (Below) Bill Williams 1972 2002tii in Dakar (?) yellow is parked on the left.



their 3.0 CSI to the Vintage and participated in the week long driving tour. Eric Upton, Bill Williams, and I brought our 2002s.

One of the highlights of the weekend was a dynamic presentation given by Rob Siegel – who writes,

ty and directness you won't find in a late-model BMW M3. This lets you get your jollies without getting into trouble; you may find yourself going yeeeeee-HAAA in the 2002 only to check the speedo and find you're barely exceeding the speed limit.



(Above) In the museum, Lothar Schuettler's 1937 328s was parked nose to nose with the 1937 328MM Bugelfalte roadster. Lothar's car is currently on display at the factory in Spartanburg. (Below) Jim True and his wife carefully roll back the roof on their 1934 309. (Bottom Left) Individual brush strokes were readily apparent on the Andy Warhol M1 Art Car.



"The Hack Mechanic" column in *The Roundel* and recently authored a new book titled *"Memoirs of a Hack Mechanic – How Fixing Broken BMWs Helped Make Me Whole"* (available through Bentley Publishers). Rob gave some truly useful tips on maintaining vintage cars, sprinkled with good humor, a song (seriously, he sang and played guitar), and a book signing. I will close with a short quote from his book (from Chapter 8 -- "The Lure of Older Cars") that seems apropos:

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The Baltimore Grand Prix, We Bid You Adieu

By Kelsey Hill

Alas, the Grand Prix of Baltimore (aka the BGP) is no more. After 3 years of what I will lovingly refer to as an experiment in patience, persistence, and the ability to roll with the punches, we have been left to revel in the memories of years past instead of making plans for next year. Hearing the news that the BGP would not be happening in 2014 or 2015, I let out a deep and pensive sounding sigh. I couldn't help but think, "Every year it's something... now what?"

My enthusiasm and love for our BGP Corral is hard to match. I'm not a glutton for punishment, as many of you jokingly say to me each year when we start planning the corral. It's more that our BGP Corral is the one way I am truly able to say "thank you" to our club in a tangible

way for the open-arms reception that I received upon joining the club and also for the ongoing fun that I have throughout the year with y'all. I hope each of you know how thankful I am for all who have attended the BGP corral, particularly given that it's on a holiday weekend and it has not gone off without a few... *how do I say this?...* roadblocks from the race owner.

I love our corral because it allows our family members and friends – from kids to grandparents and colleagues to cohorts – a chance to see the diverse group that makes up our NCC membership, to make new friends, and to take a walk down memory lane with old acquaintances. I know I'm not alone when I say I am especially fond of our corral because

Corvette and Porsche can't compete with us. Ever. Hah – take that!

I get so excited for the race each year because in the weeks and months leading up, our RLL drivers and team get excited too! They can't wait to come over to our corral, give us highlights from the track sessions, and talk all things BMW RLL racing with us. We're the high-octane "rah-rah-rah" fuel that pushes them to do their best, not just at the BGP race but as the season comes to an end and often a championship is in sight.

In closing, I promise y'all this: BGP aside, we're having corrals next year! They're like a gigantic family reunion for our Bimmers. I feel like a proud parent taking my E92 M3 on the best playdate of all time. Let's take what we started at BGP and spread it

across the country!

We did a first-run of the VIR corral this year with the Tarheel chapter. Please pen in Aug. 23-24 for VIR 2014 'cause like Donkey Kong! We've had some interest in a corral at Watkins Glen (June 27-29) so naturally I'll be making friends in that chapter. And a few NCCers and I have discussed the crazy idea of a road trip to Circuit of the Americas in Austin (Sept. 19-20) or down to Road Atlanta (Oct. 2-4). If you're interested in these, or any of the races in 2014 on the United Sports Car schedule, shoot me an email so I can add you to the spreadsheet. If there's anything I've learned from the past three BGP corrals, it's that no one tells NCC we can't have a party and show off our Bimmers; trust me, we'll find a way!



DIY Event at RRT Racing

September 21, 2013 | By Marc Caden

You may think that because your car is still under warranty and covered by BMW's Maintenance Program that the allure of the DIY program don't apply to you. However, that is not necessarily the case. In fact, BMW's "free" Maintenance Program fails to include a host of periodic maintenance items that many observers (such as *Roundel* Technical Editor Mike Miller) still encourage owners to perform on their cars. These include, among other things, transmission and differential fluid changes, coolant

service, power steering fluid flush, fuel filter replacement, and more frequent motor oil changes. Whether or not you decide to perform such tasks may depend in part on how long you intend to keep your car. Nonetheless, it is reasonable to conclude that some additional maintenance to your car may prevent future failures and increase its resale value whenever that time comes.

DIY regular Chris Wooton arrived at the September 21st event sporting a brand new 2013 328i with the M Sport package. With

less than 2,500 miles on its odometer, the car looked factory fresh and it needed absolutely nothing – or did it? Chris was there to perform a "break-in oil change" on his car, just as BMW used to recommend before it modified its maintenance program. Chris even took the additional step of capturing a small sample of his spent oil to be sent to Blackstone Labs for a detailed analysis. Is Chris pretty obsessive about his car maintenance? Perhaps. But would I hesitate in buying a horse from his stable – heck no.

(Top left) Dan Goldburt bleeding the brakes on his E30 M3. (Middle left) Rich Kempf draining the oil on his 2007 335i. (Bottom left) Martin Jose uses a transmission jack to replace the transmission mounts on his 2000 328i.

Our monthly DIY event was sponsored by RRT Racing located in Sterling, Virginia. RRT is a regular host of our program and a venue I look forward to seeing on the calendar. RRT has bifurcated its shop essentially into two work spaces. One side is a space dedicated solely to racecar prep and the other side exists for routine service and maintenance. RRT is an authorized Dinan dealer and has the latest diagnostic machines located on the premises, such as a road force wheel balancing machine and a Hunter 1100 alignment machine. RRT also uses the Autologic BMW Diagnostics system that allows technicians to read codes and undertake repair work like the dealers.

James, Pete, Mike, and Peter from RRT were on site giving helpful insight and tips to attendees. RRT is one of those soup to nuts



shops that can easily handle all of your routine maintenance needs, but can also competently rebuild an M car's "S" engine. If you stop by, make sure to mention that you are a club member as RRT offers a

discount to BMW CCA members.

Many tasks were accomplished at this month's DIY. Dan Goldburtt used the club's brake bleeder to flush the brake fluid on his 1990 E30 M3. Rick Kempf

changed the oil and flushed the brake fluid on his 2007 335i. Martin Jose did an oil change and then replaced the transmission mounts and fuel filter on his 2000 328i. Luis Mezo flushed the coolant on his 1998 528i. Zachary Pullins replaced a window regulator on his 2002 323i.

As always the DIY committee ran a terrific event that also included breakfast and a pizza lunch. RRT was a gracious host, and the chapter appreciates their continued support of the DIY program. Whether a newer model, aging beauty, or a classic car, I hope to see you and your car at an upcoming event.

(Above) Zachary Pullins assures everyone that he will finish repairing his window regulator on time.



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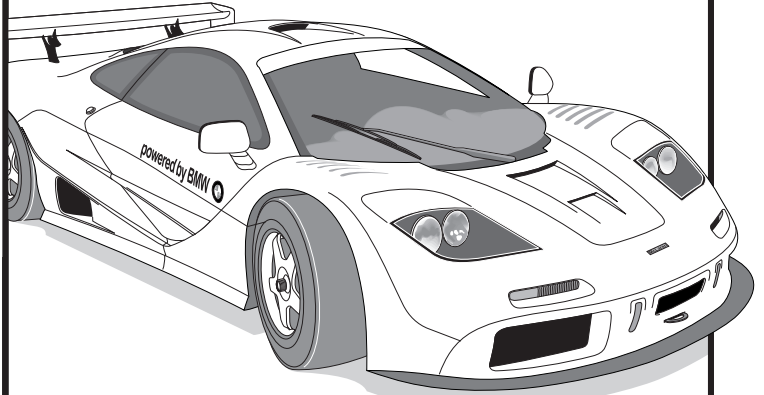
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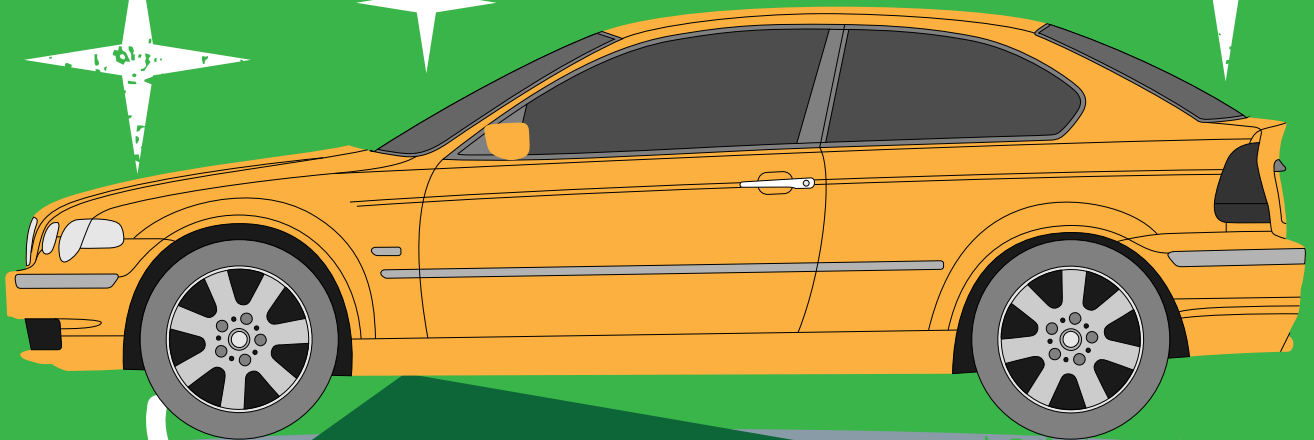
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Classifieds – Due to space limitations this month, the classified advertisements are not included. They are still available on the chapter website: <http://classifieds.nccbmwcca.org/>

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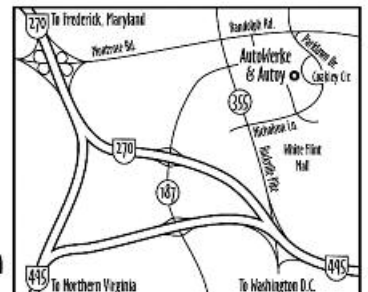
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